



Doncaster Local Plan 2015-2035

Publication Version



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Doncaster
Council

Document Summary.

Purpose	The Local Plan sets out policies and proposals to meet Doncaster's needs for housing, employment and other development: how much is required, where it should go and when it should happen. Together with the Government's National Planning Policy Framework ¹ (NPPF), the Plan aims to deliver positive sustainable economic, social and environmental development. Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations, such as the NPPF, indicate otherwise. Doncaster's Development Plan will include this Local Plan, the adopted Barnsley, Doncaster and Rotherham Joint Waste Plan and any made Neighbourhood Plans prepared by local communities.
Plan Period	2015-2035
Base Date	1 April 2015 (This is the date the plan period started – but all the information in the Local Plan for land supply (e.g. planning permissions) is as at 1st April 2018).
Settlement Hierarchy	Growth distributed and managed according to a 6 Level Settlement Hierarchy: <ul style="list-style-type: none">• Doncaster Main Urban Area• 10 Service Towns & Larger Villages• Countryside• 7 Main Towns• 40 Defined Villages• Green Belt
Key Proposals	The key proposals in this Plan include: <ul style="list-style-type: none">• Major new employment sites (total of 481 Hectares) to support 'Doncaster Main Urban Area' and 7 Main Towns; but also at locations attractive to the market associated with the Strategic Transport Network.• Ensuring the maintenance of a rolling 5 year supply of deliverable housing land.• At least 50% of new homes to go to the 'Doncaster Main Urban Area', about 40% to the 'Main Towns' and approx. 10% to the 'Service Towns and Villages'.• 18,400 new homes over plan period (920 per year); sites allocated for 13,230 in the 15 years 2018-33 (822 per annum once supply in years 2015-18 is deducted from overall requirement).• Doncaster Town Centre to be main focus for most retail, offices, leisure, cultural and tourist facilities.• Flood sequential approach directing development not meeting local needs away from flood zones.• General extent of Green Belt will be maintained.• Major multi-modal transport hub centred on "Rossington iPort" and business parks between the M18 motorway and Doncaster Sheffield Airport.• Unity (major mixed-use urban extension between Hatfield & Stainforth).• Supporting the sustainable growth of Doncaster Sheffield Airport.

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¹ <https://www.gov.uk/government/collections/planning-practice-guidance>

Contents

Chapter 1: Introduction	1
Chapter 2: About Doncaster	6
Chapter 3: Our Vision for the Future	14
Chapter 4: Strategic approach	18
Policy 1: Presumption in Favour of Sustainable Development (Strategic Policy)	18
Policy 2: Spatial Strategy and Settlement Hierarchy (Strategic Policy)	19
Policy 3: Level and Distribution of Growth (Strategic Policy)	27
Policy 4: Employment Allocations (Strategic Policy)	36
Policy 5: Employment Policy Areas (Strategic Policy)	38
Policy 6: Housing Allocations (Strategic Policy)	39
Chapter 5: Doncaster Sheffield Airport	47
Policy 7: Doncaster Sheffield Airport and Business Park (Strategic Policy)	48
Chapter 6: Meeting the Need for New Homes	57
Policy 8: Delivering the Necessary Range of Housing (Strategic Policy)	57
Policy 9: Removal of Occupancy Conditions	59
Policy 10: Houses in Multiple Occupation (HMOs)	60
Policy 11: Residential Policy Areas	61
Policy 12: Gypsies, Travellers and Travelling Show People (Strategic Policy)	61
Chapter 7: Transport, Access and Infrastructure	65
Policy 13: Strategic Transport Network (Strategic Policy)	65
Policy 14: Promoting Sustainable Transport in New Developments (Strategic Policy)	72
Policy 15: Doncaster Town Centre Car Parking (Strategic Policy)	74
Policy 16: Lorry Parking (Strategic Policy)	75
Policy 17: Cycling in Doncaster	77
Policy 18: Walking in Doncaster	78
Policy 19: Development Affecting Public Rights of Way	79
Policy 20: Access, Design and Layout of Public Rights of Way	81
Policy 21: Public Rights of Way Crossing Roads, Railways, Canals and Rivers	82
Policy 22: Telecommunications and Utilities Infrastructure	82
Chapter 8: Retail and Town Centres	85
Policy 23: Locating Town Centre Uses (Strategic Policy)	85
Policy 24: Development within Town, District and Local Centres (Strategic Policy)	87
Policy 25: Food and Drink Uses	90

Chapter 9: Countryside.....	93
Policy 26: Development in the Countryside	93
Chapter 10: Green Infrastructure.....	98
Policy 27: Green Infrastructure (Strategic Policy)	98
Policy 28: Protecting Open Space and Non Designated Open Space	102
Policy 29: Open Space Provision in New Developments	103
Policy 30: Ecological Networks (Strategic Policy)	107
Policy 31: Valuing Biodiversity and Geodiversity (Strategic Policy)	110
Policy 32: Local Wildlife and Geological Sites.....	113
Policy 33: Woodlands, Trees and Hedgerows	113
Policy 34: Landscape (Strategic Policy).....	115
Chapter 11: The Historic Environment	118
Policy 35: Valuing our Historic Environment (Strategic Policy)	118
Policy 36: Understanding and Recording the Historic Environment	122
Policy 37: Listed Buildings.....	123
Policy 38: Conservation Areas	125
Policy 39: Historic Parks and Gardens	126
Policy 40: Development Affecting Archaeology	127
Policy 41: Buildings or Structures of Local Historic Interest.....	128
Chapter 12: Design and the Built Environment.....	130
Policy 42: Character and Local Distinctiveness (Strategic Policy).....	130
Policy 43: Good Urban Design (Strategic Policy)	132
Policy 44: Views, Gateways and Taller Buildings.....	134
Policy 45: Residential Design (Strategic Policy)	135
Policy 46: Housing Design Standards (Strategic Policy).....	137
Policy 47: Design of Non-Residential, Commercial and Employment Developments (Strategic Policy).....	140
Policy 48: Safe and Secure Places.....	141
Policy 49: Landscaping of New Developments.....	142
Policy 50: Advertisements and signage	143
Chapter 13: Health, Wellbeing and Our Communities	146
Policy 51: Health (Strategic Policy)	146
Policy 52: Protection of Education, Community and Leisure Facilities	147
Policy 53: New Education facilities.....	148
Policy 54: Provision of new Indoor Recreation and Leisure Facilities	149
Policy 55: Pollution	150
Policy 56: Contamination and Unstable Land.....	151

Chapter 14: Climate Change, Mineral Resources & Energy	153
Policy 57: Drainage	153
Policy 58: Flood Risk Management.....	154
Policy 59: Low Carbon and Renewable Energy (Strategic Policy).....	158
Policy 60: Wind Energy Developments (Strategic Policy).....	159
Policy 61: Protecting and Enhancing Doncaster’s Soil and Water Resources	163
Minerals Policy.....	165
Policy 62: Providing for and Safeguarding Mineral Resources (Strategic Policy).....	165
Policy 63: Minerals Development Proposals, Borrow Pits and Incidental Extraction	175
Policy 64: Reclamation of Mineral Sites (Restoration and Aftercare)	176
Policy 65: Providing for Energy Minerals (on-shore Gas and Oil (Hydrocarbons)).....	177
Chapter 15: Implementation and Monitoring	180
Policy 66: Developer Contributions (Strategic Policy)	180
Policy 67: Development Viability (Strategic Policy)	181
Monitoring.....	182
Chapter 16: Spatial Proposals.....	185
Doncaster Main Urban Area (MUA)	185
Policy 68: Doncaster Town Centre (Strategic Policy).....	193
Policy 69: Key Doncaster Town Centre and Main Urban Area Mixed-Use Sites (Strategic Policy)	197
Main Towns	201
Policy 70: Unity Regeneration Project (Strategic Policy).....	211
Policy 71: Mexborough Town Centre	219
Policy 72: Thorne Town Centre	228
Service Towns and Villages.....	230
Appendix 1: Glossary	250
Appendix 2: Development Requirements	257
Appendix 3: Doncaster Sheffield Airport and Business Park.....	314
Appendix 4: Dwelling Mix and Type	317
Appendix 5: Affordable Housing Requirement Value Areas	318
Appendix 6: Parking Standards.....	319
Appendix 7: Transport Statements, Assessments and Travel Plans.....	323
Appendix 8: Local Wildlife and Geological Sites : Selection Guidelines	326
Appendix 9: Criteria for the Selection of Parks and Gardens of Local Historic Interest.....	360
Appendix 10: Draft criteria for Locally Listing Buildings and Structures	363
Appendix 11: Noise.....	366
Appendix 12: Monitoring Indicators.....	370

Figure 1: Doncaster in Context	7
Figure 2: Distribution of Centres	26
Figure 3: Local Plan Housing Trajectory.....	41
Figure 4: Key Diagram.....	45
Figure 5: Airport Operational Area & Public Safety Zones	55
Figure 6: Strategic Transport Network	71
Figure 7: Transport Assessment of Planning Applications	73
Figure 8: Doncaster's Green Infrastructure Corridors	101
Figure 9: Biodiversity Opportunity Areas	109
Figure 10: National and International Wildlife Sites	112
Figure 11: Designated Heritage Assets in Doncaster.....	121
Figure 12: Flood Risk.....	157
Figure 13: Area of Search for Wind Energy Developments	162
Figure 14: Minerals Resources Key Diagram	174
Figure 15: Doncaster Town Centre	196
Figure 16: Key Town Centre Sites and Main Urban Area Mixed-Use Sites	200
Figure 17: Unity Masterplan	215
Table 1: Doncaster's Strengths, Weaknesses, Challenges, Threats and Opportunities	11
Table 2: Network (and Hierarchy) of Centres.....	22
Table 3: Settlement Hierarchy and Distribution of Proposed Housing	34
Table 4: Employment Site Allocations	37
Table 5: Summary of Housing Requirement and Supply Position	44
Table 6: Gypsies, Travellers and Travelling Show People Allocations	63
Table 7: Major Road Network Enhancement Priorities.....	67
Table 8: Children's Play Area Requirements.....	106
Table 9: Biodiversity Opportunity Areas and Priority Habitats	108
Table 10: Locally Sourced Mineral Provision for the Plan Period.....	167
Table 11: Existing Mineral Sites	169
Table 12: New Mineral Allocations (Preferred Areas).....	169
Table 13: 'Areas of Search' for Minerals.....	170
Table 14: Safeguarded Ancillary Minerals Infrastructure.....	170
Table 15: Mineral Safeguarding Area Proposals.....	173
Table 16: Unity Indicative Area Schedule	216



Chapter 1

Introduction



Chapter 1: Introduction

What is the Doncaster Local Plan?

- 1.1. Doncaster's Local Plan sets out how Doncaster Borough will grow and develop from 2015 to 2035. It identifies where and how new jobs, homes and services will be located; its policies guide investment and development, encourage sustainable and inclusive economic growth, protect the environment and promote social inclusion.
- 1.2. The Local Plan forms a key part of the statutory "development plan" and informs decisions on planning applications. It is a matter of planning law that "*planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise*".
- 1.3. The Local Plan has been positively prepared informed by public consultation and engagement and is based on cooperation with neighbouring authorities and public, voluntary and private sector organisations. Doncaster is a key player within the Sheffield City Region and is working closely with its partner authorities as part of the Combined Authority to deliver growth and regeneration across the city region. Discussions have not identified housing or other needs that would be more appropriately shared with other local authorities – the Borough's development and infrastructure needs have been objectively assessed and will be met entirely within the Borough.
- 1.4. The Local Plan accords with national policy and will promote sustainable development in accordance with the Government's National Planning Policy Framework (NPPF). It is based on an up-to-date and proportionate evidence base that demonstrates, amongst other things, that its proposals can be delivered within the plan period.

What does the Local Plan consist of?

- 1.5. The Local Plan sets out a [vision](#) for the Borough and [objectives](#) for meeting strategic priorities. It identifies specific sites for development (**development allocations**) and includes planning **policies** to ensure that the necessary new homes, jobs, shops, leisure and other development are of the right type and quality and are delivered in the right places. Policies also address new infrastructure, minerals, energy, health and other community infrastructure, climate change mitigation and adaptation, and conservation and enhancement of the natural and built environment. Some of the policies are (or will be) supported by **Supplementary Planning Documents** (SPDs) which set out more detailed advice.
- 1.6. A [Key Diagram](#) identifies the broad locations where growth will occur and illustrates the key elements of the Local Plan. This is accompanied by a **Policies Map** showing the location of allocated development sites for housing, employment and other uses. A number of inset maps, forming part of the Map, are included in the document to support the policies.
- 1.7. Land use **designations** are also shown on the Policies Map including Green Belt, green space, policy areas for residential, industrial and business uses, retail centres, mixed use areas, community services and facilities and known environmental designations (such as nature conservation and historic sites).
- 1.8. The Council will maintain and make available, via the Council's web page, an up to date electronic version of the Policies Map. This will enable individual allocations and designations to be viewed independently or collectively.

How does the Local Plan relate to other plans and strategies?

- 1.9. The Local Plan provides the spatial dimension for the Doncaster Growing Together' (DGT) Borough Strategy that was agreed by the Council and its partners ([Team Doncaster](#)) in September 2017. Achieving inclusive growth is a fundamental priority in the Borough Strategy

and Doncaster's Inclusive Growth Strategy (IGS), sharpens the focus on this priority.

The 'Doncaster Growing Together' (DGT) Borough Strategy is Doncaster's key strategic document.

Ambitions to prepare children and young people for a fulfilling life, create a stronger economy that benefits everyone and a borough that cares together for the most vulnerable, sit alongside ensuring Doncaster is vibrant and safe with clean and accessible parks and green spaces.

To achieve this, the strategy aims to maximise the benefit from Doncaster's assets and opportunities whilst addressing its challenges.



- 1.10. The Local Plan replaces the Core Strategy and the saved policies of the Unitary Development Plan. The Joint Waste Plan (adopted jointly with Barnsley and Rotherham Councils) will be reviewed separately.

Neighbourhood plans will be prepared for some parts of the Borough by Parish and Town Councils (and other neighbourhood planning bodies in areas where local councils do not exist). They will sit alongside the Local Plan forming part of the Development Plan.

The Council will continue to actively support² neighbourhood planning bodies to ensure local communities have a greater influence in the planning of their areas. Neighbourhood plans may contain development allocations and non-strategic policies but must be in general conformity with the **strategic policies** of this Local Plan – these strategic policies are highlighted in the Plan. Once a neighbourhood plan has been 'made' (adopted), the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood where they are in conflict. The Local Plan's Policies Map will be updated where necessary when new neighbourhood plans are made.

Where neighbourhood plans have already been made, or are sufficiently advanced, the Local Plan has not duplicated their provisions. This is reflected on the Policies Map.

Looking further ahead

- 1.11. Following Local Plan adoption, economic, social and environmental issues will continue to be monitored and evidence updated. These will inform the statutory need to consider whether to review the Plan (in whole or part) at least every five years. Emerging issues and opportunities that may inform Local Plan review could include:

- Major changes in how we live, work and how businesses trade are reshaping our economy and transforming communities. A technological revolution is underway making it easier to access services, support greener travel and enable firms to remain competitive in a global economy. Doncaster can seize the opportunities this presents by, for example, supporting growth in industries that can provide higher-skilled, more productive and better paid jobs.
- Doncaster has a wide portfolio of development projects, either on-going and in the pipeline and is emerging as an important player in the 'Northern Powerhouse', the Government's strategy to rejuvenate the north of England. Ambitious plans include: further delivery of the

² See the Council's website for information on the support available :

<http://www.doncaster.gov.uk/services/planning/neighbourhood-plans>

Urban Centre Master Plan, including investing in quality office, student and residential accommodation; University City, an over-arching ambition for the future of Higher Education in Doncaster; airport growth, including more quality businesses and jobs securing a link to the East Coast Main Line; new or improved transport routes that would improve access to northern Doncaster; and the large-scale mixed-use Unity project (junction 5, M18).

- The Sheffield City Region Combined Authority may consider introducing a strategic level plan that would sit above and guide future local plans whilst the increasing number of neighbourhood plans could gradually replace some of the non-strategic policies of the Local Plan. National planning policy continues to evolve in response to climate change and the growing and changing needs of the population and economy.
- A Yorkshire-wide Devolution Deal would provide Doncaster with the opportunity to play a significant role in increasing Yorkshire's contribution to improving productivity, rebalancing the national economy and spreading wealth and prosperity. It would provide resources and powers to support jobs and growth by, for example, building new infrastructure.
- The Government is promoting the construction of a completely new high speed railway from London to Birmingham and then onward via a western leg to Manchester and an eastern leg to Leeds passing through Doncaster Borough. The proposed route of the High Speed 2 rail line is shown on the Policies Map. This route is subject to a 'Safeguarding Direction' made by the Secretary of State for Transport to protect the line of the route from conflicting developments. These are not Council proposals and the route will not be determined through the Local Plan. They will be considered in Parliament under hybrid Bill procedures, which will provide opportunities for petitions to be made to parliament by those directly affected by the scheme. Construction is currently intended to begin within the Local Plan period, with the route potentially opening around 2032-33.
- Improved understanding of residual flood risk to the Borough, especially at the Main Town of Thorne-Moorends, following completion of Hydraulic Modelling being finalised by the Environment Agency at time of Plan preparation. The lack of detailed modelling available prior to adoption of this version of the Local Plan limited the Plan's local flood risk evidence base at that point.
- The Plan has been drafted in the uncertain climate following the Brexit referendum in 2016. Brexit has posed a number of challenges in undertaking forecasting of economic growth and there are hugely opposing views on what the impacts will be on economic growth, trade and investment decisions at the national, regional and local levels.

Sustainability Appraisal

- 1.12. The purpose of the planning system is to contribute to achieving sustainable development. The Local Plan has been subject to Sustainability Appraisal throughout its preparation to assist in achieving the preservation, protection and improvement of the environmental, social and economic state of the Borough. The appraisal has met the requirements of Strategic Environmental Assessment (SEA).
- 1.13. The Sustainability Appraisal Report sets out issues that impact on sustainability, sets out the effects of "reasonable" alternatives to the Plan's strategy and proposals, the reasons for discounting alternatives, and the likely significant effects of the Plan's preferred sites and policies. The Report outlines mitigation which has been incorporated into the Plan to avoid, minimise and compensate for negative effects and maximise positive effects. It also proposes monitoring so that the effects of the Plan can be tracked and any unforeseen effects addressed.

How to use the Local Plan

- 1.14. ***All the policies in the Local Plan should be read together - individual policies do not necessarily refer to other relevant policies.***
- 1.15. Policies should also be read in conjunction with other parts of the Development Plan (including neighbourhood plans and the Joint Waste Plan) and other material considerations (such as the National Planning Policy Framework (NPPF)³).
- 1.16. Policies are accompanied by an explanation to assist their interpretation and implementation. In order to minimise document length, text justifying their inclusion in the Plan is not given (as this is considered separately by the Plan's examination). The document inevitably uses some technical terms – a [Glossary](#) is provided for explanation.

³ <https://www.gov.uk/government/collections/planning-practice-guidance>



Chapter 2

About Doncaster



Chapter 2: About Doncaster

- 2.1. This chapter provides a portrait of the Borough as it is now and outlines the issues and challenges it faces in the future.

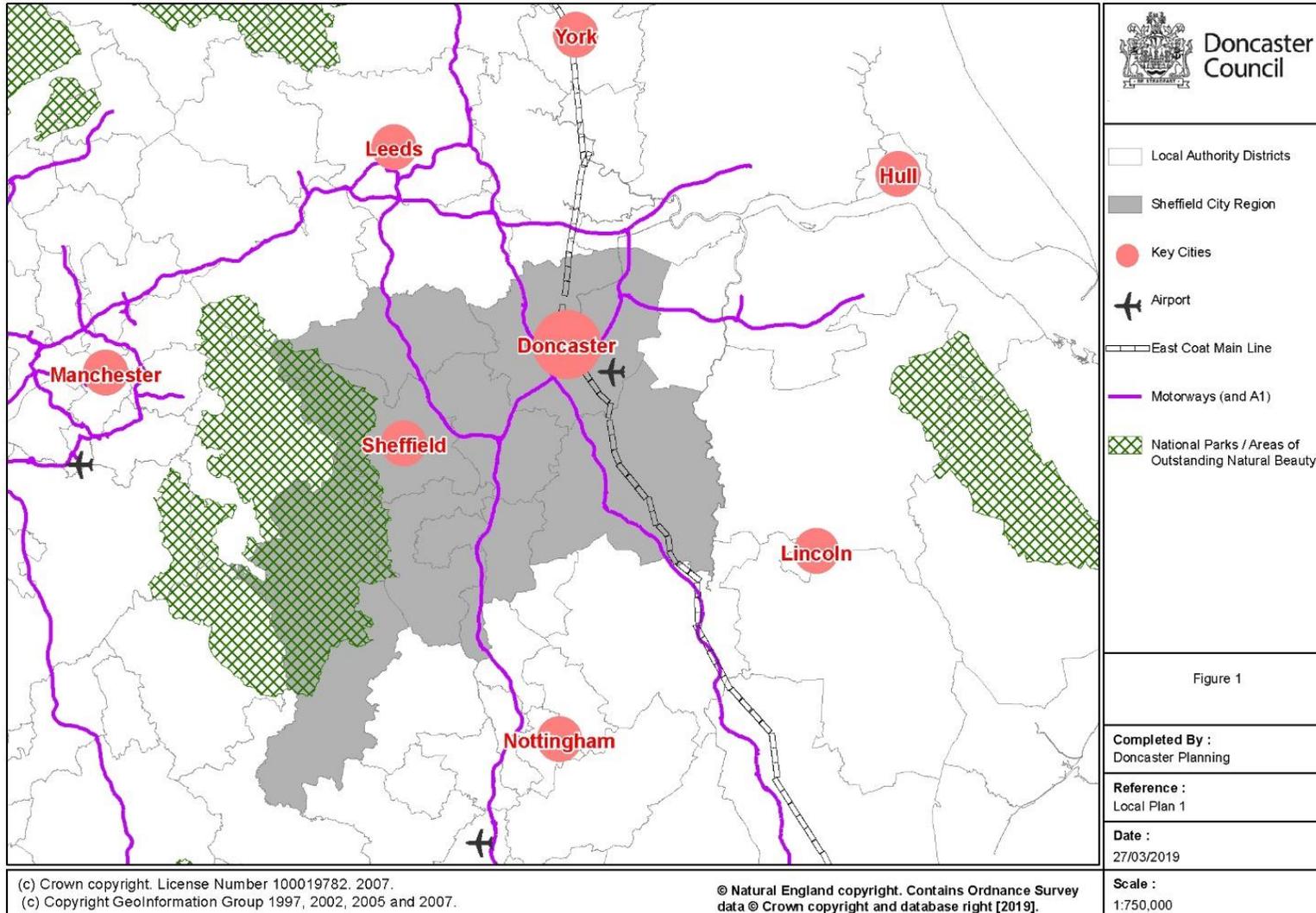
Doncaster – the location

- 2.2. Doncaster is a metropolitan borough and is located in the heart of England in the county of South Yorkshire and the Yorkshire and Humber region, some 20 miles from Sheffield, 26 miles from Leeds, 30 miles from York and 47 miles from Hull (see [Figure 1](#)). The Borough lies to the south of Wakefield, Selby and East Riding, east of Rotherham, Barnsley and Sheffield and north and west of the rural districts of Bassetlaw and North Lincolnshire.
- 2.3. The town of Doncaster sits in the centre of the Borough on the river Don, with dispersed former mining settlements (Mexborough, Denaby and Conisbrough to the west, Stainforth to the east, Adwick and Carcroft to the north and Rossington to the south) and large tracks of open countryside surrounding it. There are a number of historic market towns (e.g. Thorne, Tickhill and Bawtry) and commuter villages (e.g. Auckley and Finningley) hamlets that serve the wider rural hinterland.
- 2.4. Doncaster is one of nine local authorities that make up the Sheffield City Region along with Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, North East Derbyshire, Rotherham and Sheffield.

Doncaster – the place

- 2.5. Doncaster (whose origins date back to Roman times) has evolved over the centuries from a market town into a major industrial centre, centred on engineering, coal and manufacturing, largely resulting from the expansion of trading routes and services (e.g. railways, canals and roads) and its location on the main north-to-south route, from London to Scotland. Surrounding towns, such as Bawtry, Thorne, Tickhill, Mexborough and Conisbrough, have traditionally acted as the main trading centres serving the surrounding rural hinterland.
- 2.6. The Borough of Doncaster covers 226 square miles and is the largest metropolitan borough in England. Much of the Borough is rural in nature and includes areas of attractive landscape and features, such as limestone gorges, woodlands, country parks and lowland moorland. Over two thirds of the Borough is in agricultural use, mainly in the eastern parts. Green Belt covers the western half of the Borough.
- 2.7. Doncaster is the second largest settlement in the City Region (after Sheffield) and is the main administrative, commercial and educational centre in the Borough.
- 2.8. Doncaster is the fifteenth largest population centre outside of London, with over 300,000 inhabitants. Doncaster's State of the Borough assessment shows that like many other areas, Doncaster's population is getting bigger, older and more diverse. Doncaster's working age population is expected to decline at a faster rate than the national average which has implications for Doncaster's economic activity rates.

Figure 1: Doncaster in Context



Doncaster - assets and future opportunities

- 2.9. Doncaster is undergoing significant change and transformation in response to technology advances, economic restructuring, changing lifestyles and climate change, and is reasserting itself as a major economic centre within northern England. Much has been achieved in recent times through concerted efforts of our partners to increase prosperity and enhance the lives of those who live and work in the Borough but the agenda remains unfinished.
- 2.10. Considerable investment has been made in new infrastructure and environmental improvements (including public transport links, roads, tourist attractions and an international airport) and more is planned.
- 2.11. Doncaster's economy is the second largest in the City Region and the seventh largest in the Yorkshire and Humber region in terms of the value of its goods and services. Doncaster continues its transition from a traditional industrial base to embrace a broader mix of business sectors, such as logistics, finance and professional services, retail, construction, advanced engineering and tourism.
- 2.12. Doncaster's strategic position at the heart of the UK's communication network offers excellent access to major conurbations, coastal ports and other parts of the UK and beyond, linking east to west and north to south. Over 6 million people live within a 45-minute drive of the Borough. The Borough is well served across all regions via:
- air (Doncaster Sheffield Airport is located some 5 miles from the centre of Doncaster and offers flights to destinations across Europe and the UK);
 - road and motorways (A1(M), M18 and M180), with links to the M1 and M62 motorways and major A roads, such as the A18, A638 and A630 - among the most busiest parts of the region's network);
 - rail (e.g. Doncaster train station lies on the East Coast Mainline - which provides fast direct trains between London and Edinburgh - and serves the largest number of rail operators in the UK);
 - waterways (e.g. the South Yorkshire Canal runs through the centre of the Borough and the Stainforth-Keadby Canal passes close to the centre of Thorne and Stainforth); and
 - ports (with excellent links to the M1 and M62 motorways and international ports, particularly the Humber ports).
- 2.13. Although a metropolitan borough, Doncaster is largely rural and contains a wide variety of open spaces such as parks, woodland sites, golf courses, allotments, playing fields, green corridors and natural habitats. Many of these assets are linked via an extensive network of rivers (e.g. Don and Dearne), canals and other waterways, which extend well beyond the limits of the Borough. Other significant assets include:
- over 300 miles of public-rights-of-way (footpaths, bridleways and tracks);
 - a mixture of habitats such as wet grassland, crags, caves, lakes and lowland raised mire;
 - sites of national and international importance including sites of special scientific interest (e.g. Potteric Carr nature reserve) and special protection areas (Thorne and Hatfield Moors); and
 - large ground water aquifers (Sherwood Sandstone and Magnesium Limestone).
- 2.14. Doncaster town centre is a major sub-regional centre with a large retail offer. Mexborough and Thorne are the largest centres outside of Doncaster and provide a wide range of services (e.g. shops, banks, building societies, libraries and restaurants, serving a wide catchment area. The other centres (e.g. Bawtry, Armthorpe and Askern) within the Borough serve more day-to-day needs.
- 2.15. Doncaster is a major producer of minerals such as sand and gravel, coal and limestone, all of which have been worked over many years. Natural gas, clay, coalmine methane and oil are

also exploited.

- 2.16. Doncaster, one of Britain's oldest boroughs, has a rich and diverse built environment. Some of its distinctive townscape and heritage assets include:
- conservation areas ranging from Georgian and Victorian residential areas and historic town cores through to dispersed rural villages and towns such as Bawtry, Hatfield and Tickhill;
 - planned colliery villages (e.g. Brodsworth and Woodlands);
 - a nationally renowned racecourse;
 - archaeological sites, including a late Iron Age enclosure and Roman remains (e.g. Ermine Street);
 - a wealth of historic buildings, including medieval churches, former Georgian merchant houses and a Norman castle (Conisborough); and
 - nationally important historic parks and gardens (e.g. Brodsworth and Cusworth country parks).
- 2.17. The Trans-Pennine Trail passes through Doncaster and is integral to the extensive footpath and cycle network that link the Borough's communities with the countryside, jobs and recreation opportunities. Doncaster has many other recreation, tourism and retail opportunities, including Doncaster Dome and the Lakeside Sports Complex (major sporting and entertainment venues), Doncaster Rovers Football Club, Doncaster Rugby League Club (The Dons), Doncaster Knights Rugby Union Club, Doncaster Rovers Belles Women's Football Club and many well established athletics clubs.

Doncaster - the challenges

- 2.18. Over recent years Doncaster businesses have led significant jobs growth which has been combined with record levels of business investment and house building. Employment levels have hit record highs, however Doncaster has a relatively low proportion of people employed in highly skilled occupations and wage rates are significantly lower than the national average. The benefits of growth are not yet reaching all people and places. Levels of unemployment and deprivation vary significantly across the Borough and there is still an overall need for economic regeneration across the Borough, balanced with the need to ensure the town centre is a greater driver for growth. The local economy is still underperforming compared with the regional and national averages in terms of business stock, the proportion of jobs in the knowledge economy and productivity per hour worked. Doncaster's economy is relatively reliant on lower skilled sectors that are more sensitive to changes in local demand (e.g. local spending in the retail sector). Building an economy with a sectoral mix that contains a higher proportion of high value activities and jobs is a key challenge. Compared to Yorkshire and Humber, our economy is relatively inward facing and more reliant on jobs in health, retail, transport, construction and public administration. However, it does have significant jobs in a number of tradeable sectors, for example manufacturing, engineering and financial and professional services. Overall, Doncaster's economy remains relatively more sensitive to the impact of economic downturns.
- 2.19. Doncaster's town and district centres face significant competition from established out-of-centre locations (e.g. retail warehouse parks and large superstores) and on-line shopping. However, the town centre is also relatively over reliant on retail and has considerably less office accommodation. Having fewer office workers in the town centre reduces the support available for retail which is already under pressure from on-line shopping.
- 2.20. Doncaster's population distribution, which is rooted in Doncaster's industrial past presents a significant challenge in connecting people, places and businesses to economic and social opportunities. This includes improving public transport access to outlying communities in order to better link residents to job opportunities as well as providing more active travel opportunities.
- 2.21. Healthy life expectancy in Doncaster has improved, but remains lower than the national average. However, physical activity rates are improving. Local services, such as social care

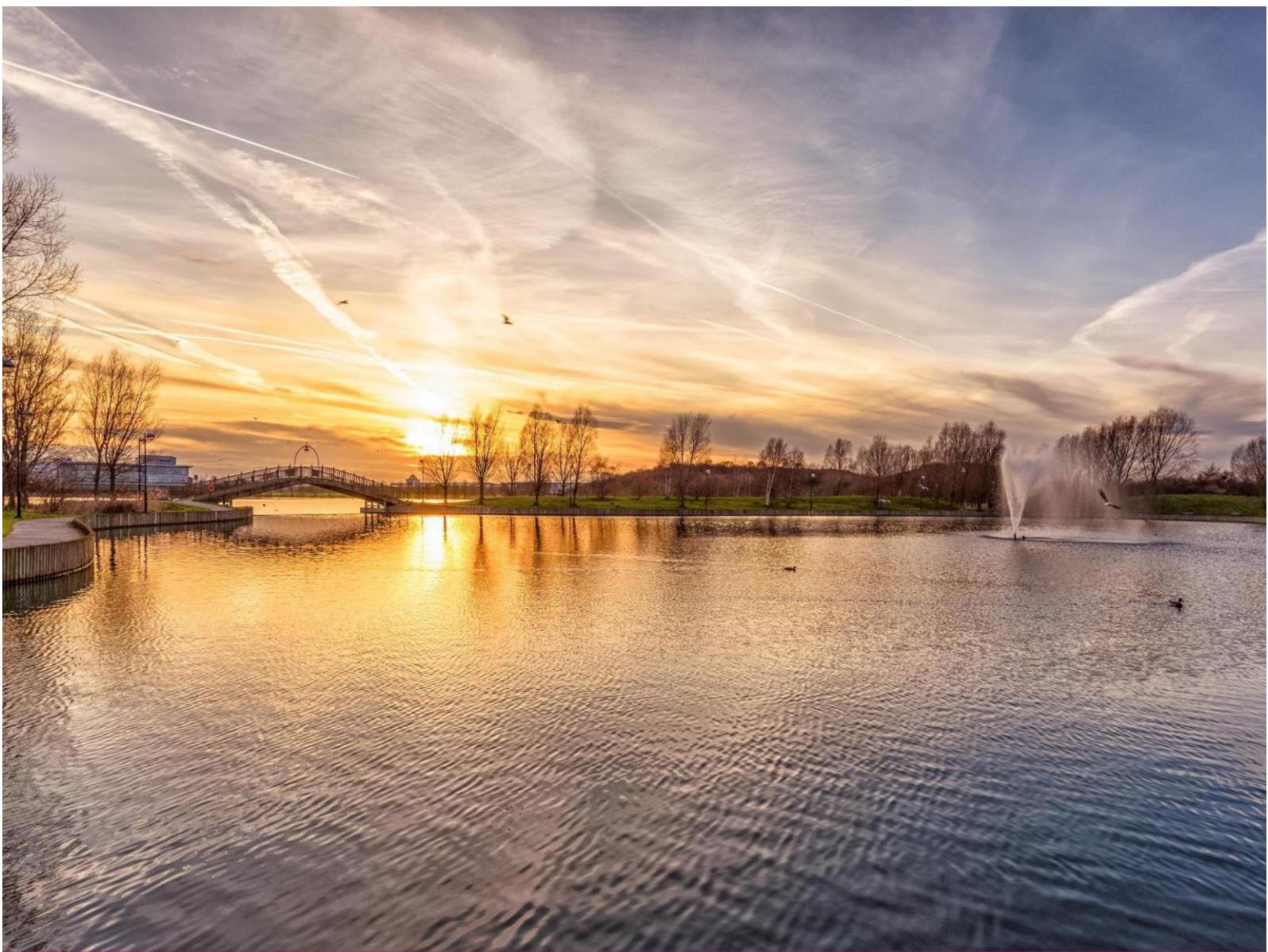
facilities, face increasing demands from an aging population and vulnerable people with complex needs.

- 2.22. Doncaster's economy is still relatively self-contained, but more and more people are commuting in and out of the Borough and this trend is set to continue. Doncaster is developing stronger mutual labour market ties within the Sheffield City Region, but also with West Yorkshire, the Humber and North Lincolnshire.
- 2.23. The local housing market is self-contained and has a good balance of housing types and tenures. In line with the national picture, Doncaster has challenges in meeting the housing needs of the borough. The Borough needs to ensure that it delivers a range of house types, tenures and sizes moving forward, in order to meet the existing and projected needs of its population, including affordable housing.
- 2.24. A key challenge is to support residents of all ages to develop the knowledge and skills needed by local employers. This requires a blend of both academic and vocational skills. More Doncaster 5 year olds are experiencing a good level of development as a foundation for a fulfilling life, however, further improvement is needed in GCSE attainment. The proportion of the working age population qualified to Levels 3 or above is significantly lower than regional and national averages.
- 2.25. Air quality is generally good but specific areas face problems such as the main routes leading into the town centre and motorway junctions due to the volume and composition of traffic. Doncaster has reduced its CO² emissions, but it still contributes more than the England average.
- 2.26. Over two fifths of the Borough is located within areas at a medium to high risk of flooding from both the river Don and Trent catchments. Areas at risk include Carcroft, Askern, Thorne, Moorends, Hatfield and Stainforth and large parts of the main urban area. All of these areas are very sustainable locations for development and are otherwise appropriate locations for growth in line with wider spatial planning objectives.
- 2.27. Doncaster's highway network requires extra capacity to accommodate future traffic demand at key bottlenecks such as motorway junctions. In addition, former coalfield communities remain isolated from strategic transport routes and centres of employment because of inadequate infrastructure.
- 2.28. [Table 1](#) sets out an analysis of the strengths, weaknesses, opportunities and challenges facing the Borough at time of plan preparation.

Table 1: Doncaster's Strengths, Weaknesses, Challenges, Threats and Opportunities

Strengths	Weaknesses
Economic	
<ul style="list-style-type: none"> • Growing economy with more businesses and jobs • Growing population • Significant increase in the employment rate • Central, accessible location at the heart of the UK's communications network • Connectivity – roads, rail, air and waterways etc. • A nationally important logistics and distribution hub • Specialism in engineering, including rail and civil engineering. • Growing visitor economy • Doncaster town centre is a relatively strong retail destination. • Thriving market towns and villages • Substantial deposits of limestone, sand and gravel, clay and coal 	<ul style="list-style-type: none"> • Reliability of journey times along the motorways and major trunk roads • Lower than average skill levels • Relatively low levels of productivity • Some rural areas have poor access to services and facilities • Relatively low job/business density • Relatively high levels of unemployment and economically inactive residents • Parts of the Borough have low land and house values, making housing delivery difficult • Relatively low proportion of jobs in creative industries and the knowledge economy • Over supply of out-of-centre shopping provision • The town centre has lost 'critical mass' as investments across the Borough draw people and jobs away from the centre
Social	
<ul style="list-style-type: none"> • Increasingly physically active population • Strong sense of civic pride and place (surveys indicate that most people are proud to live or work in Doncaster). • Key foundation sectors such as health and education • Growing vocational education offer - National College for High Speed Rail and University Technical College • Growing arts and cultural offer • A relatively good rate of house building • Well established partnerships and community groups • Friendly, resilient, open and determined people 	<ul style="list-style-type: none"> • Life expectancy in Doncaster is improving but still lags behind the national average with big differences between rich and poor areas. • Relatively high levels of obesity and ill health • Relatively low weekly earning and income levels • Pockets of digital exclusion especially in remote rural areas • Relatively low graduate numbers • Relatively high levels of deprivation with significant variations across the Borough • Generally limited or no spare capacity in some primary schools
Environmental	
<ul style="list-style-type: none"> • High quality environment – landscape, built heritage and biodiversity • A rich and diverse historic environment • A predominantly green landscape (two thirds of the Borough is open countryside) • Excellent access to the countryside • Internationally and nationally important wildlife habitats and species (e.g. Potteric Carr nature reserve and Thorne and Hatfield Moors) • Humberhead Peatlands – one of the largest 'carbon sinks' in the UK • Nationally important attractions (e.g. Doncaster racecourse, Yorkshire Wildlife Park, museums and country parks) • High levels of recycling • Presence of nationally important water aquifers (from which our drinking water is obtained) • Extensive footpath and cycle network (e.g. Trans Pennine Trail) 	<ul style="list-style-type: none"> • Higher than average carbon footprint, mainly due to transport uses • Low levels of satisfaction with the quality of parks • Extensive areas vulnerable to river and inland tidal flooding from both the Don and Trent river catchments. • Shortfall of publically accessible open space in most areas • Sport and recreation activity is below the national average • Certain areas in Doncaster suffer from congestion, particularly during peak hours. • Significant land use constraints (approximately 76.5% of the Borough lies within the Green Belt or medium or high flood risk areas).

Opportunities	Challenges
Economic	
<ul style="list-style-type: none"> • Availability of development sites with good access to the transport network • Maximising the economic benefits of the high-speed rail network (HS2 and HS3) • Re-development opportunities in and around Doncaster, including the town centre and older housing areas • Improving connections between Doncaster, outlying towns and major cities • Developing the town centre as a driver for growth • Embracing new technology to create high-skilled and well paid jobs, develop products and services and reach new markets. • Established industry specialisms with significant growth opportunities: Engineering & Technology; Future Mobility (road, rail & air). • Potential to create a specialism in the digital & creative industry at High Melton • Advanced Materials has the potential to become an industrial specialism. • Potential to capitalise on the green sector (e.g. renewables) • Developing Doncaster's airport and its aviation sector 	<ul style="list-style-type: none"> • Increasing the employment rate and narrowing the prosperity gap with regional and national averages • Boosting productivity and diversification • Competing with other areas in attracting business services and other high value service sector jobs • Automation and the changing nature of jobs – and their specific impact on key sectors such as logistics (e.g. warehousing automation). • Improving economic links to other cities and towns (including Sheffield but also those outside the City Region, e.g. coastal ports) • Reducing unemployment and worklessness • Competition from out-of-centre locations and internet shopping • Supporting the agricultural sector and diversification of the rural economy • Promoting and enhancing the external image and perception of the Borough
Social	
<ul style="list-style-type: none"> • Improving internet and mobile phone access • Building on Doncaster's education and skills offer to become a university city. Setting a benchmark for 21st century living and working • Improving public transport, walking and cycling facilities/services to help reduce car use • Promoting the evening and night-time economy • Maximising the benefits from infrastructure investment (e.g. high-speed rail and new links to the airport and town centre) 	<ul style="list-style-type: none"> • Reducing deprivation and health inequalities • Reinforcing the distinct identity and character of settlements • Bridging the digital divide between rich and poor areas • Improving education and skills • An aging population • Accelerating the delivery of new homes (including affordable homes) to meet current and future needs • Reducing the fear of crime and anti-social behaviour • Supporting housing renewal in lower value areas to support regeneration • Making sure new housing can bring necessary community benefits • Encouraging more active and healthier lifestyles
Environment	
<ul style="list-style-type: none"> • Large, well-located brownfield land in urban areas and empty buildings • Doncaster's existing and expanding tourism and recreation offer • Increasing the climate resilience and energy efficiency of buildings and spaces • Integrating green infrastructure into urban areas (e.g. sustainable drainage schemes) • Maximising renewable energy opportunities, especially from carbon capture, solar power and district heating • Prioritising secondary and recycled aggregates over primary mineral extraction 	<ul style="list-style-type: none"> • Encouraging better quality design • Protecting and enhancing our biodiversity and geodiversity assets • Reducing carbon dioxide emissions • Balancing regeneration and place-making aspirations against the risk of flooding and air pollution • Adapting to and mitigating the effects of climate change (e.g. extreme weather events, flood risk and water scarcity) • Increasing the capacity of the floodplain and flows to accommodate more water during flood events and protect surrounding areas • Safeguarding historic environment for future generations • Improving air quality, especially around key junctions (e.g. M18, A1(M) and M180 motorways)



Chapter 3

Our Vision for the Future



Chapter 3: Our Vision for the Future

What will Doncaster look and feel like in 2035?

- 3.1. 'Doncaster Growing Together' is the 'Team Doncaster'⁴ strategy for our Borough. It is a set of ambitious plans and ideas for the future of the Borough. It has one Vision for Doncaster:
- "A thriving place to learn, work, live and care"**
- 3.2. The Strategy has four themes to bring the vision to life:
- Learning - that prepares all children and young people for a life that is fulfilling.
 - Working - in ways that create purpose and meaning, and allow more people to pursue their ambitions.
 - Living - in a place that is vibrant and full of opportunity, where people enjoy spending time.
 - Caring - together for the most vulnerable in our communities.
- 3.3. A key ambition of 'Doncaster Growing Together' is to use the economic growth already achieved to ensure all residents can participate in a strong and productive economy with higher living standards. This is also the focus of Doncaster's 'Inclusive Growth Strategy' which aims to enhance our distinctive strengths and assets and better connect them within Doncaster and to other economies in the region, UK and globally. Together, both seek to ensure Doncaster is modern, well connected, attractive and environmentally sustainable with quality housing, leisure, environment and cultural offers.
- 3.4. This Vision is informed by the ambitions of the City Region, its Strategic Economic Plan as well the Northern Powerhouse ambitions. These include the potential for a growing northern economy with improving strategic transport infrastructure that will benefit Doncaster's accessibility and build on our already excellent rail connectivity.

How will Doncaster grow and develop over the next 15 years?

By 2035, Doncaster will:

- ✓ be a more important economic hub with a stronger, more balanced and productive economy;
- ✓ in line with Doncaster's Inclusive Growth Strategy, have shaped economic success by investing in our future, have encouraged existing businesses to expand, attracting new businesses to the area and encouraged a low carbon economy to combat climate change;
- ✓ have developed more inclusive labour markets by providing integrated support for residents to access quality job opportunities;
- ✓ become a University City and ensured residents have the education and skills businesses need;
- ✓ realise the potential of our key industry sectors to create more higher-skilled, better paid jobs in engineering & technology, digital & creative, future mobility (via rail, road and air), advanced materials (for manufacturing and construction); and supporting services;
- ✓ harness the potential of the airport, including linking to regional growth corridors and securing support for a rail link between the airport and the East Coast Main Line;
- ✓ meet our communities housing needs and aspirations focusing growth in the main urban area, main towns, service towns and larger villages providing a diverse range of homes, services and improved links in between;
- ✓ ensure that new development and infrastructure requirements such as, roads, broadband, open space, health facilities and schools are improved and/ or delivered together;

⁴ <http://www.teamdoncaster.org.uk/>

- ✓ enhance the vitality of our existing town centres and the wider Borough making a more attractive, healthier, safer and more active place to live, visit and work;
- ✓ ensure the sustainability of villages and rural economy through appropriate development;
- ✓ protect and enhance our natural and historic environment including our tourist attractions, with new developments taking account of their local surroundings and character;
- ✓ be a place where nature flourishes and wildlife can move easily across the Borough, through a network of well-connected green infrastructure;
- ✓ be a prosperous place to live, work and visit where growth will address health inequalities, and community deprivation.

How will the vision be achieved?

3.5. To help achieve this vision and inform the Local Plan's policies, a series of objectives have been developed in parallel with the Sustainability Appraisal process.

Supporting the conditions for attracting jobs and growth:

1. encourage and support a competitive diverse and stable economy focusing on our town and district centres, Doncaster Sheffield Airport growth corridor and strategic transport network.
2. create and improve access to high quality employment and training opportunities for everyone in Doncaster.

Regeneration and community pride:

3. stimulate regeneration to tackle deprivation especially in the most disadvantaged areas and ensure an inclusive approach for those at risk of poverty, discrimination and social exclusion.
4. encourage the re-use of sites and buildings, especially well located and underused brownfield land (e.g. redundant/unused land and empty properties and underused floorspace) to help revitalise areas of low demand and stimulate growth.

Quality of place:

5. ensure our towns, suburbs, villages and countryside benefit from high quality appropriate development that reinforces distinctive and vibrant places.
6. Conserve and, enhance those heritage assets that make up Doncaster's historic and natural environment in a manner appropriate to their significance.
7. protect and enhance our green infrastructure especially our areas of green space for sport, recreation, play and nature.

Transport and Accessibility:

8. improve travel choice within the Borough and beyond to improve access to services and jobs, between communities and along key transport corridors, reducing the need to travel by car and ensuring new development is accessible to everyone.

Homes and communities:

9. ensure housing provision meets the housing need and aspirations by increasing the provision of new homes for all to meet current and future needs and create mixed and balanced communities.
10. focus new homes primarily within the main urban area of Doncaster and the Borough's main towns, particularly in areas with access to services.
11. link the growth in homes and jobs to new and improved infrastructure to create healthier and more vibrant well connected neighbourhoods and communities.

Health and well-being:

12. promote healthy lifestyles and well-being of people of all ages and backgrounds and reduce inequalities and obesity levels across the Borough.
13. provide new or improved health, sport and recreation facilities and green infrastructure to create quality communities and address deficits in provision.
14. minimise pollution and improve air quality.

Countryside and natural environment:

15. diversify and support the rural economy whilst protecting and enhancing the character, quality and appearance of the countryside and the natural environment, including areas of landscape and biodiversity value.
16. protect and enhance biodiversity and geodiversity and provide opportunities for people to access and appreciate wildlife and nature.

Climate change (flood risk) and energy:

17. reduce dependency on fossil fuels to reduce locally produced greenhouse gas emissions and minimise the impacts of climate change and in line with the Sheffield City Region and encourage the transition to a low carbon Borough.
18. ensure that Doncaster adapts to the effects of climate change through careful planning and design of developments, avoiding more vulnerable development in flood risk areas and managing the risk of flooding from all sources, including through appropriate mitigation of development where avoidance is not possible.

Natural Resources:

19. encourages more efficient use of natural resources including water and secure and maintain a steady and adequate supply of mineral resources to facilitate development.
20. protect and enhance the quality of our water and soil resources (including high grade agricultural land).

How will success against the vision and objectives be measured?

- 3.6. Ultimately, success will mean that all people in Doncaster are able to benefit from a thriving, resilient economy and a high quality built and natural environment. Doncaster's annual State of the Borough assessment, provides an overview of the quality of life for people in Doncaster now, how it is changing and how it compares to other similar places across 4 themes: Living; Working; Learning; and Caring.
- 3.7. Most of the indicators are presented at a 'whole borough / whole population' level and therefore will be supplemented by more specific measures which could include, for example:
 - an increase in targeted housing provision
 - improved accessibility between Doncaster and major economic centres
 - improved quality of our town and district centres and natural environment
- 3.8. The success of the Local Plan will be monitored against indicators – see '[Chapter 15: Implementation and Monitoring](#)' for more detail.



Chapter 4 Strategic Approach



Chapter 4: Strategic approach

Introduction

- 4.1. To meet the Local Plan's Vision (see [Chapter 3: Our Vision for the Future](#)), this chapter sets out the overall strategy for meeting Doncaster's needs for development and growth up to 2035. The strategic policies set the basis for the policies given in the rest of the Plan. In line with the Government's National Planning Policy Framework, the overall strategy is based on a presumption in favour of sustainable development.

Policy 1: Presumption in Favour of Sustainable Development (Strategic Policy)

Doncaster's strategic approach is based on a desire to deliver sustainable growth; growth that is not for its own sake, but which brings benefits for all sectors of the community, for both existing and new residents.

As a means of securing sustainable development:

- A) When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of the Borough.
- B) Planning applications that accord with the policies in this plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay unless material considerations indicate otherwise.
- C) Where there are no policies relevant to the application, or relevant policies are out-of-date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise. This will involve taking into account whether any adverse impacts of granting permission would significantly and clearly outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (taken as a whole), or specific policies in that framework where they indicate that development should be restricted.

Explanation

- 4.2. The presumption in favour of sustainable development is essentially about using land or resources in a way that meets the needs of our residents now without affecting the ability of future generations to meet their own needs.
- 4.3. This policy sets out how the presumption will be applied and how the Council will work proactively with applicants and developers to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the Borough.
- 4.4. Planning law states that planning applications must be decided in line with the requirements of the Development Plan unless there are very good reasons (known as "material considerations") not to do so. In other words, the policies set out in the development plan represent the starting point in deciding planning applications. Policies are stated positively in the Plan setting out where in most cases the Council will support development.

Spatial Strategy, Settlement Hierarchy and Growth Targets

- 4.5. Doncaster's spatial strategy seeks to concentrate growth at the larger settlements of the Borough, making the most of existing services and facilities and delivering new development to where it is most needed. Remaining growth is delivered elsewhere in the Borough to support the function of other sustainable settlements and to help meet more local needs. Policies [2](#) and [3](#) set out the overall strategy, the supporting settlement hierarchy and the levels and distribution of the anticipated growth.

Policy 2: Spatial Strategy and Settlement Hierarchy (Strategic Policy)

Overall Strategy

Doncaster's Spatial Strategy will focus on delivering sustainable growth, appropriate to the size of individual settlements, that meets the needs for new homes and jobs, regenerates places and communities, and supports necessary improvements to infrastructure, services and facilities.

Development should help create and maintain strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land (except where that land is of high environmental value) and the best use of key transport corridors and existing infrastructure, enabling people to access jobs, services and facilities locally.

Decisions on the location and scale of development should be informed by Doncaster's Settlement Hierarchy as set out below which should be read in conjunction with Policy [3](#): Level and Distribution of Growth.

New development (including homes, supporting services and associated jobs) will be focussed in and around existing urban areas (primarily Doncaster's 'Main Urban Area', its 7 'Main Towns' and 10 'Service Towns and Villages').

At least 50% of new homes will go to the 'Main Urban Area', approximately 40% to the 'Main Towns' and about 10% to the 'Service Towns and Villages'.

Housing allocations and mixed-use allocations to meet local needs housing growth are distributed on a pro-rata basis to the most sustainable and deliverable urban and urban extension sites and, in accordance with a sequential approach to flood risk, to these settlements. Other development will only be accommodated in flood zones where sites are safe or can be made safe.

Housing allocations and mixed-use allocations to accommodate economic-led housing growth are directed to the most sustainable and deliverable urban and urban extension sites in the Doncaster Main Urban Area and Main Towns in accordance with the growth ranges set out in Policy [3](#) and in accordance with a sequential approach to flood risk.

Major new employment sites will be focused in locations accessible from the 'Main Urban Area' and 'Main Towns' at locations attractive to the market with good access to the Strategic Transport Network as well as Doncaster Sheffield Airport.

Retail, leisure, office, cultural and tourist developments will be located according to a 'Network of Centres' based on a 'Sub-Regional Centre'; 2 'Town Centres'; 9 'District Centres' and a number of 'Local Centres' and 'Neighbourhood Shopping Parades' (see [Table 2](#)). Proposals will be supported which protect and enhance their vitality and viability and minimise unsustainable trip generation. Mixed-use developments (including housing and other uses such as small-scale shops and leisure services) will be actively encouraged in and around town and district centres and other areas of good public transport accessibility. Within local centres and neighbourhood shopping parades a degree of flexibility in the mix and range of uses and activities which can be permitted will be allowed, whilst securing adequate protection of the existing retail function.

Development limits have been drawn around the Doncaster 'Main Urban Area', 'Main Towns', 'Service Towns and Villages' and the 'Defined Villages'. Within development limits, proposals for new development will be supported provided it accords with both the Settlement Hierarchy and other policies in the Local Plan.

Settlement Hierarchy

1) Doncaster Main Urban Area

Doncaster Main Urban Area provides services for the whole Borough and beyond. To strengthen this role and to meet its growth objectives and regeneration needs, Doncaster Main Urban Area will be the main focus for development in the Borough, including housing, retail, leisure, cultural, office and other employment development.

As a 'Sub-Regional Centre', Doncaster Town Centre will continue to provide the main focus for most new retail, offices, leisure, cultural and tourist facilities with the defined 'District' and 'Local Centres' serving more day-to-day needs.

Additional growth on non-allocated sites in appropriate* locations within the Development Limits of the Doncaster Main Urban Area will also be considered favourably.

The Main Urban Area is defined as the contiguous built-up area of Doncaster comprising a number of distinct but connected districts arranged around the town-centre, including Doncaster town centre, Balby/Woodfield, Belle Vue, Bentley, Bessacarr, Cantley, Clay Lane, Cusworth, Edenthorpe, Hexthorpe, Hyde Park, Kirk Sandall, Intake, Richmond Hill, Scawsby, Scawthorpe, Warmsworth and Wheatley. The Key Diagram provides an indicative representation of areas that are within the Main Urban Area – this should be read in conjunction with the Development Limits drawn on the Policies Map.

2) Main Towns

To maintain and enhance their roles as main towns, which each provide a high number of services for their own needs and their wider catchment areas, and in order to aid regeneration, these settlements will be the focus for substantial housing growth, supported by appropriate levels of employment and retail growth and wider service provision.

After Doncaster Town Centre (see 1 above), priority will be given to improving the quality and diversity of Town Centre uses and facilities within the defined 'Town Centres' of Mexborough and Thorne; with the defined 'District and Local Centres' serving more day-to-day needs.

Additional growth on non-allocated sites in appropriate* locations within the Development Limits of the Main Towns will also be considered favourably.

The Main Towns include 7 large coalfield or market towns comprising Adwick – Woodlands; Armthorpe; Conisbrough & Denaby; Dunscoft, Dunsville, Hatfield & Stainforth; Mexborough; Rossington; and Thorne & Moorends.

3) Service Towns and Villages

These service towns and 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 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 to meet their local needs, as well as renewing and regenerating any run-down neighbourhoods. Given the high levels of housing already being delivered in some of these settlements, such as at Askern, and associated increases in population and levels of service provision, some of these settlements may serve a role more in line with the 'Main Towns' in the future which would be identified through a review of the plan.

Defined District and Local Centres will meet day-to-day needs for retail and other town-centre uses.

Additional growth on non-allocated sites in appropriate* locations within the Development Limits of the Service Towns and Villages will also be considered favourably.

The 10 Service Towns and Villages are Askern; Auckley – Hayfield Green; Barnburgh – Harlington; Barnby Dun; Bawtry; Carcroft – Skellow; Edlington; Finningley; Sprotbrough; and Tickhill.

4) Defined Villages

These villages have a limited number of services and house commuters to destinations elsewhere. These villages do not have allocations for new development. Within their defined Development Limits, development proposals will be considered against other policies of the Plan as shown on the Policies Map. Non-residential development will be supported if justifiable to support a prosperous rural economy in accordance with national policy in the NPPF.

The 40 Defined Villages are Adwick-upon-Deerne, Arksey, Austerfield, Blaxton, Braithwaite, Braithwell, Branton, Brodsworth, Burghwallis, Cadeby, Campsall, Clayton (with Frickley), Clifton, Fenwick, Fishlake, Hatfield Woodhouse, Hampole, Hickleton, Highfields, High Melton, Hooton Pagnell, Kirk Bramwith, Lindholme, Loversall, Marr, Micklebring, Moss, Norton, Old Cantley, Old Denaby, Old Edlington, Owston, Pickburn, Skelbrooke, Stainton, Sutton, Sykehouse, Toll Bar, Thorpe in Balne and Wadworth.

5) Countryside

Doncaster's Countryside is defined as that outside of the Green Belt and beyond defined 'Development Limits' as shown on the Policies Map. Proposals for new development in the Countryside, including those which support the rural economy, will be supported where in accordance with Policy [26](#).

Residential development will also be supported in the Countryside if adjacent to a Development Limit of a settlement in levels 1-3 above, where:

- A) it is consistent with the role and service function of the settlement in the settlement hierarchy set out above;
- B) the site is well related to the existing built form of the settlement and would represent a logical extension to the built up area or is of a scale and nature that is in keeping with the core shape, form and size of the settlement;
- C) it will not cause significant adverse harm to a settlement's character, setting and appearance (including partial or total coalescence with another settlement) or to the intrinsic character of the surrounding countryside;
- D) it accords with other policies in the Local Plan; and
- E) a five year borough-wide supply of housing land cannot be demonstrated and the development would make a significant positive contribution to housing land supply.

In exceptional circumstances**, and subject to the demonstration of clear local community support***, residential development in appropriate locations* may also be supported in the Countryside on land adjacent to the development limit of a Defined Village. However, it will only be supported if it does not exceed (a) the development size limit permissible for an individual scheme or site (as is defined in Policy [3](#)) of the relevant Defined Village; and (b) does not exceed the cumulative growth limit over the Plan Period (as is defined in Policy [3](#)) of the relevant Defined Village.

6) *Green Belt*

The openness and permanence of Doncaster's Green Belt (as indicated on the [Key Diagram](#)) and defined on the Policies Map will be preserved.

The general extent of the Green Belt will be retained. Within the Green Belt, national planning policy will be applied including the presumption against inappropriate development except in very special circumstances. Infill development in villages in the Green Belt (i.e. covered by Green Belt policy) is defined as the filling of a small gap in an otherwise built up frontage – a small gap is defined as a gap which fronts onto a highway and has a width of less than 20 metres between existing buildings.

* throughout this policy, the term 'appropriate locations' means a location which does not conflict, when taken as a whole, with national policy or policies in this Local Plan. In addition, to qualify as an 'appropriate location', the site, if developed, would:

- retain the core shape and form of the settlement;
- not significantly harm the settlement's character and appearance; and
- not significantly harm the character and appearance of the surrounding countryside or the rural setting of the settlement.

** 'exceptional circumstances' in this policy is a matter for the decision maker to determine, but could be, for example, where there is a clear demonstrable need for a development, not foreseen by the Plan, that brings significant sustainable development benefits and is consistent with national planning policy in the NPPF. The provision of affordable homes is an example of development likely to meet this definition. For clarity, areas at risk of flooding (flood zone 2 or 3) are not considered as appropriate locations for the purposes of this part of the policy.

*** the term 'demonstration of clear local community support' means that at the point of submitting a planning application to the Council, there should be clear evidence of local community support for the scheme, including, where appropriate, that of the applicable Parish or Town Council, generated via a thorough but proportionate pre-application consultation exercise.

Table 2: Network (and Hierarchy) of Centres

• Sub-Regional Centre: Doncaster town centre
• Town Centres: Thorne and Mexborough.
• District Centres: Adwick & Woodlands, Armthorpe, Askern, Bawtry, Bentley, Conisbrough, Edlington, Rossington, and Tickhill
• Local Centres: Balby (Springwell Lane), Balby (Warmsworth Road), Bessacarr (Nostell Place), Cantley (Goodison Boulevard), Carcroft, Denaby Main, Dunscroft, Edenthorpe, Hatfield, Intake, Moorends, Scawsby, Scawthorpe, Skellow, Stainforth, Woodfield Plantation
• Neighbourhood Shopping Parades: Small clusters or groups of shops and services within existing residential areas – not shown on Policies Map

Explanation

Overall Strategy and Settlement Hierarchy

- 4.6. Doncaster's spatial strategy seeks to concentrate growth at the larger settlements of the Borough with remaining growth delivered elsewhere to support the function of other sustainable settlements and to help meet more local needs taking account of existing settlement size, demography, accessibility, facilities, issues and opportunities. This includes giving proportionate support to the Borough's rural communities and rural economy.

- 4.7. This approach, informed by a Settlement Audit of service provision across the Borough, makes the most of existing services and facilities, delivering new development to where it is most needed. It provides new jobs and new homes in accessible locations, taking account of infrastructure improvements, and aids opportunities to regenerate urban areas.

A Topic Paper will be issued at Plan Submission explaining the preparation of the Plan's Settlement Strategy and Hierarchy

Development Limits, Defined Villages and Countryside

- 4.8. The Strategy gives priority to development proposals within the Development Limits of existing settlements, reflecting existing development with planning permission, and identifying new site allocations in Levels 1-3 of the Settlement Hierarchy. More limited development in Defined Villages may be allowed in accordance with this Policy.
- 4.9. The inclusion of land within a Development Limit does not automatically indicate that it is suitable for development. There may be areas of open space, woodland, areas at risk of flooding, areas that contribute to a settlement's local distinctiveness and other protected sites that would be inappropriate for development. Additionally, other material considerations may influence whether development within development limits is acceptable or not.
- 4.10. Doncaster's Countryside is defined as that outside of the Green Belt and beyond defined 'Development Limits' as shown on the Policies Map. Proposals for new development in the Countryside, including those which support the rural economy, will be supported where in accordance with Policy [26](#).
- 4.11. It is recognised there may be opportunities to deliver sustainable proposals beyond the Development Limits of Defined Villages in the Countryside to enhance or maintain the vitality of these rural communities where they have clear local community support. Policy [2](#) and [3](#) includes safeguards to ensure such proposals are permitted only in exceptional circumstances and are limited in terms of both individual schemes and cumulatively per village over the plan period.
- 4.12. Should the Council fail to demonstrate a five year Borough housing supply, as measured by the Government's Housing Delivery Test (and set out in the NPPF and Planning Policy Guidance), this Policy also sets out circumstances in which proposals to develop land in the Countryside around Level 1-3 settlements will be considered. In such circumstances the Council may be required to prepare an Action Plan; this Policy provides flexibility for delivery of sustainable development in appropriate locations under such circumstances. Other Local Plan policies will also need to be met.

Green Belt

- 4.13. The fundamental aim of Green Belt is to prevent urban sprawl by keeping land permanently open. Green Belt serves five purposes: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Green Belt boundaries should only be altered in exceptional circumstances, through a Local Plan. The Green Belt Topic Paper explains the approach the Council has taken in considering the need to release land from the Green Belt as part of preparing this Local Plan – as informed by the Doncaster Green Belt Review 2016.

- 4.14. The *Local Plan does not repeat national Green Belt policy set out in the NPPF*. The Council will apply this when considering relevant planning applications. In summary, new buildings are inappropriate except for agriculture, forestry, outdoor sport and outdoor recreation, and cemeteries. Proportionate extension to, re-use of or replacement of, existing buildings, mineral extraction, engineering operations, necessary transport infrastructure, affordable housing in accordance with this and Policy 8, and redevelopment of brownfield land are all capable of being appropriate as long as they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in ‘very special circumstances’ where harm is clearly outweighed by other considerations.
- 4.15. Doncaster’s Green Belt forms part of the wider South Yorkshire Green Belt which serves to prevent the merging of the large urban areas of Doncaster, Rotherham, Sheffield, Barnsley and Wakefield. The outer boundary of the Green Belt within Doncaster is defined by the East Coast Main Line and has been since adoption of the South Yorkshire Structure Plan in 1979. Doncaster’s Green Belt is thus limited to the countryside in the western “half” of the Borough.

Employment, Housing, Retail, Leisure and other Town Centre Uses

- 4.16. The Strategy and Settlement Hierarchy refers to the provision of new growth including employment, housing, retail and other uses. Further detail on the level and distribution of this growth is given in the Policy 3.

Flood Risk

- 4.17. The Local Plan does not repeat national flood risk policy as set out in the NPPF. In summary, both plan-making and decision-taking (including implementation of the Plan’s Spatial Strategy and Settlement Hierarchy) should be based on a sequential risk based approach to avoid areas of flood risk through application of the sequential and, where necessary, exception tests. Where possible, development should be directed away from medium-high flood risk areas. Where this is not possible, the residual risks must be managed. Land should be safeguarded from development that is required for current and future flood management. Opportunities to reduce the causes and impacts of flooding from new development should be sought. Where climate change is expected to increase flood risk to existing development, making it unsustainable in the long-term, opportunities to facilitate its relocation to more sustainable locations should be explored.
- 4.18. The Borough has extensive areas of land at risk from flooding from various sources, including the rivers Don and Dearne in the west and rivers Torne and Trent in the south, and the watercourses that feed to them, plus tidal flooding within the low lying Humberhead Levels. Large parts of the borough are therefore identified as being in medium and high flood risk based on the Environment Agency Flood Map for Planning. There are also areas of the Borough where surface water and groundwater flooding poses significant challenges. The Council has considered the need to avoid flood risk where possible when preparing the Local Plan (the sequential test). Where this is not possible, consistent with wider sustainability objectives, development must be safe for its lifetime and should not increase flood risk elsewhere (the exception test).

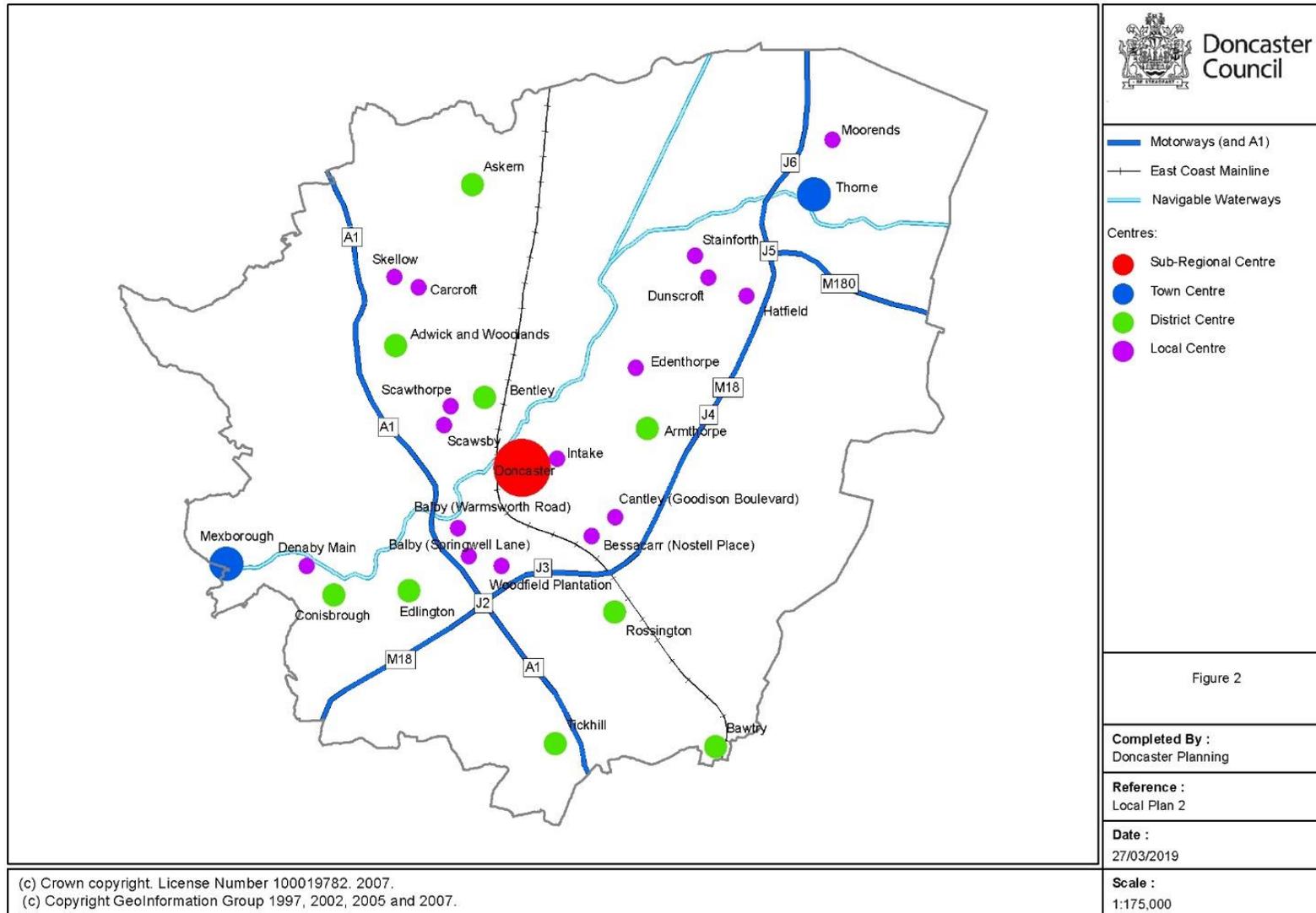
A Topic Paper will be issued at Plan Submission explaining how the Council has considered the need to avoid flood risk where possible as part of Plan preparation

Hierarchy and Network of Centres

- 4.19. Doncaster has a dispersed network of town, district and local centres where shops, and in many cases, other services and facilities are concentrated (see [Figure 2](#)). They contribute to the sustainability of settlements, each having its distinct characteristics, strengths and opportunities. The Plan Strategy and supporting policies aim to ensure that these centres remain vibrant, attractive and welcoming places in which to visit, shop, do business and enjoy leisure.
- 4.20. Centres within the Borough vary greatly in size and function and have been classified according to the role and function they perform. Doncaster Town Centre is the main shopping and leisure destination in the Borough, serving a 'sub-regional' catchment area. Mexborough and Thorne are both important 'town centres' which provide a wide range of facilities serving large catchment areas.
- 4.21. Doncaster's 'district centres' provide a range of retail and non-retail services, such as restaurants, banks and convenience stores, as well as public facilities, such as a library/ community resource centre. Doncaster's 'local centres' provide a smaller range of shops and services to meet the day-to-day needs of local communities. The extent of each centre is shown on the Policies Map.
- 4.22. 'Neighbourhood shopping parades' are small clusters or groups of shops and businesses that reside within existing residential areas, serving the everyday needs of the immediate neighbourhood. Due to their small-scale they have not been individually identified or shown on the Policies Map.
- 4.23. The position of a centre within the network is based on a number of factors such as the size and type of shops and provision of other non-retail uses, catchment areas and proximity to other centres. The size and type of a retail, leisure and office or mixed-use proposal will determine which centre is the most appropriate place to locate it in. Policies set out in [Chapter 8](#) provide more detail.

A Topic Paper will be issued at Plan Submission explaining how the Local Plan's Retail Strategy has been derived.

Figure 2: Distribution of Centres



Policy 3: Level and Distribution of Growth (Strategic Policy)

The Local Plan's strategic aim is to facilitate the delivery of :

- at least 481 hectares of employment land over the plan period (2015-2035) to help grow and diversify the Sheffield City Region economy, increase productivity and widen access to learning and training opportunities. The identified land will accommodate business, light industry and manufacturing and distribution and warehouse uses to meet future employment needs on sites that are attractive to market investment and can be accessed via a range of transport modes. A number of sites are allocated which help meet the regeneration needs of the Borough;
- 18,400 new homes in the period 2015 – 2035 (920 per annum), with sufficient land allocated to deliver 15 years' supply of housing (13,230, or 882 dwellings per annum, once supply in the years 2015 – 2018 is deducted from the overall requirement). For the purposes of calculating 5-year housing land supply, the requirement will be based on the Local Housing Need figure, as derived from the Standard Methodology, which will be reviewed and revised throughout the plan period in line with the latest household projections and affordability ratio. As such, the housing requirement is expressed as a range with the bottom of the range being the Local Housing Need figure and the top of the range being 920 dwellings per annum;
- new retail, leisure, office, cultural and tourist developments in accordance with the defined Network of Centres. Doncaster Town Centre will be the main location for offices and commercial uses, further education, regional retailing centre, transport hub, civic uses and range of leisure uses.

To meet the Local Plan's Spatial Strategy and Settlement Hierarchy, this growth is distributed as follows:

Location	Housing (Homes)	Employment			Retail, Leisure, Culture and Tourism
		Logistics Road, rail and air related logistics. On line retail distribution	Light Industry & Manufacturing Rail and manufacturing, particularly advanced manufacturing . Local employment (including small scale distribution). Low carbon and "green industries" (including renewable energy)	Offices Co-located with other town centre uses (including training and education facilities, hotels, health centres etc.).	
Doncaster Main Urban Area	At least 50% of Borough's Total Housing 6,805 – 7,315 Homes	Locations that can accommodate large buildings with good access to the M18/M180 motorways Sites within the multi- modal transport corridor around the Great Yorkshire Way/White Rose Way linking the urban centre to the Doncaster Sheffield Airport, including the urban centre, Lakeside, Rossington iPort, Bankwood Lane and the Airport	Locations with good access to the M18/M180 motorways and strategic road network	Predominantly Doncaster town centre on mixed-use development sites District and Local Centres.	<u>Sub-Regional Centre</u> Doncaster Town Centre. <u>District Centre</u> Bentley. <u>Local Centres</u> Balby. Bessacarr. Cantley. Edenthorpe. Intake. Scawsby. Scawthorpe. Woodfield Plantation. <u>Neighbourhood Shopping Parades</u> Various

Location	Housing (Homes)	Employment			Retail, Leisure, Culture and Tourism
		Logistics Road, rail and air related logistics. On line retail distribution	Light Industry & Manufacturing Rail and manufacturing, particularly advanced manufacturing . Local employment (including small scale distribution). Low carbon and "green industries" (including renewable energy)	Offices Co-located with other town centre uses (including training and education facilities, hotels, health centres etc.).	
Main Towns	About 40% of Borough's Total Housing	As Doncaster Main Urban Area.	As Doncaster Main Urban Area. Unity (Hatfield Power Park and associated business parks)	Mexborough and Thorne town centres District and Local Centres.	<u>Town Centres</u> Mexborough. Thorne. <u>District Centres</u> Adwick & Woodlands. Armthorpe. Conisbrough. Rossington. <u>Local Centres</u> Denaby Main. Dunscroft. Hatfield. Moorends. Skellow. Stainforth. <u>Neighbourhood Shopping Parades</u> Various.
Dunscroft, Dunsville, Hatfield & Stainforth	575-1,085				
Thorne & Moorends	510-1,020				
Conisbrough & Denaby	465 – 975				
Mexborough;	475 – 985				
Armthorpe	420 – 990				
Rossington	285 – 895				
Adwick & Woodlands	255 – 765				

Location	Housing (Homes)	Employment			Retail, Leisure, Culture and Tourism
		Logistics Road, rail and air related logistics. On line retail distribution	Light Industry & Manufacturing Rail and manufacturing, particularly advanced manufacturing . Local employment (including small scale distribution). Low carbon and "green industries" (including renewable energy)	Offices Co-located with other town centre uses (including training and education facilities, hotels, health centres etc.).	
Service Towns and Larger Villages	About 10% of Borough's Total Housing	As Doncaster Main Urban Area.	A1(M)-A19 corridor and the wider strategic transport network which will release the long term potential of the Carcroft employment area Small existing sites to support the rural economy Sites alongside Doncaster Sheffield Airport	Doncaster Sheffield Airport (aviation related uses) District and Local Centres.	<u>District Centres</u> Askern. Bawtry. Edlington. Tickhill. <u>Local Centres</u> Carcroft. <u>Neighbourhood Shopping Parades</u> Various
Carcroft - Skellow	250				
Edlington	230				
Tickhill	165				
Askern	165				
Auckley – Hayfield Green	125				
Bawtry	110				
Barnby Dun	105				
Sprotbrough	95				
Barnburgh - Harlington	60				
Finningley	55				

Location: Defined Villages ⁵		Residential Development	
		Size Limit for an Individual Scheme/ Site	Defined Village Cumulative Growth Limit (over Plan Period)
Large Defined Village	Arksey	Schemes of up to 20 dwellings / 0.8 hectares per site (whichever is the smaller)	45
	Blaxton		40
	Branton		70
	Hatfield Woodhouse		30
Medium Defined Villages	Austerfield	Schemes of up to 10 dwellings or 0.4 hectares per site (whichever is the smaller).	20
	Fishlake		20
	Sykehouse		15
Small Defined Villages	Braithwaite	Schemes of up to 5 dwellings or 0.2 hectares per site (whichever is the smaller).	5
	Fenwick		5
	Kirk Bramwith		5

⁵ The growth limit has been derived by calculating the share of each Defined Villages local needs. As in the settlement hierarchy the local needs in these areas have been reallocated to the Main Urban Area and Main Towns, there is no requirement to allocate land at these locations. However, in line with and subject the caveats on Policy 2, some development may be permissible in the above locations, up to the cumulative growth limit and on sites up to the sizes specified in this table. Any delivery in such locations will be additional to the allocated supply, and not form part of it.

Explanation

- 4.24. This policy establishes the levels and distribution of growth for employment, housing and town centre uses (such as retail, leisure, office, culture and tourism).

Employment

- 4.25. In order to support economic growth and regeneration whilst meeting the development needs of business and market signals the policy sets an ambitious but credible land requirement of 481 hectares. This policy will help to achieve growth by supporting the conditions and opportunities for attracting high quality inward investment and jobs as well as encouraging innovation, attracting more capital investment, raising skill and education levels, improving graduate retention and reducing deprivation.
- 4.26. The employment land requirement is evidenced in the Economic Forecasts and Housing Needs Assessment (Peter Brett Associates, May 2018) and the updated Employment Land Need Assessment (ELNA) (2018) where a 1% jobs growth rate has been factored in. Official Government forecasts for 2015 to 2032 predict a lower jobs growth of only 0.6% p.a. which translates in to a very low land requirement. In order to boost productivity and provide the conditions for existing and new sectors to grow, Doncaster is keen to retain an ambitious growth target. It is considered therefore that there is sufficient previous evidence of investment, land development and analysis on the Doncaster Employment Land Review (2018) (Colliers) that enough land should be allocated for a 1% jobs growth. This also allows for choice, flexibility and churn.
- 4.27. The distribution of employment sites is required in market attractive locations but also ensuring that there is strong accessibility and connectivity between where people live and the employment opportunities. This is particularly important for the communities across the borough that have high levels of deprivation. Policy [13](#) sets out in more detail transport proposals with an emphasis on public transport and road improvements to improve access to jobs.
- 4.28. In order to help meet the regeneration needs of the Borough there are a number of sites allocated through the Local Plan. These are important in achieving the Plan's Strategy and are linked to major transport corridors across the Borough. There are already major schemes with permission such as at Doncaster Sheffield Airport, iPort, Unity and West Moor Park. It is imperative that all of the major schemes have regeneration benefits which extend across the whole Borough. Some of these sites will extend beyond the end of the plan period. Many people no longer wish to live close to where they work and businesses often have locational needs meaning that they need to be located away from settlements. Providing employment sites immediately next to housing can lead to unacceptable impacts on residential areas and therefore careful screening and buffer zones may be needed. This policy should be read in conjunction with relevant transport policies.
- 4.29. The A1(M) within Doncaster currently suffers from high levels of congestion and Highways England has started the lengthy process of examining proposals to make improvements to help alleviate that congestion. Due to that, the A1(M) corridor could not currently sustain high levels of growth. Therefore the M18 will continue to be the main location for larger scale new investment and growth including at Doncaster Sheffield Airport, iPort and Unity. There are also a number of existing employment sites which will continue to support the economy.
- 4.30. Doncaster urban centre has a range of sites reflecting previous development patterns from traditional industries and their requirements but they are often poorly located. Some sites have come under pressure for housing and other commercial uses. Existing established employment sites will continue where they serve the needs of modern business.
- 4.31. As well as supporting the M18 corridor, it is necessary that land in the north of Doncaster is allocated to ensure regeneration is spread across the Borough. Land in the north of Doncaster

tends to have low value and poor accessibility as well as flood risk issues. Proposals for an A1 to A19 link road will unlock this potential by providing improved access to the A1(M). However, this will be towards the end of the plan period when there are clearer proposals for A1 improvements and funding for an A1-A19 link. Once these highway links are in place there are considerable prospects for the north of Doncaster including land at Carcroft Common of 54ha. Land is being brought forward with a new link road as part of the Unity mixed use scheme at Hatfield/Stainforth unlocking 56ha of employment land including re-using former colliery land. This is covered by Policy 70. Also in the north, Thorne has recently been attractive to a range of business developments alongside the M18 and continues to provide opportunities at Nimbus Park and Capitol Park with good links to the Humber Port and its town centre provides a range of commercial opportunities.

- 4.32. This Policy also supports the rail sector which is currently expanding in Doncaster. The National College for High Speed Rail (NCHSR) is located at Lakeside, close to rail companies such as DB Schenker, Volker Rail and Hitachi. The rail sector, through both engineering and offices, will bring higher-value jobs and support existing businesses. Doncaster is ideally placed to further expand its role. It is therefore critical that sites for rail companies are provided in the right locations. Work is also being undertaken on the National Institute for Infrastructure.
- 4.33. In the west of the Borough both Mexborough and Conisbrough are constrained by a lack of sites. Any existing sites within these settlements have been under pressure for other uses or do not always meet the needs of modern businesses. There is however access to business parks at Manvers (in Rotherham) as well as strong public transport routes, both bus and rail, and road connectivity to Doncaster and other City Region towns.
- 4.34. It should be noted that a strong, diverse economy is not solely built on providing land in the right place at the right time, there also needs to be other interventions to help deliver that land as well as the jobs and conditions for employees to secure a job. Other measures include marketing, promotion and branding of Doncaster and its available sites; work and skills plans; training plans; masterplanning; travel plans; and training and recruitment plans.
- 4.35. Reference should also be made to the Infrastructure Delivery Plan which includes details of the physical infrastructure being planned to help deliver sites and jobs.

Housing

- 4.36. Providing sufficient homes of the right type and quality and in the most appropriate places is a key element of the Plan's vision and objectives. This also reflects the Government's housing policy detailed in the NPPF.
- 4.37. Doncaster's housing need is evidenced in the Economic Forecasts and Housing Needs Assessment (Peter Brett Associates, May 2018) and the earlier Doncaster Housing Need Assessment 2015 (partially updated 2016). Doncaster Borough functions as a self-contained housing market area but has important functional connections with other parts of the Sheffield City Region and East Midlands. An estimated 75-80% of workers travel to work within the Borough with a fifth travelling to work within the same electoral ward in which they live.
- 4.38. Using the Government's Standard Housing Methodology as a starting point, national projections identify a housing need in the Borough for 585 homes per year (baseline growth) over the plan period. In addition, to meet planned economic growth over the plan period, an additional 327 homes per year (economic growth) is identified. This gives a total objectively assessed housing need (OAHN) of 912 new homes (net) per year for the Borough once economic growth is taken into account. This comprises both housing for sale and rent on the open market and affordable housing for those people who cannot afford to buy or rent on the open market.
- 4.39. The Plan's Settlement Strategy proposes that new housing (derived from both baseline and economic growth) is distributed according to the Plan's Settlement Hierarchy – see Policy 2 – summarised as follows.

Table 3: Settlement Hierarchy and Distribution of Proposed Housing

Doncaster Main Urban Area: Provision to meet baseline growth <u>and</u> 60-70% of economic housing growth. Total housing provision = at least 50% of the Borough total.
7 Main Towns: Provision to meet baseline growth <u>and</u> up to 10% of the economic housing growth in each (which could be 0%). Total housing provision = about 40% of the Borough total.
10 Service Towns & Villages: Provision to meet baseline growth in each town and village. Total housing provision = about 10% of Borough total.
40 Defined villages: Limited development in accordance with Policy 2 / other Plan policies
Green Belt and Green Belt settlements: development in accordance with Policy 2 and national Green Belt policy
'Countryside': outside of Green Belt or Development Limits: Development in accordance with Policy 26 and, as defined in Policy 2 , in appropriate locations adjacent to the development limit of a Defined Village in exceptional circumstances and subject to demonstration of clear local community support.

4.40. Local need (baseline) housing growth (approximately 8,775 homes) is distributed pro-rata (based on current settlement size) to all settlements with a “service function” to meet locally the housing growth needs of the existing population. A settlement with a service function is defined as having 4 or more of the 12 key services (of which at least two are primary key services) as set out in the Settlement Audit. The balance of the local need figure (that which relates to villages without a service function) is 632 and has been added to the economic-led housing growth element for distribution to higher order settlements in the Borough. Where insufficient sustainable and deliverable/developable sites are found to deliver the local need for a particular settlement, then that has been added to the economic growth-led element.

4.41. The economic-led element of the housing allocation requirement (approximately 4,905 homes) is directed to the most sustainable and deliverable sites in the Doncaster Main Urban Area and Main Towns in accordance with defined ‘growth ranges’; these ranges provide flexibility to select the most sustainable and deliverable sites across these settlements. The flood sequential approach is applied to urban sites and sustainable urban extensions across these settlements subject to the growth ranges. The Settlement Audit shows that Doncaster and the seven Main Towns are larger and have a greater service function than other settlements in the Borough. 60-70% of the economic-led housing growth is directed to the Doncaster Main Urban Area in recognition of its status as a sub-regional centre that serves the whole Borough and a wider catchment. Up to 10% of the economic-led housing growth is distributed *to each* of the seven Main Towns.

4.42. The exact distribution of the allocation of the economic-led housing growth element across the Main Urban Area and Main Towns is in accordance with the site selection methodology. This comprises a sustainability appraisal of sites but also has regard to the findings of the Housing and Employment Land Availability Assessment (HELAA), the distribution of existing planning permissions (that are sustainable and deliverable), progress with neighbourhood plans, a sequential approach to flood risk and the need to demonstrate exceptional circumstances to justify taking land out of the Green Belt. Exact allocations in the Main Towns can therefore range completely from 0% to 10%.

A Topic Paper will be issued at Plan Submission explaining the distribution of housing to individual settlements and the issues relevant to each, such as the influence of existing planning permission reducing the need for new allocations or impacts on constraints such as flood risk.

4.43. Housing Allocations must be demonstrably developable in the plan period. There are a number of potentially suitable urban (mainly in the Doncaster Main Urban Area and Mexborough) where deliverability issues (mainly associated with addressing flood risk mitigation and/or directly impacted by the safeguarding route of HS2) have prevented them coming forward and where their development in the plan period cannot at this time be demonstrated. Because they are

otherwise suitable for residential (or mixed-use including residential) development the sites are designated as “Reserve Development Sites” (Policy [6](#)) to allow residential development to come forward, possibly within the plan period in which case this would be a housing land supply that would be additional to the allocations.

- 4.44. New urban edge allocations have of necessity required land previously designated in the UDP as Green Belt or Countryside; and resulted therefore in amendments to town and village development boundaries to create new defensible boundaries.
- 4.45. Within the development boundaries of these towns and villages there will also be opportunities for quality “windfall” development (i.e. development outside the allocations) subject to other relevant policies of the Local Plan (design policies, Conservation Area policies, etc.). The vast majority of opportunities will be small infill sites within areas defined on the Policies Map as ‘Residential Policy Areas’ where new residential development is supported in principle subject to Policy [11](#). Windfall proposals on other designations (for example, land designated for employment) would be required to satisfy the relevant local plan policy.
- 4.46. There will also be limited development opportunities on a smaller scale in the 40 Defined Villages. Most of the land within the Defined Villages is designated as ‘Residential Policy Area’. All of these villages have poorer service provision than the eighteen settlements identified for housing growth.
- 4.47. Outside settlement Development Limits the land is designated Green Belt (in the western “half” of the Borough) or as Countryside (in the eastern “half” of the Borough). This includes a number of small villages and hamlets without development boundaries that are covered by Green Belt or treated as Countryside.
- 4.48. Within the Green Belt and the Countryside development is restricted but will be supported in line with the NPPF and relevant Local Plan policies, including that permitted in Levels 5 and 6 of the Settlement Hierarchy, Policy [26](#) and other specialist land uses (such as gypsy and traveller accommodation (Policy [12](#))).

Retail, Leisure, Office, Culture and Tourism

- 4.49. The Plan’s Spatial Strategy and Settlement Hierarchy includes a network of centres based on Doncaster as a ‘Sub-Regional Centre’, Thorne and Mexborough as ‘Town Centres’, a series of ‘District Centres’ and ‘Local Centres’ and ‘Neighbourhood Shopping Parades’.
- 4.50. Some centres are struggling to adapt to the pace of change arising from the growth of internet shopping, competition from out-of-centre development and the emergence of new services and practices (e.g. click and collect) and face an uncertain future. In response, Doncaster’s centres need to reinvent and reposition themselves in order to remain viable and competitive.
- 4.51. The Doncaster Urban Centre Masterplan sets out the long term vision and guiding principles to maximise development opportunities within Doncaster Town Centre. There are a number of town centre sites which are capable of accommodating mixed use development including offices, education/training facilities and residential. These uses will help to support a vibrant diverse economy. Many town centre sites have a low land value and will require public investment to support both site development and infrastructure provision. For offices in particular, alternative locations such as the Airport and Lakeside are attractive. However, the sequential test set out in national policy (and Policy [23](#)) will need to be undertaken before such developments can be supported.
- 4.52. Retail, leisure, offices, culture and tourism will be directed according to the ‘network of centres’ set out in Policies [2](#) and [3](#). Proposals will also be assessed against policies in Chapters [8](#) and [16](#).

Economy, New Employment Allocations and Existing Employment Policy Areas

- 4.53. To help deliver the Spatial Strategy (Policy [2](#)) and meet the level and distribution of employment growth (Policy [3](#)), the following two policies allocate new site specific employment proposals (Policy [4](#)) and designate and protect Employment Policy Areas (Policy [5](#)) where existing employment uses will continue to be supported. Together the policies seek to ensure that enough land is provided in the right place to meet the employment land need requirement as well as helping to assist the Doncaster Inclusive Growth Strategy of enabling Doncaster people, places and businesses to enjoy improved prosperity by participating in a growing and productive economy. The policies, sites and schemes and projects build on the objectives of the Local Plan Vision, encouraging existing businesses to expand and/or modernise, and attracting inward investment to help grow and diversify Doncaster's economy.
- 4.54. Doncaster has opportunities for major schemes arising from a range of assets as well as a determination to regenerate the Borough. These schemes include Unity; Doncaster Sheffield Airport and the Great Yorkshire Way corridor; and Main Urban Area mixed use sites. Specific policies are included in Chapters [5](#) and [16](#) to recognise their status in the Sheffield City Region Strategic Economic Plan, the levels of investment needed, and the requirement for these schemes to mitigate their impacts and improve the quality and range of job opportunities across the Borough. Not all new major opportunities are located where previous traditional industries existed – transport and access will play an important role in enabling the benefits of new opportunities to be retained within the existing settlements of the Borough.

Policy 4: Employment Allocations (Strategic Policy)

In accordance with Policy [4](#), the sites shown in [Table 4](#) below and on the Policies Map, will be allocated for employment uses in accordance with the following principles:

- A) Only business (B1 b/c), general industry (B2) and storage and distribution (B8) uses will be permitted on these sites unless the proposal is ancillary to the employment use.
- B) The employment sites will be developed in accordance with the development requirements set out in Appendix [2](#) and other relevant Local Plan policies.
- C) For employment or other developments that propose 20 or more direct jobs, the Council will seek to enter into a local labour agreement with the developer/applicant that sets out the following:
 - 1. An agreed percentage target for local labour;
 - 2. A training and recruitment plan;
 - 3. Commitment to an agreed target for the proportion of local procurement of services and supplies.

Explanation

- 4.55. The Doncaster Inclusive Growth Strategy highlights the need for a focus on higher-skilled jobs including engineering and technology, digital and creative, future mobility (via rail, road and air), and advanced materials. This is also reflected in the Local Plan's [Vision and Objectives](#) which emphasise that Doncaster should have a strong inclusive economy and be a leading centre in logistics, aviation, rail and civil engineering. Both also highlight the need for the development of more inclusive labour markets with integrated support for residents to access quality job opportunities. As well as existing businesses being encouraged to expand and/or modernise, new businesses are being attracted to the area. There is also support for a low carbon economy to help combat climate change.

4.56. The allocation of employment sites (including strategic sites) will help to stimulate employment opportunities, help to develop a diverse economy and assist in tackling deprivation through job creation and training. The sites make best use of road and rail links and other infrastructure to help stimulate business growth particularly in manufacturing, green and high-tech industries and logistics and rail sectors. The location of these sites will allow residents to benefit from easy access to employment. However, market interest and deliverability are also important considerations in the location of sites as well as a focus on sustainable locations including re-using brownfield land wherever possible. The allocated employment sites are as follows:

Table 4: Employment Site Allocations

Ref	Address/ Location	Gross site area (Ha)	Area available for employment use (ha)	Ha to be developed in plan period
001	Junction 6 M18, Thorne North	73.63	73.63	51.54
092	Balby Carr	11.25	11.25	8.60
258	Site 1, Middle Bank, Balby	8.48	5.00	5.00
441	Land at Carcroft Common, Carcroft	48.70	24.35	12.18
941	RHADS Site 1, Phase 4 Business Park	68.54	68.54	68.54
1032	Bankwood Lane, Rossington	17.68	17.68	17.68

- 4.57. Larger sites are allocated to support sectors such as distribution warehousing and major manufacturing and engineering including rail related industries. These will utilise the Borough's advantages, such as motorway access, and will meet the operational demands and market needs of the sectors set out in Policy 4 whilst also providing flexibility allowing investment to take place through any potential changing economic circumstances. Larger sites tend to need to be where business uses can operate efficiently especially those that require 24 hour operations, large footprints and easy access to the strategic highway networks including rail freight and air freight. These sites also generate large amounts of HGV traffic and will therefore be required to make provision for sufficient lorry parking in line with Policy 16.
- 4.58. The north of the Borough remains a priority for identifying new economic opportunities and careful consideration is required to make best use of existing non-Green Belt sites at and close to Carcroft Industrial Estate. These are linked to potential road improvements from the A1(M) and A19. A mixture of private and public investment would be needed over the long term to improve accessibility to new potential employment areas and mitigate flood-risk impacts.
- 4.59. There are some allocated employment sites which are not suitable for large scale warehousing/distribution but instead are attractive for light industry and manufacturing (including rail related) and smaller distribution. Together with existing sites, new sites are able to cater for both new demand and replacement sites which are needed if a business decides to relocate or expand for investment reasons.
- 4.60. In addition to new employment allocations, the employment land requirement also includes some sites that have already been developed between 2015 and 2018 and others with planning permission. The following provides links to Tables E1-8 of [Chapter 16](#) which list the sites with planning permission. The sites have been assessed for their continued deliverability and this will be kept under review.

Settlement	Employment Allocations with Planning Permission (as at 1st April 2018)
Doncaster Main Urban Area	Table E1
Armthorpe	Table E2
Dunscroft, Dunsville, Hatfield & Stainforth	Table E3
Rossington	Table E4
Thorne & Moorends	Table E5
Askern	Table E6
Auckley & Hayfield Green	Table E7
Edlington	Table E8

4.61. The overall employment land requirement of 481 hectares comprises:

Land developed 2015 – 2018:	118 Hectares
Sites with planning permission:	201 Hectares
Allocated sites:	162 Hectares
Total:	481 Hectares

4.62. Employment use for the purposes of the policy are as follows – based on the Use Classes Order 1987 (as amended):

- B1a:** Business - Offices other than those within A2;
- B1b:** Business - Research and development of products or processes;
- B1c:** Business - Light Industry;
- B2:** General Industrial; and
- B8:** Storage and distribution.

4.63. B1a uses are considered town centres uses within national policy. Therefore such proposals must satisfy the requirements set out in Policy [23](#). However, in some cases (such as airport related offices and ancillary offices) they may be appropriately located on employment sites.

4.64. The Council will encourage partnership working between employers and local training providers to help develop the skills of the Borough's work force and sections of the community that are disadvantaged in the labour market. Supplementary planning guidance will be adopted to support local labour agreements which will cover the area of Doncaster Borough and will include all job vacancies being advertised on www.doncasterworks.co.uk.

Policy 5: Employment Policy Areas (Strategic Policy)

Employment Policy Areas, as defined on the Policies Map, will continue to be supported primarily for employment uses. Other uses will be supported provided the following criteria are satisfied:

- A)** it can be clearly demonstrated they support the existing or permitted employment uses on the site; or
- B)** they are a specialist use appropriate to the site; or
- C)** are a mix of commercial and/or community uses that provide clear additional benefits to the community.

If one of the above criteria are satisfied, the following should be demonstrated:

- D)** alternative employment sites are accessible from the locality which are suitable in terms of quality and quantity so as to ensure there is still easy access to employment uses;

- E) the proposed use is appropriate in terms of scale, design and location will not adversely affect the operation of adjacent employment land or uses through environmental, amenity or traffic problems; and
- F) there is compelling evidence that the site is no longer viable for employment use.

Explanation

- 4.65. The NPPF is clear that employment land should not be protected for employment use if there is no reasonable prospect of the land being used for that purpose and that applications for alternative uses of land or buildings should be treated on their merits.
- 4.66. B1b/c, B2 and B8 uses will normally be permitted on these sites but a greater level of mitigation may be required for new proposals to ensure the amenity of surrounding uses are taken into account. Similarly, new development proposals adjacent to or near Employment Policy Areas will need to take account of the existing business activities and ensure suitable mitigation measures are in place so that businesses can operate efficiently and that neighbouring uses are compatible.
- 4.67. This policy seeks to ensure that any loss of employment land still provides additional benefits to the community in which it is located. It is important that other uses are not granted permission on employment land just because the land values are more acceptable to the applicant.
- 4.68. It is imperative that there is compelling evidence that clearly shows that the site is no longer viable for employment use. The applicant will need to demonstrate that the site or premises has been marketed to the Council's satisfaction for at least 12 months. This should include traditional and web-based marketing as well as regular advertisement in local, regional and national publications as appropriate. In addition to this, opportunities to re-let the premises need to be fully explored. It should be demonstrated that the premises or site have been marketed at a price commensurate with market values (based on evidence from recent and similar transactions and deals). It should also be demonstrated that the terms and conditions set out in the lease are reasonable and attractive to potential business and that no reasonable offer has been refused.
- 4.69. The Borough has seen increased pressure on employment sites for community, leisure, specialist retail uses (such as car or caravan showrooms) and service uses which do not have specific allocations or which prefer to be on employment sites where business needs are met. However, these uses will only be permitted where relevant considerations have been addressed such as proving demand for the use, passing a sequential test (if relevant), addressing highways and parking issues and environmental health concerns.

Housing Allocations

- 4.70. To help deliver the Spatial Strategy (Policy [2](#)), meet the needs for housing (Policy [3](#)) and support sustainable communities, the following policy allocates new site specific housing proposals. It should be read together with the policies in [Chapter 6](#); and [Chapter 16](#) where the site specific allocations are found at settlement level.

Policy 6: Housing Allocations (Strategic Policy)

Housing Allocations to deliver the housing requirement and distribution set out in Policy [3](#) are shown on the Policies Map and set out in [Tables H1\(A-O\)](#) and [Tables H2 \(A-Q\)](#).

Tables [H1\(A-O\)](#) of Chapter [16](#) identify sites with planning permission (as at 1/4/2018) as Housing (or Mixed-use including housing) Allocations that will help deliver the housing requirement.

Tables [H2\(A-Q\)](#) of Chapter [16](#) identify sites without planning permission (as at 1/4/2018) as Housing (or Mixed-use including housing) Allocations that will help deliver the housing requirement. They will be developed in accordance with the specified developer requirements set out at Appendix [2](#) and other relevant policies of the Local Plan and for the number of homes specified; proposals for lower or higher densities will be supported where this would assist in the delivery of a better design solution.

Housing and Mixed-use Allocations will be developed primarily for residential uses (or in the case of mixed-use, the uses specified). Other uses will only be permitted on these sites where they:

- A) are small scale and ancillary to the housing;
- B) provide a service or other facility mainly for local residents; and
- C) would not harm residential amenity or undermine the delivery of housing.

Tables [H3 \(A-E\)](#) of Chapter [16](#) identify sites, shown on the Policies Map, as designated Reserve Development Sites. They are suitable for housing (or mixed-use including housing) development but are not currently considered developable in the plan period. Housing (or mixed-use including housing) development will be supported in accordance with the policies of the Local Plan and will be additional to the allocated land supply. Proposals that would remove the anticipated housing potential will not normally be supported unless it is demonstrated that housing is unlikely to be viable.

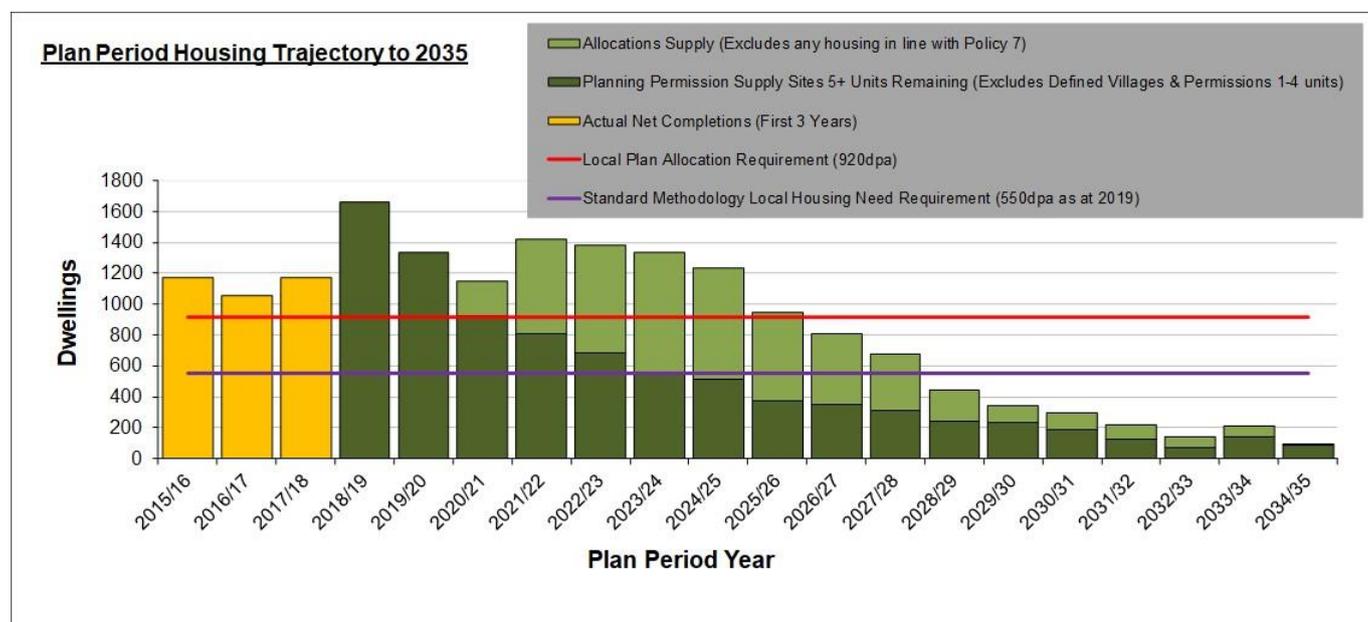
Explanation

- 4.71. Policy [3](#) sets the housing requirement as a range over the 20 year plan period, commits to allocating housing sites to at least deliver 15 years' worth of land against the top end of the range requirement and sets out the distribution of these allocations. Allocations have been selected having regard to Policies [3](#) and [4](#) and the findings of the site selection methodology. Land sufficient to meet the requirement from the remaining 2 years of the plan period is also identified.
- 4.72. The 2018 Doncaster Residential Land Availability Report identifies sites with planning permission as at 1st April 2018 with a combined capacity for over 12,600 homes. Many of these sites have commenced development; their capacity is that which is remaining as at 1st April 2018. Sites with permission and remaining capacity of 5+ units are sufficiently large to consider as potential allocations towards the Borough's housing requirement.
- 4.73. Of the settlements identified for an indicative housing allocation in Policies [2](#) and [3](#), 127 sites with planning permission with a combined capacity of 9,318 dwellings have been found through the Housing and Employment Land Availability Assessment 2018 (HELAA) to be deliverable and/or developable in the first 15 years. Two very large permissioned sites are also found to still be delivering in the last 2 years of the plan period (and even beyond in one case) with an additional supply of 230 dwellings in years 2033-2035 of the plan period. Permissions that had not formally commenced as at 1st April 2018 have all been assessed through the site selection methodology as meeting the sustainability objectives and Local Plan objectives. They are therefore allocated to help deliver the housing requirement.
- 4.74. The remaining permissions on sites of 5+ units at the Defined Villages and those of 1-4 units throughout the Borough have a combined capacity of 585 dwellings and these will form an additional potential housing land supply (over and above the allocated supply) to help address the additional 2 years of the plan period requirement.
- 4.75. The 2018 HELAA sets out the evidence for the potential supply of land for new housing in Doncaster. Of the supply not permissioned as at 1st April 2018, it identifies a

deliverable/developable supply far greater than the 15 year requirement, with a further supply for the last 2 years of the plan period. However, much of the supply is not without constraints including Green Belt and high flood risk (Flood Risk Zone 3) so has needed to be considered in more detail through the wider evidence base and the relevant stages of the site selection methodology.

- 4.76. The Site Selection Methodology (2019) finds sufficient sites to generally make good the additional requirement for all of the settlements in the hierarchy where an allocation is being proposed. Additional to the supply from permissions, the Local Plan makes a further 52 housing allocations that equate to a total capacity of 6,718 dwellings, of which the vast majority (6,350 units) are within the first 15 years. A further 217 dwellings are anticipated during the last 2 years of the plan period with the remaining 151 units falling beyond the plan period.
- 4.77. Combined with the supply from permissioned sites, the Local Plan identifies 15,668 new dwellings in the first 15 year period of the plan (2018-2033). However, this total does not account for some settlement's supply being higher than the requirement set out in Policy 3. When supply from allocated sites is capped at the top of the range for the Main Towns (or in the case of the Service Towns and Villages where the local housing need target is met) the capacity equates to 13,405 new dwellings compared to the 15 year residual allocation requirement of 13,235. Uncapped supply equates to a further 2,262 dwellings during the 15-year allocated period. A further 447 new homes are anticipated during the last 2 years of the plan period from allocated sites and a supply beyond the plan period of 2,236 units (usually very large sites that are estimated will not completely build out in the plan period) but it is possible that this additional capacity could come forward sooner. The combined capacity of Allocations from Tables H1 & H2 = 18,351 which is 22% over and above the residual housing requirement.
- 4.78. Figure 3 shows the housing trajectory for the plan period based on allocated supply through the Local Plan and is exclusive therefore of any windfalls, supply from small permissioned sites across the borough, and any commitments at the Defined Villages, nor does it account for any housing in line with Policy 3 at the Airport.

Figure 3: Local Plan Housing Trajectory



- 4.79. The sites allocated in Tables H1 and H2 have been found to be deliverable and/or developable through the HELAA and assessed through the site selections methodology to be the most sustainable and deliverable sites to meet the housing allocation requirement and distribution set out in Policy 3. Site capacities are indicative rather than minimums or maximums; where it is demonstrated that a different density could support a better design solution this will be

supported.

- 4.80. Allocations will be expected to be delivered in accordance with their current permissions or the developer requirements set out at Appendix 2. They will also be required to comply with all other relevant policies of the Local Plan including those relating to the provision of affordable housing, design, provision of green space, addressing flood risk and so on.
- 4.81. The Allocations include a good range of sites in terms of spread across the Borough, Greenfield and Brownfield, urban and urban extensions and of different sizes including a number of smaller sites which, along with windfall opportunities, should encourage the small building firms to increase delivery in the Borough. National policy requires 10% of the housing requirement to be allocated on sites up to 1 hectare in size in the Local Plan, and/or identified in Brownfield Land Registers. 99 of the allocations identified on the Policies Map are on sites up to 1 hectare in size and equate to 1,297 dwellings. The Local Plan's housing requirement for the 20-year plan period is expressed as a range. Compared to the top of the range this represents 7% of the requirement. Further to this, the 2018 Brownfield Land Register identifies an additional 10 sites totalling 142 units on sites less than 1 hectare in size which are not proposed as allocations. Collectively this equates to a total of 8% of the requirement being on sites less than 1 hectare. The next update to the Brownfield Register will commit to identify additional small sites to make good the 2% shortfall.
- 4.82. Reserve Development Sites have a capacity of 1,345 dwellings. This capacity is additional to the allocations capacity. These are sites where there is currently doubt about whether they could be developed in the plan period, due to HS2 Safeguarding Route, and/or where allocation cannot be justified in accordance with a sequential approach to addressing flood risk. The sites are however otherwise sustainably located within urban areas and development for housing (or mixed-use including housing) would be appropriate if flood risk and other issues can be overcome. New applications will be approved where flood risk sequential and exceptions tests and/or other development requirements can be satisfactorily addressed. Any completions on these sites will contribute to meeting the plan period housing requirement but have not been factored into housing supply.
- 4.83. The Council will maintain a 5-Year Deliverable Housing Land Supply throughout the plan period with the requirement being based on the Local Housing Need for Doncaster calculated using the Standard Methodology, and taking into account any shortfall or over supply against the requirement from the start of the plan period in 2015. The 5-Year Deliverable Housing Land Supply will also have the appropriate buffer applied. In line with national policy, demonstration of a 5-Year Deliverable Housing Land Supply (incorporating a 10% buffer) as part of the Local Plan examination and adoption process, allows for the supply to be fixed for the following year. Windfalls have been a significant supply of housing completions for many years (source: Residential Land Availability Reports) averaging 419 per year 1999-2011; 543 per year 2004-11; and 494 per year 2011-15. Excluding windfalls on garden land, windfalls 2011-15 averaged 424. The allocated supply has not been reduced to make allowance for windfalls and so all windfalls will be additional land supply to meet the plan period requirement. Windfalls will, however, make a significant contribution to 5-year deliverable supply (although the calculation is adjusted to avoid double counting with extant small permissions at the start of the 5 year period and to exclude windfalls on residential garden land).
- 4.84. It is considered that these additional sources of land supply will provide sufficient flexibility to deliver the housing land requirement for the plan period and beyond. The significant additional supply also justifies that the requirement has not been adjusted to allow for a specific lapse rate of permissions (either commitments as at 1st April 2018 or future lapses during the plan period). Likewise, there is no justification to provide an additional buffer to the allocated supply (20% is sometimes referred to as appropriate) to provide for non-delivery, choice, longer term housing needs, and so forth as the plan identifies such a buffer already through the allocations proposed and additional sources of supply. An arbitrary 20% on top would essentially be a buffer to an already buffered supply.

4.85. The National Planning Policy Framework encourages the development of suitable brownfield sites and a number of brownfield sites have been found to be sustainable and developable and so allocated. The overall allocation (plan period supply) that is on brownfield sites is 41% (6,608 dwellings). Viability issues, rather than sustainability, particularly those associated with mitigating flood risk, have prevented more brownfield sites forming part of the plan period allocated supply.

4.86. The following provides links to Tables H1, H2 and H3 which are set out in detail in [Chapter 16](#).

Settlement	Housing Allocations with Planning Permission (as at 01/04/2018)	Housing Allocations without Planning Permission (as at 01/04/2018)	Reserve Development Sites
Doncaster Main Urban Area	Table H1(A)	Table H2(A)	Table H3(A)
Adwick & Woodlands	Table H1(B)	Table H2(B)	n/a
Armthorpe	Table H1(C)	Table H2(C)	n/a
Conisbrough & Denaby	Table H1(D)	Table H2(D)	Table H3(B)
Dunscroft, Dunsville, Hatfield & Stainforth	Table H1(E)	Table H2(E)	n/a
Mexborough	Table H1(F)	Table H2(F)	Table H3(C)
Rossington	Table H1(G)	Table H2(G)	n/a
Thorne & Moorends	Table H1(H)	Table H2(H)	n/a
Askern	Table H1(I)	Table H2(I)	Table H3(D)
Auckley & Hayfield Green	Table H1(J)	Table H2(J)	n/a
Barnburgh & Harlington	Table H1(K)	Table H2(K)	n/a
Barnby Dun	n/a	Table H2(L)	n/a
Bawtry	Table H1(L)	Table H2(M)	n/a
Carcroft & Skellow	Table H1(M)	Table H2(N)	Table H3(E)
Edlington	Table H1(N)	Table H2(O)	n/a
Finningley	Table H1(O)	n/a	n/a
Sprotbrough	n/a	Table H2(P)	n/a
Tickhill	n/a	Table H2(Q)	n/a

Table 5: Summary of Housing Requirement and Supply Position

Requirement

The annual housing requirement is expressed as a range with the bottom of the range being our Local Housing Need (as calculated via the standard methodology and updated throughout the plan period as new household projections and affordability ratios are published) with the top of the range being 920 new homes (net) per annum over the plan period 2015 – 2035 (20 years).

It is proposed that the bottom of the range will be used for the purposes of calculating 5-year housing land supply, but that allocations will be made through the Local Plan at the top of the range to reflect economic growth ambitions and investment in planned infrastructure.

Therefore in summary:

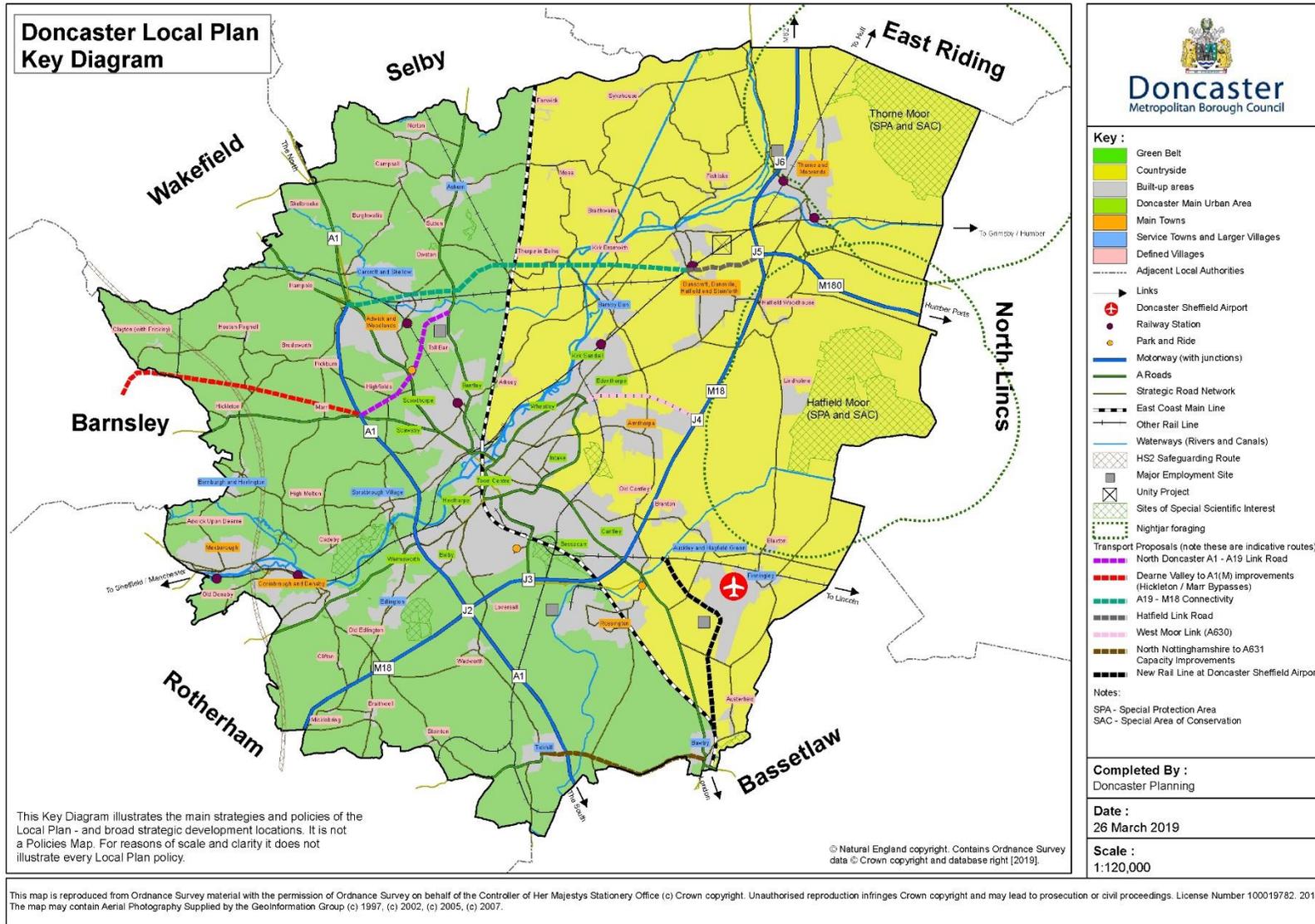
- The plan period requirement is $20 \times 920 = 18,400$.
- Net completions first 3 Years of the plan period (2015-2018) = **3,400**.
- Residual requirement for remaining 17 years (2018-2035) = **15,000 or 882dpa**.
- The allocations requirement for the 15 year period (2018-2033) = **13,235***.

Supply

- The Allocations plan period supply from Tables H1 (sites with permission) = **9,548**.
- The Allocations plan period supply from Tables H2 (sites without permission) = **6,567**.
- Total Allocations plan period supply = **16,115** (7% above the residual allocation requirement).
- The Allocations post-plan period supply from Tables H1 (sites with permission) = **2,085**.
- The Allocations post-plan period supply from Tables H2 (sites without permission) = **151**.
- Permissions as at 1/4/2018 that are not included in the allocation supply = **585**.
- Reserved Sites Potential Capacity = **1,345**.
- Any windfalls will also be additional to allocated supply as set out above.

*This figure has been rounded up from 13,230 (882 x 15) as the residual requirement is actually 882.35dpa.

Figure 4: Key Diagram





Chapter 5

Doncaster Sheffield Airport



Chapter 5: Doncaster Sheffield Airport

Introduction

- 5.1. Since its closure in 1996, former RAF Finningley has been transformed into a significant regional airport. In the intervening years, Doncaster Sheffield Airport (DSA) has grown and expanded its passenger and cargo operations and is now recognised as an important asset for both the Borough and City Region.
- 5.2. DSA is often referred to as the 'Gateway to the City Region'. The airport now forms part of a corridor linking DSA to the M18, which incorporates along it the iPort initiative (an intermodal rail freight interchange), as well as the large housing redevelopment of the former Rossington colliery (1,200 new homes). Beyond this the M18 links to the A1 and the M1, including to the University of Sheffield Advanced Manufacturing Park in Rotherham, as well as the M180 and the Humber ports. Strategically, both the airport and the Borough are therefore well connected, both on a local / regional level and to wider national and international routes.
- 5.3. The potential of this area and the transformational effect it could have on the local and regional economy is acknowledged.
- 5.4. The airport is an economic priority both for Doncaster and for the Sheffield City Region as a whole. The airport corridor is recognised regionally as a catalyst for business development, inward investment and job creation with regard to logistics, engineering and associated aviation activities. The Doncaster Inclusive Growth Strategy continues to support airport growth including expanding the enterprise sectors and linking to regional growth corridors (such as the aforementioned Advanced Manufacturing Park). Doncaster Sheffield Airport will play a key role in driving the local and regional economy forward.
- 5.5. In March 2018, DSA published its Growth Plan⁶, which is said to show "illustrative but realistic" plans for development and growth at the airport between 2018 and 2037. This document includes plans for:
 - Large passenger growth.
 - Growth in cargo operations.
 - The enhancement of the terminal building.
 - Airside development.
 - Development of the Maintenance, Repair and Overhaul (MRO) facility, linked to the Advanced Manufacturing Research Centre.
 - Ambitions for employment and housing growth around the airport, as well as a plaza incorporating retail, leisure and hotel facilities.
 - A potential future railway station linking to the nearby East Coast Mainline.
- 5.6. Should the goals of the Growth Plan be realised, there can be little doubt that the airport will be transformed by 2037.
- 5.7. The Council is broadly supportive of the ambitions for the airport, and recognises the importance of this unique asset. A successful airport brings economic benefits for the Borough and the City Region. It opens both up to enhanced business and employment opportunities, and increases opportunities for international investment, as well as easy access to international markets for local businesses. It can make the Borough a more attractive place for both people and business to locate, and provides convenient tourism opportunities for the Borough's

⁶ The published name of this growth plan is 'Masterplan 2018 – 2037 Draft consultation report'

residents, as well as opening the Borough and City Region up to, and catering for, in-bound visitors and trade.

- 5.8. The Council, and local planning policy, broadly supports the published Growth Plan and is generally supportive of the aspirations included within it⁷; the following policy ensures the Council has sufficient overall policy input to ensure that the Airport delivers sustainable and carefully planned growth.

Policy 7: Doncaster Sheffield Airport and Business Park (Strategic Policy)

Growth and investment at Doncaster Sheffield Airport (in areas defined on the Policies Map), will be supported to enable its development and expansion in line with the following principles:

- A)** Aviation uses and infrastructure required for the safe operation and growth of the operational passenger and freight airport uses at the airport, as defined on the Policies Map, will be supported. In this area the following new or enhanced infrastructure will be supported:
1. an expanded passenger terminal;
 2. additional taxiways, aprons and aircraft stands;
 3. new air cargo transit sheds;
 4. new aircraft 'Maintenance, Repair and Overhaul' (MRO) campus and advanced manufacturing research centre;
 5. airside related retail and catering facilities;
 6. public and staff car parking;
 7. public transport facilities and enhanced services in accordance with an adopted airport travel plan;
 8. training centres for airlines and related services; and
 9. other facilities for general aviation and associated infrastructure.
- B)** Aviation related development will be permitted within the airport area (as shown on the Policies Map).
- C)** Employment (B1 b/c, B2 and B8) uses will be supported on land allocated at the Airport (Sites 734, 748 & 941) subject to the requirements of Policy [4](#).
- D)** Further employment development will be supported for:
1. engineering and manufacturing for aerospace and automotive purposes;
 2. supporting activities relating to the operation of the airport or ancillary to employment areas; and
 3. offices where they are aviation related or meet the sequential test requirements of Policy [23](#).
- E)** An area of 105.5 hectares (as shown on the Policies Map and which includes existing woodlands) is identified as a potential housing-led mixed use urban extension on land to the south-west of Hayfield Green and to the west of Doncaster Sheffield Airport, as per Parts 1 – 3 below:
1. 10 hectares of land east of Poplars Farm and south of the Airport Access Road (as shown on the Policies Map) is allocated to accommodate a central area of retail, food and drink, hotel and other commercial and community uses to serve the needs of existing and future residents, employment areas and users/staff of the airport.

⁷ This document was produced independently and not subject to input from the Council prior to publication

2. 11 hectares of land east of Hurst Lane (as shown on the Policies Map) is allocated for housing to accommodate up to 280 dwellings to support initial phases of airport expansion and employment growth.
3. An additional area of approximately 70 hectares (as shown on the Policies Map) is proposed as an Airport Reserve Housing Site and could accommodate up to 920 houses. The release of housing on this site will be phased and strictly tied to the robustly evidenced delivery of jobs in line with the airport growth plan and as set out in part F below.

F) Any release of housing in excess of the 280 dwellings allocated to support the initial phases of airport expansion and employment growth will only be permitted in line with the following principles and mechanisms:

1. The number of jobs created to trigger the release of housing will be on the ratio of 0.11 houses for every job created, up to a maximum of 1,200 houses. This will be net additional jobs in addition to the number of jobs identified by the Council as existing at the airport as at 2020⁸, plus an annualised share in lieu of the initial tranche of 280 houses, as below.
2. The allocation of 280 houses will be permitted on land specified in the Policies Map in lieu of 2,545⁹ FTE jobs in addition to the existing jobs at the airport. The delivery of the 2,545 jobs to account for the initial housing allocation will be annualised out across the 15 years remaining in the plan period (2020 – 2035, or a rate of 170 jobs expected per annum). For further housing to be released, the applicant must clearly demonstrate that the level of jobs at the airport as at April 2020 has been maintained, and on average, 170 net additional jobs per annum have been created and sustained in addition to this, at the point of application. If this can be demonstrated, then any jobs delivered above this figure will trigger a release of housing on the ratio of 0.11 houses per extra job above that owed in lieu.
3. Evidence of the number of additional jobs created (releasing up to a maximum total of 920 houses in addition to the initial 280 houses – a maximum of 1,200 houses overall), must be submitted alongside any planning application for residential development within the Airport Reserve Housing Site. This evidence will be reviewed in an independent report commissioned by the Council and paid for by the applicant. For further housing to be supported, the evidence will need to clearly demonstrate and quantify the provision of net additional full time equivalent jobs delivered on the Airport site, or via jobs specifically and clearly related to Doncaster Sheffield Airport within the Borough, over and above the number of jobs existing at the airport as at 2020 plus the annualised share to account for the initial tranche of 280 dwellings, with clear evidence that the additional jobs have already been delivered. To be clear, jobs are net, and therefore based on a running total factoring in gains and losses.

G) Development supporting aviation heritage and training will be located at land north of Hurst Lane (as shown on the Policies Map).

H) Access to the Airport must be shown to be compatible with an up to date Airport Surface Access Strategy (ASAS) to enable easy access through a range of travel modes from the Borough, City Region and the wider region. Any additional car parking to meet the demand of users of the airport and businesses should be provided on-site linked to increasing use of public transport. There will be a presumption against provision of airport car parking in off-site locations outside the area of the airport growth plan.

I) In relation to transport infrastructure, the following new or enhanced infrastructure related to the airport will be supported:

⁸ As at Local Plan adoption

⁹ 280 houses = 2545 jobs using a ratio of 0.11:1

1. a new electrified main line rail connection and railway station at Doncaster Sheffield Airport, connecting the airport onto the East Coast Main Line.
2. improved access to the M18 from the airport site.

J) Development proposals must be informed by comprehensive airport area-wide masterplanning. This must include production of an agreed design code for the housing areas south of the Airport Access Road / Great Yorkshire Way, to be prepared in advance of any development on this land. The masterplan and design code must be prepared in collaboration with the Council, landowners, airport operator, with the wider engagement of stakeholders and the local community. Development proposals must satisfy the requirements of all other relevant policies of the Development Plan and respect the following specific development guidelines:

1. Within the Public Safety Zones adjacent to the airport runway, as identified on the Policies Map, there is a general presumption against new development, unless the proposal accords with guidance in DfT circular 1/2010 or any successor guidance.
2. Within the following safeguarding areas (as shown on the Policies Map) planning applications are required to be the subject of consultation with the airport:
 - the established official safeguarding plan for the airport;
 - 13 km radius bird strike hazard area for development proposals likely to attract birds; and
 - a 30 km radius circle of critical airspace centred on the airport (which covers the whole of the Borough) that needs to be safeguarded against harmful effects of wind farms.

Within such areas, the height and location/design of development that creates a bird hazard and location of wind farms may be restricted. Development that could affect the operational integrity or safety of traffic services of the airport or its surveillance systems will not be permitted.

3. A Strategic Delivery Plan will be required to enable a full assessment of the transport implications and identification of timely future interventions required to support and facilitate delivery of the masterplan.

K) Development at the airport site will be informed by a Green Infrastructure (GI) Strategy which protects the component assets and enhances the GI network through planned interventions (e.g. habitat creation and restoration) and appropriate land management. The GI Strategy will be developed in conjunction with the Local Authority and other relevant stakeholders, alongside wider masterplanning as above. The GI Strategy will prevent the fragmentation and isolation of existing ecological assets, particularly established woodlands and grasslands, and allow and enable species movement through and around the site. Development proposals at the site must demonstrate how they deliver a net gain for biodiversity and enhance the ecological network in accordance with the Green Infrastructure Strategy.

Explanation

- 5.9. National policy¹⁰ recognises the importance of Airports and their potential to contribute to economic growth at both national and regional level. The UK's air links make it one of the best connected countries in the world, and the government is keen to continue this. The growth and importance of airports outside London is acknowledged and encouraged. However, national guidance also recognises the potential for airports to have both positive and negative impacts, with airport expansion to be "judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts".
- 5.10. The primary function and purpose of the airport is as a passenger and freight terminal. As such, of fundamental importance is the maintenance and improvement of this airport function itself. Development of "airside" land inside the airport boundary is supported for aviation development and aviation infrastructure. Other functions solely related to the functionality of the airport include airside operations and public safety.

Airside Operations

- 5.11. Certain development within airport boundaries benefit from permitted development¹¹. Development requiring planning permission related to the airport function is supported for the types listed on land within the airport boundary (see [Figure 5](#)).

Public Safety

- 5.12. Doncaster Sheffield Airport is protected through the process of aerodrome safeguarding¹². Within this area, as defined on the Policies Map, the airport must be consulted on planning applications. Safeguarding areas are maintained to allow the airport to operate safely.
- 5.13. It is important that development at the airport does not have an impact on the continuity of safe operations. These include: the maintenance of airspace through which aircraft fly; protecting the integrity of radar and other electronic aid from interference; protecting visual aids, such as runway lighting; and avoiding any increase in the risk of bird strike.
- 5.14. Land uses or tall structures which would prejudice air safety will not be permitted within the 'safeguarding area'. Additionally, a Public Safety Zone is designated at each end of the runway, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing (see [Figure 5](#)). It includes a general presumption against new or replacement development or change of use of existing buildings within Public Safety Zones. No new residential development is permitted within these zones.

Airport Masterplan

- 5.15. The Council is keen to support the growth of Doncaster Sheffield Airport. However, it must also ensure this is done in a considered and balanced manner, in order that any growth is delivered in a sustainable way, and with potential negative impacts suitably mitigated.
- 5.16. In order to achieve this, the Council, through this policy, is supportive of the multi-use growth of the airport, in line with the development of a comprehensive airport wide masterplan, which will be prepared in collaboration between the Council, landowners, airport operator, with wider engagement of stakeholders and the local community.¹³

¹⁰ 2013 Aviation Policy Framework

¹¹ General Permitted Development Order, 2015, Part 8, Classes F - M

¹² Town and Country Planning (safeguarded aerodromes, technical sites and military explosive areas) direction 2002

¹³ To be clear, this is separate to the airports 'Masterplan 2018 – 2037 Draft consultation report', which was published by the airport owners and not subject to wider stakeholder involvement in its development.

- 5.17. The masterplan will ensure a holistic approach to development at the airport, and ensure that the various elements are brought together in a carefully considered and well thought out manner, as opposed to a piecemeal approach which could result in a poorly integrated, disconnected series of developments. This is particularly important given the release mechanism for housing and the aspirations for a central plaza which will serve the needs of local residents.
- 5.18. The masterplan will consist of an overall growth plan, and a well-considered place-making vision and strategy covering areas identified for airport operations, employment development, the new local centre, transport infrastructure, green infrastructure, ecology areas, open space and new housing areas. It will need to demonstrate how the various land uses will be conceptually and physically integrated, particularly in terms of transport connectivity and the creation a high quality mixed use place. It will need to clearly establish a delivery framework and phasing plan in order to meet these requirements.
- 5.19. Of particular importance are the need to consider the following issues.

Archaeology

- 5.20. As part of satisfying other development policies within the Local Plan the impact on the heritage assets in the vicinity of the airport will need to be assessed including the impact on any archaeology that may be present. A study of aerial photography and other archival sources has shown that there are likely to be archaeological remains present on the allocated airport sites south and west of the runway, of up to regional or higher significance. A detailed archaeological evaluation of these sites will be required to determine the extent, nature, date, and condition of any archaeological remains present, and to establish their significance which will then inform the layout and design of future proposals.

Design

- 5.21. The overriding intention of the proposed masterplan is to provide a well-designed and carefully thought out scheme, however there are specific design requirements which must be taken into account.
- 5.22. Overall the scheme should achieve high quality development with distinctive design for all new buildings and spaces, reflective of the area's significance as an international gateway to Doncaster, the Sheffield City Region, and beyond. This is especially important for the Plaza and all development adjacent to the Great Yorkshire Way.
- 5.23. A comprehensively connected scheme should be created for both the movement of people as well as ecological movements. This includes connectivity through the individual developments and integration with existing local networks.
- 5.24. It must be ensured that the masterplan and design code is designed, phased and delivered to ensure that there is adequate opportunity for employment, living and community interaction, including recreation, nature and open space throughout the course of the development.

Environmental Management

- 5.25. The approved masterplan must include as a major element, a Green Infrastructure Strategy. The Green Infrastructure strategy should clearly set out how the important ecological and landscape features are identified in relation to biodiversity, landscape character and green space provision.
- 5.26. The ecological section of the Green Infrastructure Strategy shall identify how biodiversity will be protected and enhanced to deliver a biodiversity net gain. The application of the mitigation hierarchy will provide a means by which development impacts on biodiversity (habitats, species

and ecological networks) will be accounted for, and avoided, mitigated, or, as a final resort, compensated, in line with the GI Strategy and within the context of the airport masterplan. Off-site biodiversity enhancement utilising the DEFRA biodiversity Metric, in line with Policy [30](#), will be required where a biodiversity net gain cannot be secured as part of a development proposal, utilising the DEFRA biodiversity metric.

- 5.27. The direct, indirect and cumulative environmental impacts associated with the airport's development and operation need to be understood and addressed, including those to human health (such as noise and air quality), biodiversity and wider environmental degradation. In particular, Thorne and Hatfield Moors are internationally important, rain-fed, wetland nature reserves and are inherently susceptible to degradation associated with pollution and poor air and water quality. Detailed consideration, including through a Habitat Regulation Assessment, will need to be given to the air quality impacts of future increases in flights and any other activity. The land take of the airport and its associated development will result in the significant loss of habitats, including priority habitats, impacts on priority species, and the functioning and connectivity of ecological networks. Proposals will need to account for their impacts, follow the mitigation hierarchy and deliver strategic biodiversity compensation in-line with an agreed airport Green Infrastructure Strategy that delivers the Lawton principles of 'bigger, better, more and joined' habitats¹⁴.

Employment

- 5.28. The allocated employment sites will provide opportunities for businesses who wish to take advantage of being close to an airport. It is envisaged that companies specialising in engineering and manufacturing for aerospace and automotive purposes will be attracted to the available land thus providing higher skilled jobs. The airport offers an opportunity for aviation related office uses to locate there and this policy will in principle permit offices at the airport as long as they are needed to support aviation services or they can meet the sequential tests and impact assessments as set out in Policy [23](#). Regard should also be had to Policy [4](#) which requires the developer/applicant to enter into a local labour agreement which will help to develop the skills of the Borough's workforce.
- 5.29. The masterplan must also take account of employment development and, as with housing, it should set out the design expectations, principles and parameters which new applications will need to follow. Regard will need to be given to issues such as public access including pedestrian links and cycle routes. There may also be a need for a lorry park in line with Policy [16](#).

Housing

- 5.30. In relation to the housing, the masterplan will include a comprehensive design code which will clearly set out the design expectations, principles and parameters which new applications for housing will conform to. This is important to co-ordinate a large phased housing scheme which may be delivered by a number of developers. The design code must be produced and agreed by the Council prior to any application for housing south of the airport access road / Great Yorkshire Way. In developing the masterplan and design code, the applicants must adhere to other relevant Local Plan policies and Supplementary Planning Documents. As a gateway site to the region, it is important that the design of buildings and landscaping are of high quality. The housing will also be subject to wider Local Plan policies which will be important to ensure that a proportionate amount will be delivered as affordable housing given some airport related jobs will be lower paid.
- 5.31. Further information on the release mechanism for housing on land to the south of the Airport Access Road is available in Appendix [3](#).

¹⁴ The Lawton Review, DEFRA, 2010

Retail and Commercial

- 5.32. In the delivery of expanding the airport and nearby residential development at the scale envisaged, the provision of a central area to provide new services and community facilities will be supported. This area should accommodate appropriate small scale retail, related services and leisure uses (as defined in the Use Classes A1 to A3 and D2) whereby they will be permitted in order to serve the needs primarily of existing and future residents, employees in the area and visitors. Other suitable uses such as hotels (Use Class C1) will help meet the demand for development by the expanding airport. Within any such development there should be opportunities to link the area to the wider network to ensure good public transport links and a safe and secure walking and cycling routes are integrated where it would not lead to unsustainable trip generals for users and help develop a thriving community.

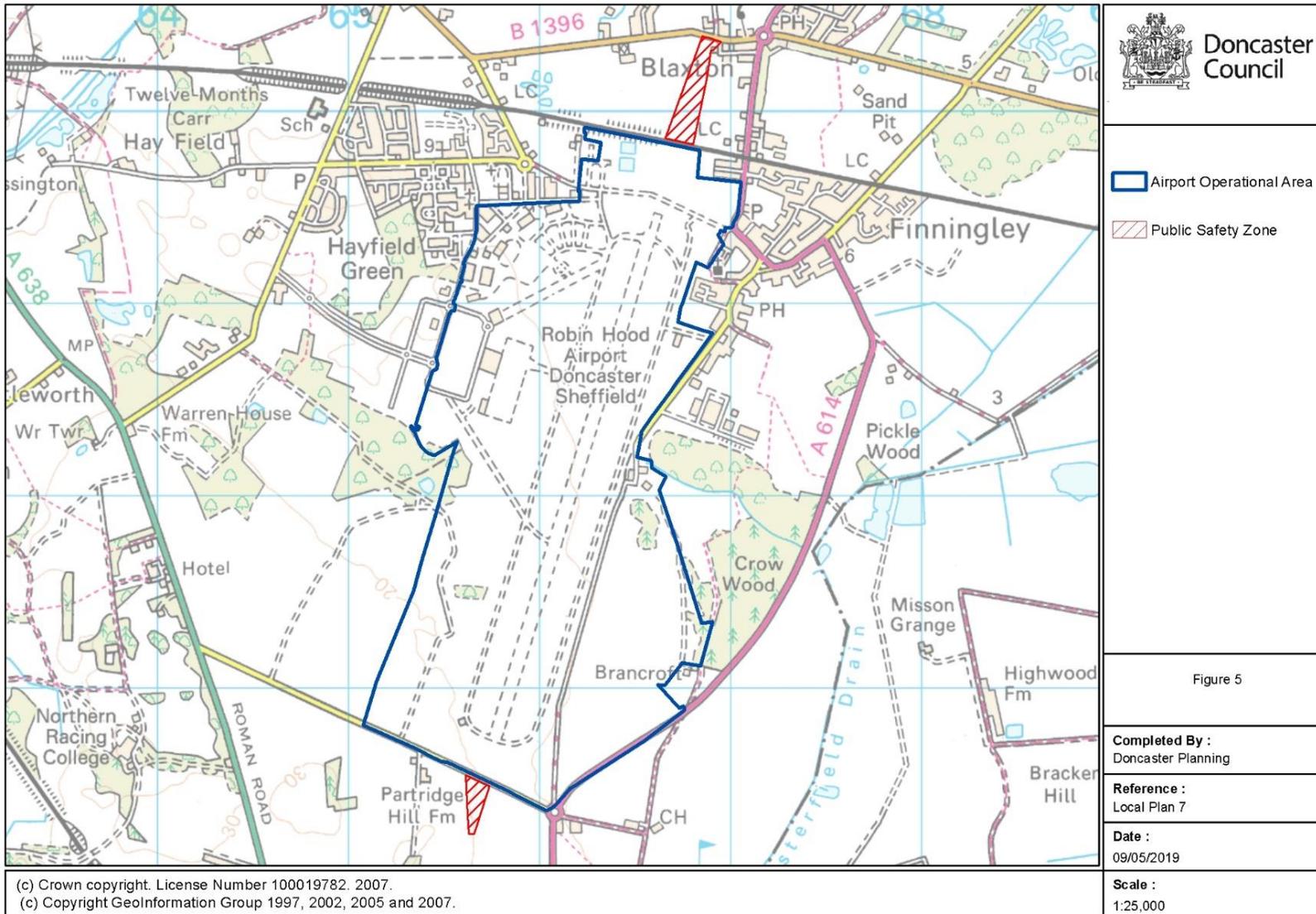
Transport

- 5.33. Ensuring sustainable multi-modal access is a fundamental element of successful growth at the airport. Preparation of the masterplan must consider transport requirements in relation to an up to date Airport Surface Access Strategy (ASAS). The ASAS should be regularly reviewed and looks to develop, implement and promote sustainable surface access to the airport to facilitate long term growth and to maximise the opportunities for inclusive transport access.
- 5.31. Surface access to the site must consider both the impact of vehicle trips on the highway network and ensure access by sustainable modes. Prioritisation of modal access must be compliant with the NPPF, considering the needs of pedestrians and cyclists and public transport accessibility. The masterplan should ensure opportunities for sustainable transport are maximised and provide safe and secure access by all modes. Car parking requirements should be in line with an up to date ASAS and relevant standards set out in Appendix 6, considering the need for a balanced approach to ensure effective demand management and be justified by need as agreed by the Local Authority.
- 5.34. The masterplan must include a full assessment of the transport implications and identification of timely, future interventions required to support and facilitate delivery of the development. Significant impacts arising from the proposed development on the transport network may require mitigation measures. Access improvements are required from the airport to the M18 to ensure network capacity to support growth aspirations.
- 5.35. Doncaster Council is currently working with Doncaster Sheffield Airport, Sheffield City Region, Department for Transport, Network Rail and Transport for the North to further plans for a new station at Doncaster Sheffield Airport. The introduction of a new station, and associated improvements to the rail lines, will support the growth and investment at the airport and beyond. The station will provide transformational connectivity to the airport, not only by expanding the travel catchment for air passengers, but also by introducing a new sustainable mode of travel to access the airport, with the potential to significantly reduce car usage.

Other

- 5.36. It is likely that land will be required to be safeguarded for a primary school in this location, and the impact of development on schools will need to be monitored and managed accordingly.

Figure 5: Airport Operational Area & Public Safety Zones





Chapter 6

Meeting the Need for New Homes



Chapter 6: Meeting the Need for New Homes

Introduction

- 6.1. The policies and proposals in this chapter should be read alongside Policies [2](#) and [3](#), which set out the overall approach to meeting housing need and supporting sustainable communities, and Policy [6](#) which identifies specific new housing sites. Together they seek to ensure that enough homes are built within Doncaster, of the right type and in the right locations to meet the 'Objectively Assessed Need' for new homes and other objectives of the Local Plan. Policies also address the management of new development within existing residential areas and the specific accommodation needs of Gypsies and Travellers.
- 6.2. The Local Plan will support and work alongside the Council's Housing Strategy to: bring existing housing (council and private) up to decent homes standard; reduce the number of empty properties; deliver more housing and affordable housing on Council-owned land and, through a range of national and local housing delivery initiatives, ensure that vulnerable people have access to suitable housing and support services so they can live independently within their communities.

Policy 8: Delivering the Necessary Range of Housing (Strategic Policy)

The delivery of a wider range and mix of housing types, sizes and tenures will be supported through the following measures:

- A)** new housing developments will be required to deliver a mix of house size, type, price and tenure to address as appropriate the needs and market demand identified in the latest Housing Need Assessment / Study (or other robust evidence).
- B)** housing sites of 15 or more homes (or 0.5 Ha or above) will normally be expected to include 23% affordable homes in the Borough's high value housing market areas (as defined in explanatory text below), or a lower requirement of 15% elsewhere in the Borough (including starter homes / discounted market sales housing which meet the definition in the NPPF) on-site. Proposals for affordable housing on developments of less than 15 units will be supported where these meet other development plan policies.
- C)** commuted sums in lieu of on-site affordable housing provision and of broadly equivalent value will only be accepted where this is robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities.
- D)** in order to provide the necessary housing supply required for the changing needs of residents and to support independent living, new developments should include the provision of homes which are adaptable, accessible, and suitable for people with a wide range of needs in line with Policy [46](#). It must also be demonstrated how the provision of housing types suitable for older people can be increased, especially bungalows, extra care facilities and supported living accommodation. These will be supported on sites suitable for housing and which have good access to local services and facilities by means other than private car.
- E)** specialist student accommodation will be supported on sites with walk/cycle and/or public transport access to Doncaster College or other training facilities.
- F)** the provision of opportunities to accommodate custom build and self-build homes will be encouraged on housing allocations and elsewhere.

Explanation

- 6.3. The NPPF aims to significantly boost the supply of homes. It requires that the needs of groups with specific housing requirements are addressed, including, amongst others, affordable housing, family housing, older persons housing, student accommodation, housing for people with disabilities, travellers (see Policy [12](#)), and those who wish to self-build.
- 6.4. Delivering more homes, including more affordable homes, is a key Government priority which is also reflected within the City Region and in Doncaster. The need for more affordable homes is articulated through the Doncaster Housing Strategy 2015-2025 and reflected in the Living theme of Doncaster Growing Together (DGT). The Council has an existing programme of delivering affordable housing to meet local housing need through both direct delivery of new Council houses and an ongoing Housing Association Development Programme. In delivering these programmes the Council and its partners maximise external funding opportunities where applicable – primarily through our work with Homes England.
- 6.5. There remains, however, an unmet need for which we must plan over the coming years. It is essential that the future programme is informed by a detailed evidence base of affordable housing requirements, including types and locations, along with robust needs information. The future delivery programme will aim to meet the varied housing needs of our residents by delivering a range of property types including, but not limited to, accommodation for:
- General needs
 - Older people
 - Care leavers
 - Adults with learning disabilities and autism
 - Physical disabilities linking to the Accessible Housing Register
 - Homeless / at risk of homeless
- 6.6. The creation of the future programme will clearly articulate how the delivery programme will contribute to the wider Transformation Programme objectives across the Council.
- 6.7. The Economic Forecasts and Housing Need Assessment (June 2018) establishes the Borough's housing requirement. Following on from this, the 2019 Housing Need Study identifies the size, types and tenures required across the Borough, and also identifies affordable housing need, older peoples housing needs, and the housing needs of people with disabilities.
- 6.8. With regards to type and size, this report finds that whilst proportions vary across the Borough, generally the greatest need identified is for 3 bed houses, followed by larger 4+ bed houses and 2 bed bungalows. Appendix [4](#) sets out the main findings from the Study in terms of dwelling type and mix by each of the settlements identified in the top 3 tiers of the settlement hierarchy. This evidence should help inform applicant's drawing up planning applications of the need for certain house types and mix by area, including areas where there is already an oversupply of certain house types.
- 6.9. Affordable homes can be social rented, affordable rented, intermediate, starter and discounted market sales homes providing homes to eligible households whose needs are not met by the market. The 2019 Housing Need Study identified that overall, 209 affordable units are required per year over and above the Council's own build programmes, which equates to 23% of the Borough's housing target. However, this assessment does not factor in what levels of affordable housing have been secured already through commitments as it is just a percentage of the annual housing target of 920 net new homes. Nor does it consider whether the target is appropriate to adopt as a policy requirement as it takes no account of viability where national policy is clear that whatever requirement set through policy must be justified in terms of whole plan viability. The ratio between affordable homes for rent and low cost home ownership is 75%/25%.

- 6.10. The Doncaster Local Plan Viability Testing (2016) evidence base assessed a series of hypothetical housing sites across the Borough's housing market areas in line with national policy and the best practice guidance. The 2019 Viability Testing Update to this evidence also revised the typologies before modelling a number of actual Local Plan allocations. The conclusion being that development sites in the Borough's high and medium value areas are generally viable with a 23% affordable housing requirement when considered in conjunction with other Local Plan policy asks. However, sites within the Borough's low value areas come under greater viability pressure. The evidence therefore recommends that it is more appropriate to adopt a reduced affordable housing requirement of 15% in these parts of the Borough. Appendix 5 identifies the Borough's two affordable housing requirement policy areas for the purposes of this policy.
- 6.11. Affordable housing should be provided on site, unless off-site provision or an appropriate financial contribution in lieu can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.
- 6.12. This policy seeks to ensure that the mix of house types and tenures addresses the particular needs of Doncaster residents; these are detailed in the 2019 Housing Needs Study but other assessments and evidence will emerge over the plan period. The most recent Housing Needs Study and Housing Design Standards Policy Evidence Paper 2019 shows there is a need for less bedrooms, more bungalows, homes suitable for older and/or disabled people or which are easily adaptable, supported living and extra care facilities and executive homes. Larger sites will be expected to include a good mix of house types to help create balanced communities and reflect identified needs, and should also consider whether parcels of land on such sites can be reserved for identified demand for self and custom build plots.
- 6.13. The provision of bespoke student accommodation to house expected increases in student numbers over the plan period is under active consideration and will also help reduce pressure on the existing housing stock.

Policy 9: Removal of Occupancy Conditions

The removal of an occupancy conditions on dwellings will only be permitted in exceptional circumstances where it can be demonstrated, via an independent report, that:

- A)** There is no longer a long-term need for the dwelling on the particular enterprise on which the dwelling is located; and
- B)** Unsuccessful attempts have been made to sell or rent the dwelling at a price that takes account of the occupancy condition.

Explanation

- 6.14. There may be instances where a dwelling for a rural worker, in either the Countryside or Green Belt, is no longer needed. Proposals to remove occupancy conditions need to demonstrate there is no longer a need for the dwelling on the particular enterprise on which the dwelling is located, either due to changes in the nature of the business or that the business is no longer viable. Applications should be accompanied by an independent report to demonstrate that unsuccessful attempts have been made to sell or rent the dwelling at a reasonable price, for a continuous period of at least 12 months prior to the application being made to remove the condition. This should take into account the occupancy condition and include offering the property at a price based on the average of at least 3 written valuations and at a price at least 30% less than normal market value. Unless there are special circumstances to justify restricting the dwelling to the particular enterprise where the dwelling is located, an occupancy condition is

likely to allow occupation by other workers in the locality. In this case it should be considered whether there is other demand locally, not just whether the demand for this particular enterprise has ceased.

Policy 10: Houses in Multiple Occupation (HMOs)

Proposals for the multiple occupation of dwellings (Houses In Multiple Occupation – HMOs) will be supported where:

- A)** the internal standards of the property are suitable for multiple occupation, including bedrooms with adequate soundproofing, privacy, outlook, light and ventilation and have good communal facilities for washing, preparation and consumption of food;
- B)** external communal areas and facilities are of sufficient size and standard to satisfactorily accommodate waste and recycling bins, safe and secure cycle storage and on-site parking (unless it can be demonstrated that the site is sustainably located and therefore justifies reduced levels of on-site parking);
- C)** the overall size of the dwelling is sufficient to provide proper and adequate accommodation and living space for the number of residents intended to be accommodated;
- D)** the existing dwelling or building is capable of conversion without causing harm to the area or the amenity of nearby residents particularly with noise and disturbances or over-looking; and
- E)** the proposal would not result in an over-concentration of such dwellings within a locality/street/row or result in a significant adverse impact to local amenities. Proposals should not create:
 - 1.** more than two HMOs side by side;
 - 2.** the sandwiching of a single self-contained house or flat between two HMOs;
 - 3.** more than two HMOs within a run of twenty properties on one side of the road; or
 - 4.** more than one HMO in a road of fewer than twenty properties on one side of the road.

Explanation

- 6.15. A House in Multiple Occupation (HMO) is defined as a house or flat occupied by a certain number of unrelated individuals who share basic amenities and is classified by the Use Class Order. HMOs can play an important role in meeting the housing need of a range of groups, including students, temporary work-training students, young professionals and individuals on low incomes. HMOs are usually located within a sustainable place to ensure the residents are within close proximity to a range of community facilities e.g. health facilities, shops and work places. However, it is important that any proposals for such schemes meet this area of housing need without detriment to existing residential properties and businesses in the area. This can best be achieved through preventing the over concentration of such properties in particular areas and encouraging a more even distribution across the Borough. Planning can help influence the location of new HMOs but other Council departments play an important role in licensing such properties as well as monitoring and enforcement activity.

Policy 11: Residential Policy Areas

Within Residential Policy Areas, as defined on the Policies Map:

- A)** New residential development will be supported provided:
1. the development would provide for an acceptable level of residential amenity for both new and existing residents; and
 2. the development would help protect and enhance the qualities of the existing area and contribute to a safe, healthy and prosperous neighbourhood; and
 3. the development would meet other development plan policies including those relating to flood risk, open space, design and sustainable construction.
- B)** The establishment or increase of non-residential uses of appropriate scale will be permitted provided they would not cause unacceptable loss of residential amenity through, for example, excessive traffic, noise, fumes, smells or unsightliness.

Explanation

- 6.16. The Policies Map defines not just housing allocations, the main location for new homes, but also Residential Policy Areas which cover the majority of existing residential areas in the Borough and which continue to be locations for significant new housing infill and other forms of 'windfall' development. They are predominantly, but not exclusively, comprised of residential properties often including small businesses, shops, community facilities, residential institutions and other uses which can meet local needs in a sustainable way and contribute to the variety and attractiveness of residential areas.
- 6.17. Proposals for residential development is acceptable in principle subject to the criteria of this and other relevant development plan policy. For example, some small areas of open space are washed over by Residential Policy Area but can have an important amenity, biodiversity or play space function and will not be appropriate for development. Windfall proposals in Flood Zones 2 and 3 (as defined by the Environment Agency's Maps) are, unlike housing allocations, required to pass a flood sequential test (see Policy [58](#)).

Policy 12: Gypsies, Travellers and Travelling Show People (Strategic Policy)

The assessed accommodation needs of Gypsies and Travellers and Travelling Show People should be met on existing sites/ yards with capacity in the Borough, and by maintaining a five year supply of sites across the Plan period:

- A)** All sites listed in [Table 6](#), and shown on the Policies Map, are sites with a capacity of 5 or more pitches/yards, and are designated as Gypsy and Traveller or Travelling Showpeople sites. The establishment or re-establishment of pitches/yards on vacant plots or unused land within these designations will be supported.
- B)** Within the Plan's defined development limits, proposals for new sites, or site extensions, will be supported on sites suitable for residential development and, in the case of travelling show people, for storage of their equipment.
- C)** Proposals for new sites outside of development limits and the Green Belt will be supported where there is an unmet need established in the latest Gypsy, Traveller and Travelling Showpeople's Needs Assessment (GTANA/TSPANNA), the sites are in accordance with the principles set out in E and F, and the proposal is for:

- 1) 5 or more pitches/yards (provided the scale of the site would not dominate the nearest settled community); or
- 2) a smaller extension to, or intensification of, an existing well managed site; or
- 3) a smaller site that makes effective use of brownfield land.

Small extensions to, or intensification of, an existing well managed site may be supported where there is no overall unmet need, if there is a demonstrable need specific to the family on site, and the proposal accords with all other relevant parts of the policy.

D) Proposals for new sites or pitches/yards will be required to demonstrate:

- 1) there will be no significant harm to the built or natural heritage including trees, hedgerows, and biodiversity;
- 2) there will be no significant harm to local amenity, infrastructure or agriculture;
- 3) there is safe and convenient access to the highway network;
- 4) the site is close to, or has good public access to, key services including schools, medical facilities and shops;
- 5) there is sufficient space for the planned number of caravans, commercial vehicles, play space, amenity blocks, parking and the safe movement of vehicles; and
- 6) the site is within, or can be well integrated into, the local townscape in a manner in-keeping with the local character, using boundary treatments and screening materials which are sympathetic to the existing urban or rural form. High fences or large walls should be avoided wherever possible to prevent the impression that the site is being deliberately separated from the rest of the community.

E) Proposals for mixed residential and business use sites will be required to demonstrate that the site is suitable having regard to the safety and amenity of the occupants and neighbouring residents

F) Proposals for transit Gypsy and Traveller facilities will be required to show that:

- 1) there is a demonstrable the need for such facilities;
- 2) there is convenient access to the road network; and
- 3) the proposal meets the requirements of D) (where appropriate) and D 1), 2), 3) and 6).

Explanation

- 6.18. The Local Plan seeks to meet the housing need of all its residents including the specialist accommodation needs of those gypsies and travellers who have a traditional nomadic way of life requiring traveller caravan sites, which in turn requires a specific planning policy approach.
- 6.19. National Planning Policy for Traveller Sites (August 2015) highlights that the traditional and nomadic way of life of Gypsies, Travellers and Travelling Showpeople should be facilitated whilst respecting the interests of the settled community. Local Planning Authorities should make their own assessment of need and set targets for pitches and yards. A supply of specific deliverable sites should be identified to provide 5 years' supply against the target.
- 6.20. This policy should be read in conjunction with the latest local evidence on Gypsies, Traveller and Travelling Showpeople. This can be found in the Doncaster Gypsy and Traveller Accommodation Needs Assessment (GTANA) and the Travelling Showpeople Accommodation Needs Assessment (TSPANNA). The Council will monitor and periodically update this evidence across the plan period. The 2018 report identifies that the Borough has a surplus of 55 pitches and 7 yards over the next five years and thus does not require new allocations.
- 6.21. Within the Green Belt, there will be a presumption against the development of new sites except in 'very special circumstances'. Designated sites in the Green Belt are washed over by Green

Belt policy designation because such sites will still need to demonstrate ‘very special circumstance’s to justify proposals, e.g. the authorisation of an unauthorised pitch. ‘Very special circumstances’, as referred to in the policy, may include a small scale extension to, or intensification of, a well-managed site to meet a need arising from that site, in which case an occupancy condition would normally be attached to the planning permission. In the ‘Countryside’, that is, outside of the Green Belt and defined development limits, the designation takes preference.

- 6.22. Proposed new sites, or extensions to existing sites, within flood zones 2 or 3, will be subject to relevant local and national flood risk policy.
- 6.23. The GTANA indicates the average site size is 6.1 pitches in the Borough. It is the Council’s view that 20 pitches, in the form of 3 or 4 well located, well laid out and well managed sites, is both preferable to, and would have less impact than 20 single pitch sites which can be larger than pitches on multiple pitch sites and are likely to be relatively socially and environmentally unsustainable. The creation of new smaller sites within towns and villages would still be possible as would smaller extensions to existing sites in the Countryside and, subject to exceptional circumstances, the Green Belt.
- 6.24. The designated Gypsy and Traveller, and Travelling Showpeople’s Sites (as per [12A](#)) are as follows:

Table 6: Gypsies, Travellers and Travelling Show People Allocations

Ref.	Name	Ownership	Settlement	Capacity
GT1	White Towers	Council (G&T)	Armthorpe	23
GT2	Land’s End	Council (G&T)	Thorne & Moorends	22
GT3	Little Lane	Council (G&T)	MUA (Clay Lane)	10
GT4	Nursery Lane	Council (G&T)	Sprotbrough	10
GT5	Hacienda	Private (G&T)	Kirkhouse Green	56
GT6	Tilts Farm	Private (G&T)	Tilts Lane (near Toll Bar)	30
GT7	Millfield	Private (G&T)	Stainforth	15
GT8	Glen Bungalow	Private (G&T)	Sutton	30
GT9	Stockbridge Lane	Private (G&T)	Bentley	23
GT10	Meadow View	Private (G&T)	Thorne & Moorends	20
GT11	Whitegates	Private (G&T)	Dunscroft	20
GT12	The Stables & Dun Roaming	Private (G&T)	Thorne & Moorends	5
GT13	Holme Wood Lane	Private (G&T)	Armthorpe	11
GT14	Romany Way, Stockbridge Lane	Private (G&T)	Bentley	10
GT15	Pony Paddocks, Hall Villa Lane	Private (G&T)	Toll Bar	10
TSP1	Rhodes Fair	Private (TSP)	Stainforth	16
TSP2	Mosscroft Lane	Private (TSP)	Hatfield Woodhouse	18
TSP3	Land off Tudworth Road	Private (TSP)	Hatfield Woodhouse	6
TSP4	Fair View, Quarry Lane	Private (TSP)	Branton	6

It should also be noted that the GTANA/TSPANANA considers a number of additional factors in relation to calculating the capacities of sites and yards, including smaller sites, unauthorised elements that are likely to get permission within a year, or sites which are immune from enforcement. These can count to the overall supply of sites and yards, but are not listed in the above table, which reflects permissions and sites above 5 plots only. For more information please refer to the GTANA/TSPANANA.



Chapter 7

Transport, Access and Infrastructure



Chapter 7: Transport, Access and Infrastructure

Introduction

- 7.1. National policy indicates that access to jobs, shopping and leisure facilities should be available by all modes of travel, with an emphasis on public transport and other sustainable modes. It sets out an overall approach to addressing the needs of motorists, other road and public transport users and business by addressing congestion and pollution and achieving better access to development and facilities.
- 7.2. The Sheffield City Region Transport Strategy sets out an overarching transport vision to offer people a great place in which to live, work, invest and visit over the next 15 years. The goals of the Strategy are to support the economic growth of the Sheffield City Region whilst enhancing social inclusion and health, reducing emissions from vehicles and maximising safety to keep people and commerce moving efficiently.
- 7.3. The Local Plan and the Transport Strategy will mutually seek to alleviate existing transport issues, implement new road infrastructure (where required to support economic objectives), improve public transport access and options for walking and cycling to facilitate sustainable transport choices. Whilst the Local Plan should be read as a whole, transport proposals are strongly linked to housing and employment (including retail) proposals, particularly where there are existing network constraints, to maximise opportunities to access employment opportunities from new and existing housing.
- 7.4. Policy is also provided to guide the provision of telecommunications and utilities infrastructure to both influence the reduced need to travel and its more general contribution towards achieving sustainable development.

Policy 13: Strategic Transport Network (Strategic Policy)

Proposals will be supported which:

- A)** Improve key routes and connections to the Strategic Road Network and effectively manage traffic and relieve congestion, in particular at the following locations:
1. Pan-northern Route (Barnsley – Doncaster).
 2. North Doncaster A1-A19 Link.
 3. Dearne Valley to A1(M) Improvements (Hickleton/Marr Bypasses).
 4. A19 - M18 connectivity.
 5. A1(M) motorway (capacity improvements).
 6. Hatfield Link Road.
 7. West Moor Link (A630).
 8. Improvements to M18.
 9. Improved access to Doncaster-Sheffield Airport from M18.
 10. M18 / A1(M) interchange improvements.
 11. North Nottinghamshire to A631 capacity improvements.
- B)** Improve rail transport, including:
1. new electrified main line rail connection and new railway station at Doncaster Sheffield Airport, connecting the airport onto the East Coast Mainline.
 2. new, expanded or re-opened lines and stations and rail links to outlying towns and communities where feasible, such as Askern.
 3. rail network enhancements schemes to improve connectivity and capacity.

4. upgrading of the East Coast Mainline (Leeds and York) and Trans Pennine links (Manchester, Lincoln, Sheffield and Hull), including capacity improvements in the Doncaster Station area.
5. rail service improvements to improve connectivity and increase frequency.
6. new high-speed rail opportunities in association with new and expanded interchanges.
7. developing a tram train network to serve the Borough.

C) Improve bus transport, including:

1. expanding / upgrading key bus routes and improvements to the bus network; and
2. the provision of additional and/or improved park and ride facilities.

D) Improve the efficiency of freight transport, and provide opportunities for alternatives to road transport, where possible, including:

1. upgrades to freight lines between Immingham, Scunthorpe and Doncaster/ Knottingley;
2. signalling and loading gauge improvements to allow deep-sea containers on key intermodal arteries;
3. navigation and wharf facilities along key waterways;
4. secure lorry parking facilities and roadside service areas along the Strategic Road Network to meet future demand, where appropriate; and
5. increased aviation and rail freight movements, including at the existing rail port at White Rose Way and iPort, Rossington.

Developments which generate large volumes of freight traffic or involve the transport of bulk materials should be located close to the strategic transport network, where this can be accommodated within the existing capacity of the network. The network capacity will need to be established through the submission of a Transport Assessment (TA). Routing agreements will be required where deemed appropriate.

Explanation

- 7.5. Doncaster's position at the heart of the UK's strategic transport network offers excellent access to major conurbations, coastal ports and other parts of the UK and beyond, linking east to west and north to south. The Borough is well connected with strategic road and rail networks, access to waterways, has international links through Doncaster Sheffield Airport and to international ports via the M1 and M62 motorways.
- 7.6. Strategic transport infrastructure plays a key role in supporting the economic growth of the Borough and the wider Sheffield City Region. It provides the means by which residents can access employment, education, retail and leisure opportunities, as well as providing the mechanism for businesses to transport goods and services. Infrastructure is key to unlocking and driving the job creation set out in the Sheffield City Region (SCR) Economic Growth Plan. Ensuring investment in infrastructure is one of the six priorities for the Sheffield City Region Economic Growth Plan, as a mechanism to unlock key development opportunities, and to provide access to key markets, including those outside of the City Region.
- 7.7. The vision and objectives of the Local Plan seek to make efficient use of existing infrastructure to improve accessibility to jobs and services and to reduce the need to travel by car by ensuring all journeys are undertaken by the most sustainable mode of transport. These ambitions look to improve access to services and jobs and enable delivery of the growth strategy set out in the Local Plan.
- 7.8. Although Doncaster is well connected nationally and internationally, it is recognised that these connections need to be improved to meet future growth requirements. The Infrastructure Delivery Plan provides more detail on how these and other infrastructure projects will be delivered and implemented. This policy sets out the broad approach and key schemes for each

transport mode – it is not exhaustive and other major schemes will come forward during the plan period.

Road Network

- 7.9. Doncaster occupies a strategic location at the centre of the UK’s motorway network, with access to M18, M180 and A1(M) motorways and links to the M1 and M62 motorways. The A1(M) provides direct access to the north (towards York and the north east of England) and the south (towards London). The M18 motorway provides direct links to the east coast ports via the M180 and M62 motorways as well as access to the other regional and national centres via the A1(M) and M1 motorways.
- 7.10. Improvements to key routes and connections to the Strategic Road Network will be required to effectively manage traffic, relieve congestion and ensure capacity to delivery future growth. [Table 7](#) below shows the major enhancement scheme priorities on the road network in Doncaster:

Table 7: Major Road Network Enhancement Priorities

Scheme	Description
<p>Pan Northern Route (PNR)</p>	<p>The PNR will provide a new strategic highway connecting Manchester and the proposed Trans-Pennine tunnel with the A1 and Humber Ports. The new highway will provide resilience, capacity, investment opportunities and growth across the Pennines, providing a strategic east-west link across the north of Doncaster, through Barnsley linking the Trans-Pennine Tunnel with the M1, A1(M), M180 and the M62 motorways to the East Coast Ports.</p> <p>As well as providing important Trans-Pennine connectivity benefits, the proposal will also build on and enhance the benefits of a number of local highway schemes to enhance connectivity across the region particularly improving links between Doncaster and Barnsley.</p> <p>It is envisaged that the proposed PNR will form part of a series of interlinking routes, between Manchester and the Humber Ports (via Barnsley and Doncaster). The PNR will deliver two key projects for Doncaster; the Hickleton and Marr bypass and the A1-A19 link road. It will also enable connection between the A19 and the M18. The PNR is subject to funding being approved and the precise route is yet to be finalised. If funding is not forthcoming the A1-A19 and the Hickleton and Marr bypasses will be delivered as stand-alone schemes.</p>
<p>North Doncaster A1-A19 link</p>	<p>The scheme will provide a link road from the A1 to the A19 at Bentley Moor Lane, north of Toll Bar. The existing link between the A1 and A19 via Skellow does not have sufficient spare capacity to accommodate the additional traffic arising from proposed growth opportunities in the wider area. The link road will help boost regeneration and economic development in Doncaster’s northern communities which have higher levels of deprivation. In particular, it is hoped that the improved access to the A1 will help release the long term potential of the Carcroft employment area and help to enable the development of land at Carcroft Common.</p>
<p>Dearne Valley to A1(M) Improvements (Hickleton and Marr Bypasses)</p>	<p>In light of significant recent development and further growth plans in the Dearne Valley area, connectivity improvements are required between the Dearne Valley and the A1(M). The A635, which forms the principle route between Dearne Valley and the A1(M), is currently a low capacity, single carriageway road. The high volumes of traffic experienced along the road cause severance issues as well significant air quality</p>

	<p>challenges in the villages of Hickleton and Marr. Both villages are classified as conservation areas and Hickleton has been designated as an Air Quality Management Area.</p> <p>The Hickleton and Marr Bypasses look to divert traffic and congestion away from the villages, connecting the A635 Barnsley Road/ Doncaster Road with the A1(M). The Dearne Valley to A1(M) is also part of the wider Pan-Northern Route linking M1 to A1(M).</p>
A19 – M18 Connectivity	<p>Connectivity improvements are sought between the A19 and M18 to increase accessibility for Doncaster’s northern communities and support regeneration priorities. Schemes look to provide a new east – west connection, increasing accessibility in the north of Doncaster and releasing capacity to support economic development. Schemes to improve A19 – M18 connectivity will support the Pan Northern Route objectives and delivery improved connections to the M180.</p>
A1(M) capacity improvements	<p>Highways England is looking to upgrade and increase the capacity of the A1 around Doncaster to improve safety and reliability of the network. Currently, the section of A1 through Doncaster has some of the highest levels of flow breakdown and the greatest level of accidents on the A1. The A1-M18-M62 scheme will see the upgrading of the A1 to 3 lanes from the junction with M18 to the junction with the M62. This will require improvement works to A1 junction 35 / M18 junction 2.</p>
Hatfield Link Road scheme	<p>The scheme will connect the Hatfield/Stainforth area of the Borough to junction 5 of the M18 motorway/ junction 1 of the M180. The scheme will unlock up to 200 hectares of development land and improve access to the strategic transport network. The link road is an integral element of the Unity scheme, a 170 ha mixed used development that will transform and regenerate the communities of Hatfield, Stainforth, Dunscroft and Dunsville.</p>
West Moor Link scheme	<p>The scheme involves improvements to the A630 between junction 4 of the M18 motorway to the A18 (Thorne Road) and between the A18 and A630 Wheatley Hall Road. The scheme may involve the widening of a rail bridge thereby removing a pinch point. Once complete, the scheme will increase the capacity of the network, facilitate the unlocking of housing development and employment land along the route, and support sustainable modes such as cycling.</p>
Improvements to M18	<p>Capacity improvements may be required along the M18 between junctions 2 and 6 to improve journey times, reduce congestion and accommodate future growth. Proposals are being explored in partnership with Highways England for improvements to junction 3 to increase capacity and reduce congestion.</p>
Improved access to Aero Centre from M18	<p>Aero Centre Yorkshire is a 1,600 acre employment area surrounding Doncaster Sheffield Airport. In light of recent developments, access improvements are required to the Aero Centre from the M18 to ensure network capacity for existing employment and to support future growth aspirations.</p>
M18 / A1(M) interchange improvements	<p>Due to limited interchange facilities between M18 and A1(M) congestion and queueing are frequent at peak times around junctions 2 and 3 of the M18 and junctions 35 and 36 of A1(M). Although plans being explored by Highways England to increase the capacity of the A1(M), further work is required to increase the capacity of the M18 / A1(M) interchange to accommodate demand.</p>
North Nottinghamshire to A631 capacity improvements	<p>Capacity improvements are required to improve access from North Nottinghamshire to Doncaster via the A631 in light of recent growth. Harworth and Bircotes, in the neighbouring district of Bassetlaw, has seen significant housing and employment development over recent years. This has impacted on the highway network in Doncaster along</p>

	the A631 between Tickhill and Bawtry, particularly the A631 Stripe Road Junction. Improvement schemes are required along the A631 corridor to accommodate the recent growth and reduce congestion.
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- 7.11. Improvements to the local highway network will support regeneration initiatives, especially within former coalfield areas, and allow demand management to influence travel choices. Development proposals will need to have access to the appropriate category of road to ensure that traffic can be accommodated safely and conveniently on the local highway network and 'Strategic Road Network'.

Rail

- 7.12. Doncaster train station has good rail links to major towns and cities through its position on the East Coast Mainline, with 104 stations directly served by trains from Doncaster. The Borough is also serviced by a range of local and regional services and boasts 8 local rail stations.
- 7.13. Rail passenger numbers are growing and the local rail network requires improvements to increase capacity, increase connectivity and improve frequency of services in order to increase access to jobs and facilities, particularly at peak times.
- 7.14. Doncaster Council is working with Doncaster Sheffield Airport, Sheffield City Region, Network Rail and Transport for the North to further plans for a new station at Doncaster Sheffield Airport. The scheme will see a new station and associated improvements to the rail lines to support growth and investment at the Airport Priority Growth Area and beyond. The station will serve as an international gateway to the region and provide transformational connectivity to the airport by expanding the travel catchment for air passengers, and to the East Coast Main Line by providing a strategic park and ride facility. The provision of a railway station in this location is considered crucial to the future growth of the airport and the surrounding settlement.
- 7.15. There is an aspiration to enhance the local rail network through the introduction of new and re-opened lines and stations alongside existing rail line improvements. Such schemes can help to relieve congestion on local roads by providing a sustainable alternative to car travel and can also significantly increase accessibility of existing or new developments. A number of opportunities are being explored, including a new station at Askern to the north of the Borough and associated improvement works to the line, to improve accessibility and reduce congestion. There is also an aspiration to explore reinstating the direct rail line between Doncaster and Barnsley to improve public transport connectivity between the two towns.

Bus

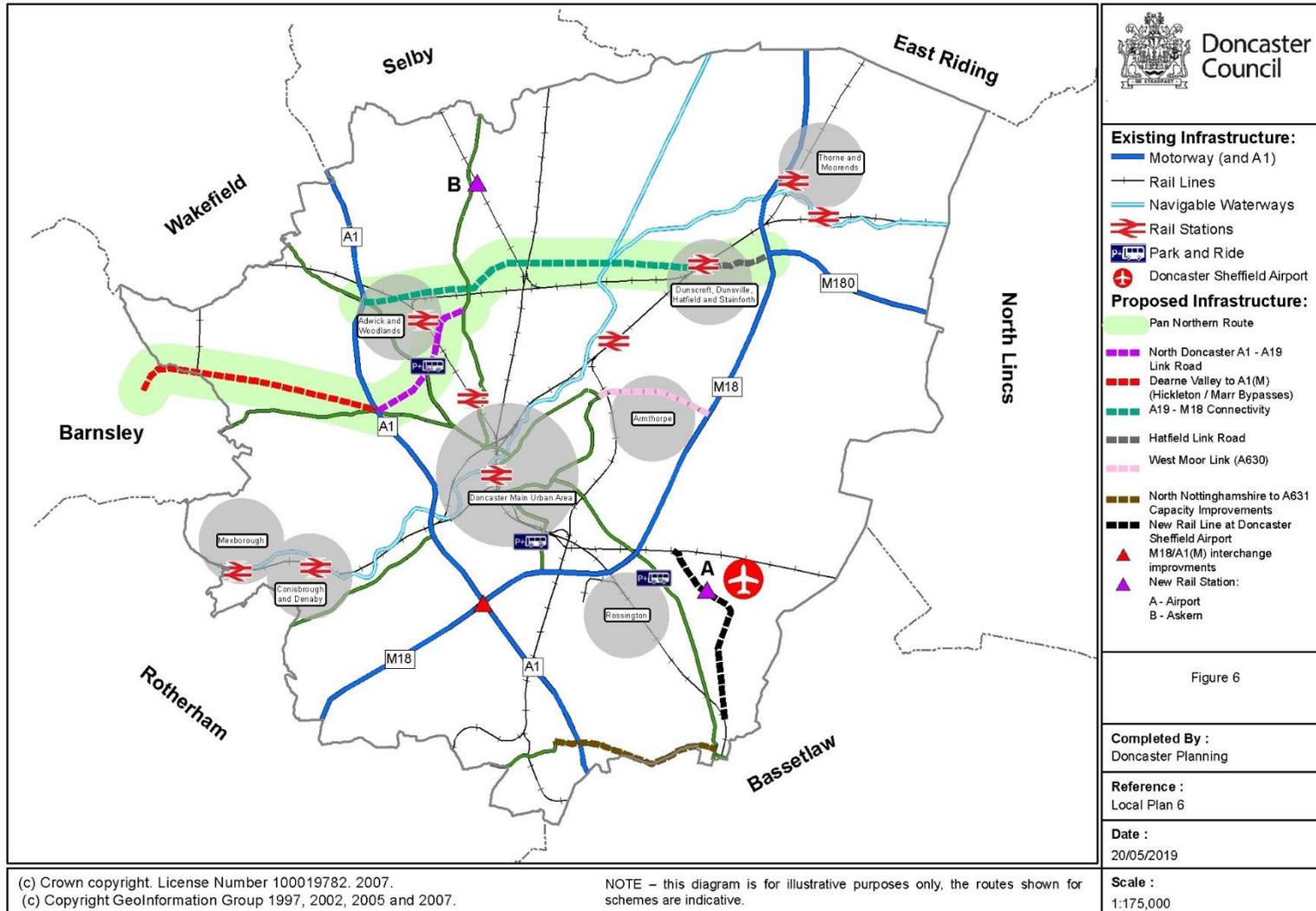
- 7.16. The South Yorkshire Passenger Transport Executive (SYPTTE) has responsibility for supporting public transport services throughout South Yorkshire. Doncaster has a comprehensive bus network serving urban and rural communities. The bus network helps to support areas that cannot be reached by other modes of public transport and can provide a vital lifeline to rural communities. However, bus patronage has been falling for a number of years with annual traffic surveys suggesting up to a 33% decrease in average passengers numbers over the last 10 years.
- 7.17. To address declining bus patronage, Doncaster Council has been working in alliance with SYPTTE and service providers through the Doncaster Bus Partnership. Launched in 2016, the Bus Partnership looks to promote and deliver a high quality local alternative to car use in the Borough. The principle objectives of the partnership are to improve service delivery and ensure efficiencies through a coordinated approach to ticketing, marketing and network delivery. There are a number of aspirations for expanded and/or upgraded key bus routes and improvements to the bus network increase accessibility across the Borough, as well improve the current bus vehicle stock operating in the Borough to support air quality improvements. Additionally,

provision of new and/ or improved park and ride facilities will be sought, including at locations such as Unity (Hatfield and Stainforth) and Doncaster Sheffield Airport.

Freight Transport

- 7.18. With strong links to the strategic transport network and to international ports to the east, Doncaster has seen significant growth in the freight transport and logistics market over recent years. The development of iPort as a major multi-modal transport hub has further strengthened Doncaster's role as a logistics centre of national significance. Doncaster is keen to support its role as a logistic hub. Improvements are required in the efficiency of freight transport to reduce the impact on the strategic and local road networks. Opportunities for alternatives to road transport will be supported, particularly in relation to rail, aviation and waterway improvements to support freight distribution.
- 7.19. Logistics and distribution businesses within Doncaster attract significant HGV traffic and new lorry park facilities will be required to meet demand and support growth. Requirements for lorry park provision are set out in Policy [16](#). New lorry parking facilities should be close to the Strategic Road Network.
- 7.20. Development which generates large volumes of HGV and other freight traffic, or involves the transport of bulk materials, should be located close to the strategic transport network (considering alternatives to road transport) where such movements can be accommodated within the existing capacity of the network to reduce the impact on local roads. Routing agreements will be required where deemed appropriate.

Figure 6: Strategic Transport Network



Policy 14: Promoting Sustainable Transport in New Developments (Strategic Policy)

Proposals are required to meeting the following requirements:

- A) New development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact. The Council will work with developers to ensure that:
1. access to the development can be made by a wide choice of transport modes, including walking, cycling, and the private car, and public transport where appropriate;
 2. site layouts and the street environment are designed to control traffic speed through an appropriate network and street hierarchy that promotes road safety for all;
 3. walking and cycling are encouraged within the development and beyond, through the design of facilities and infrastructure within the site and provision of linkages to the wider network;
 4. appropriate levels of parking provision are made in accordance with the standards contained within Appendix 6; and developments include provision for electric vehicle charging points, with fast charging infrastructure provided for use by short stay users where appropriate; and
 5. development does not result in unacceptable impact on highway safety, or the severe residual cumulative impacts on the road network. Developers must consider the impact of new development on the existing highway and transport infrastructure. Where necessary, developers will be required to mitigate (or contribute towards) any predicted adverse effects on the highway and the wider transport network.

- B) New developments will need to provide, as appropriate, Transport Statements, Transport Assessments and Travel Plans to ensure the delivery of travel choice and sustainable opportunities for travel in line with the latest government guidance and best practice. Thresholds for when these documents are required are set out in Appendix 7.

New developments that are predicted to have an adverse impact on the transport network will be expected to contribute towards capacity and mitigation measures. Proposals that require new projects will be required to make a proportionate financial contribution.

In addition, proposals should include details of post-development monitoring of traffic and mitigation measures in the event that traffic levels agreed through the original permission are later exceeded.

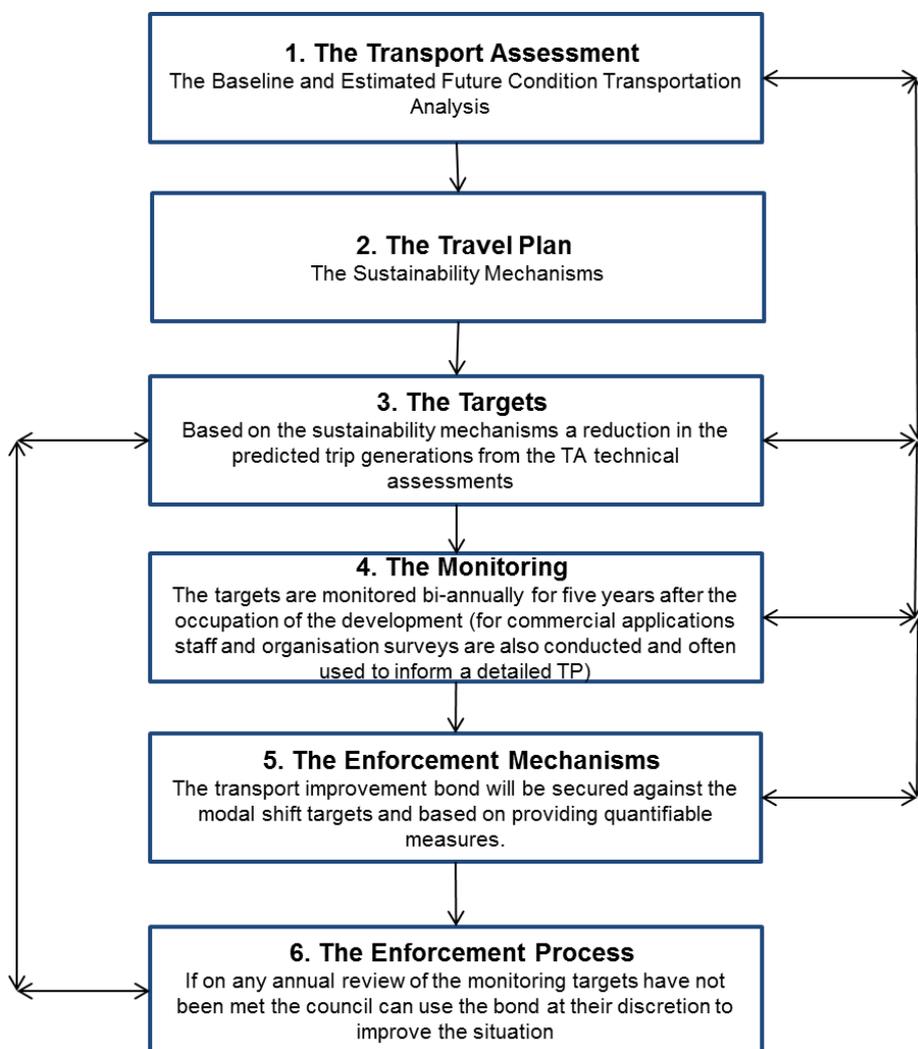
Explanation

- 7.21. New developments shall be designed to ensure the efficient movement of people and goods and to maximise the use of sustainable forms of transport. All developments shall be designed and laid out in order to provide safe access by all forms of transport, in line with the relevant Supplementary Planning Documents and design guidance. Residential developments shall be linked to local centres in order to reduce journey lengths and encourage travel by walking, cycling and public transport.
- 7.22. New developments will need to provide, as appropriate, Transport Assessments, Transport Statements and Travel Plans to ensure the delivery of travel choice and sustainable opportunities for travel in line with the latest Government guidance and best practice. Consideration should be given to the future maintenance requirements on the road network as a result of the development. Construction management plans may also be required.
- 7.23. Where an application may raise transport implications, developers will be required to produce a Transport Assessment and Travel Plan. For proposals which have less of an implication a

Transport Statement may suffice. The use of Travel Plans is an essential measure to mitigate the impact of development traffic. Thresholds for when these documents are required are set out in Appendix 7.

7.24. [Figure 7](#) shows the various stages involved in the Transport Assessment process for planning applications.

Figure 7: Transport Assessment of Planning Applications



7.25. If new junctions onto the public highway are required to accommodate new development and considered acceptable in principle, these shall be designed in accordance with the current relevant design standards. This will ensure that there are no adverse effects on the safety and integrity of the existing highway network. Road safety audits will also be required to accompany any new junction proposals at the appropriate stage of the design and adoption process.

7.26. All developments will be expected to provide adequate car parking in safe, convenient and secure locations in line with the requirements set out above. Car parking spaces should be well defined and integrated with good quality surfacing materials and landscaping within the public realm, whilst not letting parking dominate the residential environment. A Car Park Management Strategy may also be requested if deemed appropriate. Parking standards are contained in Appendix 6.

7.27. The Council has adopted minimum parking standards within residential developments in order to overcome issues associated with low parking provision. In determining the right levels of parking the Council will consider the anticipated demand from the type of housing proposed, the likely occupiers, the design of the public realm and highway, the proposed parking design

solutions and any local restrictions.

Policy 15: Doncaster Town Centre Car Parking (Strategic Policy)

Town centre car parks will be managed in favour of short stay car parking with supply aligned to meet operational demand. Off-street car parking in Doncaster town centre must comply with the following principles:

- A)** Public off-street car parking in and around Doncaster Town Centre will be carefully controlled in line with the recommendations set out in Doncaster Town Centre Parking Strategy and subsequent reviews. Development proposals will be supported that replace, consolidate and improve existing provision elsewhere in the town centre. Additional provision will only be acceptable to meet operational needs. Where proposals look to provide a net increase in the number of off-street public car parking spaces available at any given time, a strong demonstration of need must be provided, through a Transport Assessment / Statement.
- B)** Supply will be managed in favour of short stay car parking within the Inner Parking Zone (as defined on the Policies Map). Long stay car parking will normally only be supported outside of the Inner Parking Zone where need is demonstrated.
- C)** Any new public off-street car parking, whether associated with development or not, will only be permitted in and around Doncaster Town Centre where it:
 - 1.** provides efficient, high capacity parking which makes effective use of land;
 - 2.** improves the balance and distribution of car parking within the town centre;
 - 3.** operates with a tariff that encourages short and medium stay use, and which discourages all day commuter car parking;
 - 4.** is of high quality and secure, with level surfacing and marked spaces, is properly lit, and can demonstrate the facility will be well maintained and managed;
 - 5.** includes adequate and well-designed provision for disabled drivers with appropriate level access to the surrounding area;
 - 6.** is easily accessible by car from a main road network;
 - 7.** is easily accessible on foot to the retail/leisure area(s) that it serves; and
 - 8.** includes provision for sustainable refuelling infrastructure, such as electric vehicle charging points. Within the Inner Parking Zone, fast charging electric charging infrastructure will be supported to encourage use by short stay users and promote high turnover of charging spaces.
- D)** Planning permission sought for temporary surface level car parking will only be supported where it is considered appropriate and where such use would not delay or prejudice beneficial redevelopment of a site. Such permissions will be strictly time limited.

Explanation

- 7.28. Car parking is an important asset within town centres, helping residents and visitors access businesses and services. However, oversupply of parking can be a problem as it can encourage traffic, which can have a negative impact on congestion and air quality. A surplus of surface car parks can also hinder regeneration, contributing little to the visual fabric of the townscape.
- 7.29. The National Planning Policy Framework supports improvements to car parking in town centres provided it is safe, convenient and secure, alongside measures to promote accessibility for pedestrians and cyclists. A balanced approach is needed with respect to the provision of public car parking. It is important to take account of the need for the centre to be attractive to

employers and visitors, while encouraging the use of public transport to reduce congestion and car related air quality impacts.

- 7.30. The Doncaster Town Centre Parking Strategy reviews parking in the town centre and presents a strategy for the future management of car parking provision to ensure equilibrium between parking provision and effective demand management. Annual monitoring of parking provision will be undertaken as part of this strategy to assess changes in demand and supply.
- 7.31. This policy sets out a proactive approach, based on the Parking Strategy, in which the demand for off-street parking within the town centre will be effectively managed to balance the needs of business and local economic growth alongside the protection of the environment. Our intention is to limit the amount of car trips being undertaken to the town centre whilst improving the range, quality and distribution of available on street parking. At the same time, long stay car parking will be directed to locations outside of the Inner Parking Zone, prioritising short stay parking in the town centre for shoppers and visitors.
- 7.32. For the purposes of this policy, public off-street car parking is defined as town centre car parking provision that is available for any member of the public to use. It specifically does not include any off-street parking related to a particular use (e.g. a private office car park). This type of parking provision is normally referred to as 'private non-residential parking'.
- 7.33. Consideration will be given to allow more flexibility to accept the temporary use of town centre development sites for public car parking as a means of generating income to support the viability of redevelopment schemes.
- 7.34. Where public parking is proposed in the short term on a temporary basis, the use of a site for car parking should not result in unacceptable traffic impacts or delay or prejudice beneficial redevelopment. Permissions would need to be strictly time limited to ensure that permanent redevelopment was not unreasonably delayed. Proposals of this nature will therefore need to be assessed on a case-by-case basis, taking account of these impacts as well as the availability and quality of existing parking provision.
- 7.35. Outside of Doncaster Town Centre, each development will be assessed on its merits, taking into account the following:
- The parking standards and requirements set out in Supplementary Planning Documents and design guidance;
 - The type mix and use of development;
 - Whether measures can be undertaken to significantly reduce the use of private car travel to and from the development through the use of a Travel Plan; and
 - The location of the development in relation to public transport interchanges or routes well served by public transport.
- 7.36. Improvements to cycle parking provision in Doncaster Town Centre will also be sought, which is covered in Policy [17](#).

Policy 16: Lorry Parking (Strategic Policy)

Lorry parking provision (with proportionate levels of ancillary facilities) will be sought in line with the following principles:

- A)** Development on sites which generate or are likely to generate significant HGV movements, and/or other commercial vehicles used for distribution, such as new strategic employment sites, and/or lead to an associated demand for lorry parking which is not already provided for by an appropriate facility must:

1. accommodate suitable on-site lorry parking and turning facilities, along with welfare facilities; or
2. contribute towards additional provision of formal lorry parking facilities, which could include extending or providing an appropriate facility.

B) Proposals for lorry parking facilities will be supported which:

1. are justified by evidence of need;
2. are of a size that is viable and makes a significant contribution to meeting the identified need;
3. take account of their impact on the Strategic Road Network and local highway;
4. provide a level of on-site facilities for lorry drivers appropriate to the size of the scheme (including overnight stay accommodation and toilet facilities, where possible);
5. incorporates suitable arrangements for the management and maintenance of the facility; and
6. are well-designed, laid out to a high standard and give consideration to environmental, anti-crime and design standards.

Where unsecure and inappropriate lorry parking is deemed to be causing disruptions, consideration will be given to restricting where lorries can legally park in these areas through the introduction of Traffic Regulation Orders (TROs).

Explanation

- 7.37. Doncaster's strategic location at the centre of the UK's motorway network has helped the Borough to become a nationally important logistics and distribution hub. The significant growth in the logistics market over recent years is set to continue with the expansion and development of new and existing sites.
- 7.38. Doncaster is keen to support its role as a logistics centre of national significance. Logistics and distribution businesses within Doncaster attract significant HGV traffic and generate a need for lorry parking facilities. Lorry parks provide an essential service to the road freight industry. They are important in terms of road safety, preserving local amenities, reducing crime, and provide vital facilities to meet the needs of the lorry drivers. Lorry drivers require parking for use overnight as well as to wait for allocated delivery or collection slots.
- 7.39. Anecdotal evidence suggests a minority of lorry drivers are causing disruption to local residents and businesses from parking along the local highway network, notably within existing industrial estates and in some residential areas. It is also noted that such issues also arise from smaller commercial vehicles increasingly being used for the distribution of goods. Complaints range from dangerous parking, to noise and littering and waste. Closure of the A1 laybys has further exacerbated this problem. Additional provision of lorry parks could help to alleviate some of these issues. A lorry parking strategy is currently being prepared for Doncaster to explore how related issues can be addressed in the Borough.
- 7.40. National planning policy in the NPPF states that Local Plans should recognise the importance of providing adequate overnight lorry parking facilities and requires proposals for new or expanded distribution centres to make provision for sufficient lorry parking to cater for their anticipated use.
- 7.41. Where new developments are likely to create a demand for such provision or exacerbate an existing problem, developers may be required to make suitable onsite provision or provide a financial contribution towards an appropriate facility. Ideally, lorry parking facilities should be provided within appropriate development. New lorry parking facilities should be close to the Strategic Road Network and should be located in areas justified by evidence of need for parking provision. Proposals which may damage the integrity of Thorne Moor SAC, Hatfield Moor SAC

or Thorne and Hatfield Moors SPA will not be supported in line with Policy [31](#).

- 7.42. The Council will support the provision of lorry parking within development sites in order to manage the demand for both short stay and overnight lorry parking. Wherever possible, lorry park developments should include a range of facilities proportional to the size of the development, such as toilets, overnight facilities and refreshment facilities, with any ancillary uses being of a type and scale appropriate to the main use of the site as a lorry park. Additionally, Lorry parks must include effective measures to create a safe and secure environment which restricts opportunities for crime to be committed.

Policy 17: Cycling in Doncaster

Cycling provision in Doncaster (including new routes and improved links to existing networks and to existing and new development) will be sought in line with the following principles.

- A)** The Council will seek to implement a programme of cycle routes and facilities (including cycle parking) improving accessibility to Town, District and Local Centres, major employment area and tourist attractions. Developments will be expected to provide or contribute towards enhancements and/or links to these routes. Development proposals should identify, and seek to remedy, areas of deficiency, particularly in access to services.
- B)** The needs of cyclists will be supported in relation to new developments and in the design of highways and traffic management schemes to ensure safety, accessibility and convenience.. The Council will seek to:
1. protect, maintain and improve existing cycling infrastructure;
 2. improve signing to encourage the use of safer routes;
 3. encourage the provision of supporting facilities along principle cycle routes including the Trans Pennine Trail and Sustrans routes;
 4. make information available on safe routes and other facilities; and
 5. make provision for secure cycle parking facilities in new developments and in town, district and local centres across the Borough.
- C)** To encourage cycling as a means of travel, proposals for new development will be supported where they:
1. Demonstrate that they will have a positive impact on the cycling network and its users;
 2. Are designed to encourage cycling and enhance cycling connectivity to the existing cycle network and to key destinations such as to local services and Town, District and Local Centres;
 3. Provide appropriate cycle access and sufficient secure cycle parking facilities in accordance with the latest Council standards; and
 4. Ensure the provision of appropriate signposting and way-finding to encourage the use of the network.

Explanation

- 7.43. The benefits of increased cycling are significant. As a mode of sustainable travel, cycling offers the economic advantages of affordable transport while having the potential to reduce congestion and improve air quality through reduced car use.
- 7.44. Doncaster is committed to increasing the uptake of cycling, both as a leisure activity and as a form of active travel. As a Borough with a range of health challenges including increasing obesity levels and increasing numbers of people with diabetes, the health and wellbeing

benefits of cycling are of particular significance. Regular cycling has shown to reduce the risk of chronic illnesses such as heart disease, type 2 diabetes and stroke.

- 7.45. It is intended to implement a programme of on and off-highway cycle routes across the Borough, including cycle lanes, crossings, greenways and advanced stop lines. Such routes will be designed to provide direct, safer cycle journeys to the main urban facilities, particularly Doncaster town centre and other Town and District centres, as well as to key trip generators such as major employment area and tourist attractions. All measures will be in accordance with the adopted Doncaster Cycling Strategy, and accompanying documents, and the forthcoming South Yorkshire Local Cycling and Walking Infrastructure Plan. Priority will be given to those routes and junctions where:
- there are gaps in the existing network (e.g. A630 Wheatley Hall Road (Holmes Market to Churchill Road));
 - they provide direct access to major trip generators such as Doncaster town centre and other town and district centres, major employment centres and tourist attractions; and
 - scheme opportunities arise (for example, links to new developments).
- 7.46. Additionally, existing greenways will be protected and enhanced and new links should be provided, where possible.
- 7.47. Where new developments take place, developers will be expected to provide for potential users including cyclists in line with the relevant Supplementary Planning Documents and design guidance. The design of new development should encourage cycling, considering cycling accessibility, wayfinding and connectivity to key destinations, as well as providing secure cycling parking and related facilities as appropriate in line with the latest Council standards.
- 7.48. Projects that may have an impact upon cycling will require a cycle audit. The audit will ensure that cycling is accommodated within the project as a safe and convenient travel option and will take the needs of cyclists into account at all stages of the design process. Cyclists are particularly vulnerable when accidents occur and new highway and traffic management schemes will ensure that cyclists are adequately catered for through a variety of appropriate measures.

Policy 18: Walking in Doncaster

Walking will be promoted as a means of active travel as well as for recreation. Improvements will be sought to walking connectivity throughout the Borough in line with the following principles:

- A)** Proposals will be supported which provide new or improved routes which enhance the existing network and address identified gaps within that network.
- B)** The needs of pedestrians will be supported and prioritised in relation to new developments, in public realm improvements and in the design of highways and traffic management schemes.
- C)** Development should maximise opportunities for walking through their design. Proposals will be supported where they:
 - 1.** Protect, maintain and improve existing pedestrian infrastructure;
 - 2.** Provide high quality attractive pedestrian routes that are direct, legible and pleasant and are integrated into the wider network;
 - 3.** Ensure the provision of appropriate signposting and way-finding to encourage the use of the network.
 - 4.** Enhance pedestrian safety and security through considered design;

5. Ensure pedestrian accessibility and permeability in line with the relevant Supplementary Planning Documents; and
6. Consider the needs of all users through inclusive design.

Explanation

- 7.49. Walking as a mode of transport has the potential to reduce the number of short car journeys undertaken in the Borough, helping to reduce congestion and improve air quality. As well as contributing to healthier lifestyles, walking supports the development of vibrant public spaces and encourages social cohesion.
- 7.50. Doncaster has a number of health challenges. The Borough has increasing numbers of people with diabetes and a slower fall in cardiovascular disease mortality than seen regionally or nationally. Doncaster has high levels of adult obesity and some of the lowest participation rates in physical activity in the country equating to 70,000 of our residents classed as inactive (Active People Survey, 2015).
- 7.51. Encouraging people to walk is central to creating sustainable communities. The provision of a safe and pleasant walking environment has a significant role to play in supporting quality of life, improving health and encouraging active travel. Providing environments that makes walking an easy choice of transport has a wide number of benefits. Such environments improve the ability of local communities (particularly disadvantaged or vulnerable groups) to access employment opportunities and important services including education, healthcare and greenspaces. Developments which maximise opportunities for walking through their design have the ability to reduce car dependency and reinforce sustainable travel patterns.
- 7.52. Where new developments take place, proposals must take account of the needs of pedestrians, in line with relevant safety and design standards and guidance. Developers will be expected to provide for walking provision in line with the relevant Supplementary Planning Documents and design guidance
- 7.53. New developments should contribute to enhancing and developing integrated networks of continuous, attractive and safer routes for walking within the site and beyond. Consideration must be given to the quality of the walking environment to ensure routes are safer, legible and attractive. Development layouts must be fully accessible and be designed to encourage walking by providing direct pedestrian routes following future and existing desire lines. Proposals should take account of points of conflict with vehicular traffic, severance issues and the need for other pedestrian accessibility improvements.
- 7.54. New residential development should take account of street patterns and road hierarchy and demonstrate that they achieve the levels of accessibility in line with the relevant Supplementary Planning Documents and design guidance.

Policy 19: Development Affecting Public Rights of Way

Proposals will be supported which improve the number and quality of opportunities for walking, cycling and riding and create multi-user routes through development sites, particularly in areas of the Borough where such opportunities are currently deficient. In such cases, the following principles should be considered.

- A)** Where new developments affect public rights of way, the public right of way should be retained and wherever possible be on the legally recorded alignment. Where a public right of way is affected the development should be designed to accommodate the route following the

principles outlined in Policy [20](#).

- B)** Where development leads to the diversion of an existing right of way, a suitable alternative must be established, following the principles outlined in Policies [20](#) and [21](#).
- C)** Development will not normally be allowed to lead to the closure of a public right of way unless a suitable replacement can be established.
- D)** Developers will be expected to consider any unrecorded public paths that cross development sites and treat them in the same way as definitive public rights of way.
- E)** Proposals will be supported that enhance the Trans Pennine Trail, particularly those that create off-road sections for all users.

Explanation

- 7.55. The public rights of way network is important not only as a means of accessing Doncaster's countryside, but also in providing links between residential areas and local amenities, allowing residents, workers and visitors to make journeys along routes that are mainly traffic free.
- 7.56. Doncaster has over 500 kilometres of public rights of way (as shown on the Definitive Map and Statement). Of these, approximately 80% are public footpaths, 17% are bridleways and the remaining 3% are byways open to all traffic and restricted byways. Some areas of the Borough are well-connected to the public rights of way network, while other areas have limited or no access at all. The bridleway network across the entire Borough can be described as fragmented at best, making it impossible to travel great distances on horseback without travelling on the highway network.
- 7.57. Public rights of way are highways and are protected by law. Proposals to divert, extinguish, alter the status of or build over a public right of way will require an appropriate legal order under relevant legislation. However, early liaison between the developer and the appropriate planning and highway authorities and any other relevant party will be essential to ensure an acceptable scheme.
- 7.58. As highway authority, the Council has a legal duty to protect and assert the public's use and enjoyment of and prevent as far as possible the closure or obstruction of the public rights of way network. The Council will work with developers and other interested parties to ensure that any public right of way affected by development is fully integrated into the wider network.
- 7.59. There are a number of unrecorded routes across the Borough that people are using on a regular basis providing useful links to the public rights of way network. Many of these may carry public rights. Unrecorded routes can cause undue delay to the development if they are not taken into consideration at an early stage. Where necessary the appropriate legal procedures will be followed to ensure the public right of way is preserved and not permanently lost.
- 7.60. The Trans Pennine Trail is a popular recreational multi-user route that runs through the heart of the Borough from Harlington to Sykehouse and is part of a long distance east-to-west route between Southport and Hornsea, with links to Chesterfield, Leeds, Kirk Burton and York. The majority of the route through Doncaster is off road. There are also sections along the highway network in rural areas. On-going maintenance and improvements to the trail will ensure that it continues to be well used and remains a high quality asset.

Policy 20: Access, Design and Layout of Public Rights of Way

Proposals will be expected to meet the following access, design and layout considerations in respect of public rights of way and highways network.

- A) Developers will be expected to incorporate the principles of least restrictive access in the design and layout of public rights of way as part of the development.
- B) Wherever possible, any existing or alternative route alignments through development sites should run through open, landscaped areas and should:
 - 1. avoid the use of estate roads;
 - 2. avoid alignments enclosed by fencing with little or no surveillance from adjacent buildings;
 - 3. be free from sharp bends which could provide blind spots and hiding places;
 - 4. be suitably surfaced to a specification agreed with highway authority; and
 - 5. be free from barriers. Barriers should be considered as a last resort and will only be authorised where there is clear justification. Agreed structures will need to be the least restrictive and conform to the British Standard for Gaps Gates and Stiles.
- C) Where paths are not enclosed, minimum widths of 2 metres for footpath and 4 metres for bridleway and restricted byways should be provided. If it is necessary for the path to be enclosed by fencing, hedging or buildings, then minimum widths of 3 metres for footpaths, 5 metres for bridleways and 6 metres for restricted byways should be provided.
- D) Any new routes or altered alignments through development should link into the surrounding public rights of way network or adopted highway network to maintain and improve connectivity and ease of movement.
- E) New routes should have formal status and be recorded on the appropriate legal record. This will secure the long-term protection of the route and formalise responsibility for maintenance.

Explanation

- 7.61. Proper integration of public rights of way within development sites will provide safe, convenient and attractive routes for users and should avoid scenarios whereby paths are physically constrained, poorly surfaced and harmful to the safety and amenity of the area. Poorly integrated routes can also potentially increase the risk of crime and anti-social behaviour and can substantially affect the quality of life for those who live and work in the area and those who use the public rights of way network.
- 7.62. Some users (for example, those with mobility problems or those with pushchairs) can experience difficulty using the public rights of way network. The type of surfaces and barriers (for example, natural stone or earth, stiles, gates and A-frames) along certain routes make some paths inaccessible. It is therefore important that the needs of all individuals and groups within the Borough are carefully considered within the design and layout of public rights of way within new development. It is also important to take into account the priorities and actions set out in Doncaster's Rights of Way Improvement Plan.
- 7.63. In addition, the Council will consider dedication and creation agreements to record new paths on the legal record once we are satisfied that the new route is of public benefit and there is no initial additional expenditure required from our budget to bring a path into a fit condition to use.

Policy 21: Public Rights of Way Crossing Roads, Railways, Canals and Rivers

Development proposals that are expected to give rise to significant increase in the use of public rights of way where they cross roads, railway lines, canals and rivers must show that all safety and accessibility considerations have been taken into account to ensure use of the crossing can be maintained. This should include consultation with the appropriate authority (for example, Network Rail).

Where it is not possible to make an existing level crossing safe, a fully accessible (Equality Act compliant) underpass or bridge should be provided in close proximity to the original crossing point.

Where necessary, existing structures (for example bridges or underpass) should be assessed and improvements made to meet the requirements of any projected increase in use of the public rights of way network.

Lengthy diversions of a public right of way, as an alternative to either a bridge or underpass, will not be supported. Diversion of a public right of way may be considered as a last resort but only where it does not detract from its use and enjoyment.

Where necessary, new crossing points should be provided across new roads, railway lines and waterways where there is a need to provide safe convenient access and to maintain connectivity.

Explanation

- 7.64. Appropriate crossing points where public rights of way cross new or existing roads, railways, canals and rivers are essential to ensure the safe operation of the transport network, whilst maintaining and improving the connectivity and character of the public rights of way network.
- 7.65. The ability for all users to safely use a crossing is a material consideration and the onus should be on the developer to provide a safe, fully accessible crossing point along the public right of way that is not to the detriment of the user or the network as a whole.
- 7.66. Developments close to public rights of way that cross railway lines at uncontrolled level crossings may increase the number of journeys across the crossing. Where this change could significantly increase usage there may be safety implications that need to be addressed at an early stage as part of the planning application process.

Policy 22: Telecommunications and Utilities Infrastructure

Proposals to extend or improve access to telecommunication (including broadband services) and utility infrastructure networks and the siting of associated apparatus will be supported subject to meeting the following criteria:

- A)** Essential utilities and telecommunications infrastructure will be protected unless it is no longer required or can be adequately relocated and/or replaced.
- B)** All new housing and commercial developments must provide connectivity to the Superfast Fibre Broadband network unless it can be clearly demonstrated that this is not possible.
- C)** Utility and telecommunications infrastructure and connections must be designed into, integrated within, and included in, any new development. Works will need to be carefully managed and coordinated between different providers to minimise disruption to highways

and residential amenity and ensure the safety of all users.

- D) Wherever possible, new utility and telecommunications infrastructure such as transmission equipment should be placed underground.
- E) It has been demonstrated that equipment/site sharing is not feasible and that telecommunications apparatus cannot be sited on an existing building or other appropriate structure where this represents the preferable environmental solution.
- F) The size of the apparatus is kept to the minimum necessary to achieve their purpose and every effort has been made to minimise the visual impact of the proposal.
- G) The telecommunication apparatus is positioned so as to minimise their effect on the external appearance of the building or structure to which they are attached, and is of a suitable colour which minimises visual impact and enables them to merge into the background.
- H) The apparatus is not used primarily as a means of advertising.
- I) The apparatus would not harm an element which contributes to the significance of a designated heritage asset. Antennae on listed buildings will be supported provided it can be hidden from public view (subject to adequate screening) and it is small in scale.

Explanation

- 7.67. The purpose of this policy is to ensure that businesses and residents have equal access to high quality communication services (e.g. high-speed broadband) and utilities (e.g. electricity, water and gas) in a way that keeps disruption and environmental impact to a minimum.
- 7.68. This policy also provides guidance on the design, siting and layout of telecommunications and utility apparatus so that the Council, relevant providers and lead agencies and developers can promote and encourage the provision and expansion of the communications network across the whole of the Borough whilst minimising adverse impacts and instead making positive contributions to the appearance of the area and enhancing a sense of place.
- 7.69. Certain types of telecommunications and utility infrastructure such as mobile masts and equipment cabinets do not require planning permission. These are known as permitted development rights. In nearly all cases, developers must notify the Council of the intention to install telecommunications equipment. Control over the siting and appearance of such development can still be made especially within conservation areas and nature conservation sites.



Chapter 8

Retail and Town Centres



Chapter 8: Retail and Town Centres

Introduction

- 8.1. This chapter sets out policies to support the growth and development of Doncaster's town and other retail centres to guide the provision of new shopping, leisure, commercial, cultural and entertainment facilities within the Borough. In supporting our town centres they in turn generate local employment, promote beneficial competition and create attractive, healthier and safer places where people want to live, visit and work.
- 8.2. Government policy requires that Local Plans promote competitive town centres as the heart of their communities and pursue policies to support their viability and vitality. Policies should provide customer choice and a diverse retail offer which reflects the individualities of the town centres.
- 8.3. Based upon a defined network (or hierarchy) of town, district and local 'centres', strategic policies [2](#) and [3](#), and the following policies, seek to encourage a suitable mix of uses to reflect their character. The objective to direct town centre uses to existing centres is because of their higher levels of accessibility and ability to support multiple purpose trips. They should be read in conjunction with area specific policies for Doncaster, Mexborough and Thorne town centres given in [Chapter 16](#).

Policy 23: Locating Town Centre Uses (Strategic Policy)

Town centre uses, including retail, leisure, office, cultural and tourist developments, will be located according to the 'Network of Centres' defined by Policy [2](#) and Policy [3](#). Proposals within centres (as defined on the Policies Map) will be assessed against Policy [24](#) below.

Part 1: Sequential Approach

Proposals for town centre uses on the edge of, or outside of, designated centres will only be permitted where it can be demonstrated that:

- A) Sites within, and then on the edge of, town, district and local centres have been assessed and it can be demonstrated that they are not available (or expected to become available within a reasonable period), suitable or viable for the proposed development, and then
- B) In the case of bulky goods floorspace, the availability, suitability and viability of premises in out of centre and retail parks to accommodate the proposed development has been assessed.

For retail uses, sites are defined as *in-centre* where they lie within a defined centre boundary – except in Doncaster, Mexborough and Thorne where sites are defined as in-centre where they lie within a defined 'primary shopping area' (see Policy [24](#) below). For all other main town centre uses, all locations within the boundary of a centre are defined as in-centre.

For retail uses, *edge-of-centre* is defined as a location that is well connected to, and up to 300m from, a defined centre boundary – except in Doncaster, Mexborough and Thorne, where it is up to 300m from a defined 'primary shopping area'. For all other main town centre uses, edge-of-centre is defined as locations within 300m of a centre's boundary. For office development, this includes only those locations within 500m of a public transport interchange e.g. bus, train stations.

Part 2: Impact Assessment

Outside of Doncaster's existing town, district and local centres, retail, office and leisure proposals (including extensions, creation of mezzanine floors and changes of use) that exceed the thresholds set out below must be accompanied by an assessment of:

- A) the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and
- B) the impact of the proposal on the vitality and viability of centres, including local consumer choice and trade.

Use	Location	Threshold
Retail	Edge of Doncaster Town Centre (Well connected to and up to 300m from the 'primary shopping area' boundary)	750 sq. m or above of gross floorspace
All other Town Centre Uses	Edge of Doncaster Town Centre (Up to 300m from the town centre boundary)	
All Town Centre Uses	All other locations	500 sq. m or above of gross floorspace

Part 3: Out of Centre Locations (including Retail Parks)

Subject to meeting the above criteria, the following types of retail provision will be supported in principle within out-of-centre locations, with preference for accessible sites which are well connected to centres:

- A) Bulky-goods, non-food retail development within existing out of centre locations (as defined on the Policies Map).
- B) Specialist shops (including car showrooms) and trade centre developments within local employment sites (as shown the Policies Map).
- C) Small-scale shops and other ancillary uses which would complement the function and role of existing or proposed employment, housing or mixed-use sites where they serve a local need.
- D) Limited and small-scale ancillary retail uses (e.g. farm shops) outside of Development Limits and the Green Belt that satisfy Policy [26](#).

To ensure that development of main town centre uses in out-of-centre locations, and particularly retail parks, remain complementary to defined centres the impact of such development will be mitigated by imposing appropriate conditions including: on the use of land and premises; the scale of development; the sub-division of units; and the goods that can be sold from any retail outlet.

Explanation

- 8.4. This policy should be read in conjunction with Policy [2](#) and Policy [3](#) which together seek to direct shops and other town centre uses such as leisure, office, entertainment and cultural facilities towards existing centres rather than unsustainable out-of-centre locations.

Sequential Approach

- 8.5. Under Government policy in the NPPF, proposals for new retail, leisure, cultural and office development must follow a 'sequential approach'. This means that, where possible, such uses should be located in existing town, district or local centres. Where no central sites are available, edge-of-centre sites should be used in preference to out-of-centre sites. It is not necessary to apply the sequential approach test to applications for small scale rural offices or other small scale rural development.

Impact Assessment

- 8.6. The impact assessment will be applied to applications for retail, leisure and office development in locations outside of town, district and local centres depending on (a) the amount of floorspace proposed; (b) the type of town centre use proposed; and (c) whether it is situated at an edge-of-centre or out-of-centre location.
- 8.7. In preparing these assessments, applicants should also have regard to the scale of the proposal relative to existing centres and the cumulative impacts of recent developments, particularly where the town, district or local centre is vulnerable.
- 8.8. Doncaster town centre is performing well as a shopping and leisure destination and offers a good range and mix of facilities. However, many of the secondary areas within the town centre are in decline and require significant investment and redevelopment. Convenience provision in the town centre is also relatively limited. In these circumstances, even relatively modest trade diversion from out-of-centre developments could have a significant adverse impact on the vitality and viability of the town centre.

Out-of-Centre Locations including Retail Parks

- 8.9. Doncaster has a high proportion of out-of-centre and out-of-town facilities (e.g. food stores and retail parks). Doncaster's retail parks are gradually moving away from selling bulky goods (e.g. furniture, DIY, hardware, radio, electrical and other household appliances) towards the provision of town centre uses (e.g. food and clothing stores, restaurants, bingo halls and coffee shops). This puts them in direct competition with existing centres and is leading to significant trade diversion, especially in relation to food and grocery provision. It is therefore appropriate to ensure that any further significant detrimental impact from development of main town centre uses in out-of-centre locations is mitigated through appropriate conditions (see Part 3 of the policy).
- 8.10. Existing centres will continue to be the main focus of shopping, leisure, cultural and social activity within the Borough. Development will be particularly encouraged in those centres which face a significant shortfall of convenience and comparison shopping provision. Due to the dominance of out-of-centre food stores, there is limited capacity to support additional food shopping provision within the Borough during the lifetime of the plan. However, Doncaster and Mexborough town centres will require additional provision to help claw back trade from existing out-of-centre stores.
- 8.11. New urban extensions will need to ensure they have access to an appropriate range of shops and services within easy walking distance of new residents and workers. Shops and other ancillary uses (e.g. community facilities) will be supported on large mixed-use sites and urban extensions, so long as they do not detract from the vitality and viability of existing centres within the catchment area and offer good public transport, pedestrian and cycle links to the community they are intended to serve.
- 8.12. Small shops are defined as units having a gross floor area of 300 square metres or less. Small-scale shops, such as newsagents and convenience stores, will be encouraged in appropriate locations where they meet a local need. Because they are intended to serve local needs, developments allowed under this policy should not include large dedicated car parks.

Policy 24: Development within Town, District and Local Centres (Strategic Policy)

Part 1 : 'Primary Shopping Areas'

'Primary shopping areas' are the priority locations for new and existing shopping facilities. In Doncaster Borough, 'primary shopping areas' have been defined within the town centres of Doncaster, Mexborough and Thorne.

Main town centre uses will be supported for the following uses at ground floor level in the Primary Shopping Areas:

- Shops and food and drink outlets (A1, A3, A4 and A5)
- Financial and professional services (A2); and
- Other uses to which pedestrians may be expected to visit in the course of a shopping, leisure, entertainment or tourist trip,

provided that:

- A)** the proposal retains an active frontage and entrance; or where the proposal relates to a premises with an existing shop front, the shop windows will continue to be used for display purposes;
- B)** the proposal is compatible with adjoining uses; and
- C)** proposals for food and drink uses (A3, A4 and A5) also comply with Policy [25](#).

Proposals for new development will be supported on the upper floors of buildings within the 'primary shopping area' except where their presence would be seriously detrimental to the amenity of neighbouring activities and/or would have a negative impact upon the successful running of the ground floor commercial unit and/or the living conditions of future users/ occupiers.

Part 2 : Other Centres

Proposals for development in town, district and local centres, outside of any defined 'primary shopping area', will be acceptable in principle for a wider range of town centres uses such as restaurants, pubs, hotels and cinemas and financial and professional services. Non-town centre uses will be resisted unless it can be demonstrated that they will not negatively impact upon the vitality and viability of the town centre, with particular regard to the amenity of existing businesses and residents.

Part 3 : Betting Shops, Pay Day Loan Units and Pawnbrokers

Subject to the above criteria, proposals to change the use to a betting shop, pay day loan unit and pawnbroker will only be supported where it can be demonstrated that:

- A)** the property is vacant and has been marketed unsuccessfully for at least one year and the rent value has been set at a realistic rate;
- B)** the new use would generate footfall within the shopping frontage; and
- C)** there is no clustering or cumulative impact resulting in an over concentration of such uses in any area.

Explanation

'Primary Shopping Areas'

- 8.13. Policy [2](#) defines a network of town, district and local centres across the Borough. Each town centre contains a 'primary shopping area' – the place where shopping activity is concentrated. These boundaries are shown on the Policies Map. For district and local centres, the 'primary shopping area' constitutes the boundary of that centre.
- 8.14. For Doncaster, Mexborough and Thorne 'Town Centres', 'primary shopping areas' are defined in recognition that these higher order settlements are the priority locations for new retail, offices,

leisure, cultural and tourist facilities in the Borough and require specific policy for the protection and promotion of their core shopping areas.

- 8.15. 'Primary shopping areas' contain a high proportion of shops such as food, clothing and household goods. In Doncaster town centre, the area is located along Baxtergate, Frenchgate, St Sepulchre Gate, Printing Office Street, Market Place and Scot Lane. In Thorne and Mexborough town centres, the retail areas are mainly concentrated along pedestrianised streets and include existing market areas.
- 8.16. These areas are under increasing pressure from changes of use, amalgamation of services (e.g. post offices in general stores, pharmacies in health centres etc.) and conversions to other uses (e.g. coffee shops, financial and professional services, betting shops and housing). Competition from online shopping is also increasing in its effects.
- 8.17. This policy seeks to protect and maintain the existing character and function of these core retail areas and manage the mix and balance of uses within them. At the same time, it is important to ensure that non-retail uses do not unacceptably dilute or erode the shopping function of the 'Primary Shopping Area'.
- 8.18. The boundaries of these areas will be subject to change over the life of the plan and will be kept under review through regular town centre monitoring and surveys.
- 8.19. Where new outlets cannot be accommodated within the 'primary shopping area' the main town centre boundaries should be preferable and used in the first instance. If this is not possible, then sites on the edge of these areas should be used before out-of-centre sites are considered (see Policy [23](#) Part 1 – sequential approach).
- 8.20. New development (including changes of use, conversions and extensions) within primary shopping areas will be expected to maintain and provide good quality active frontages at the ground floor level to enliven the street scene and promote a safer and more secure environment. Active frontages should be provided along the length of the street frontage of the site or unit through the use of extensive glazing and display space. In addition, frontages should be provided up to the street edge wherever possible.
- 8.21. Empty space above shop units represents a significant waste of floorspace and an untapped resource. Non-retail uses such as offices and homes will generally be supported on the upper floors of buildings within existing centres provided that they do not have a negative impact upon the operation of the existing ground floor business or the amenities of potential future occupants.

Other Centres

- 8.22. Part 2 of the Policy allows greater flexibility where non-shopping uses, in areas of town centres outside of the 'primary shopping areas' of Doncaster, Mexborough and Thorne, would make a positive contribution to the role of the 'primary shopping area'.

Betting Shops, Pay Day Loan Units and Pawnbrokers

- 8.23. The provision of quality town centres plays a huge part in people's perceptions and sense of place, and it is vital to our residents and visitors that they are attractive and comfortable. The over-concentration of these types of uses is not seen as a positive element of a vibrant and diverse retail centre or wider neighbourhood. Outlets of this nature tend to cluster in areas of deprivation where the population is largely made up of people most at risk of utilising such services. Given the clustering and over-concentration of these uses within existing retail areas, the Council will resist further growth, not only to maintain the vitality and viability of town centres, but also to protect population health, amenity and safety.

- 8.24. Planning has a role to play in creating healthy communities and limiting the number of betting shops is one element that contributes to this. Problem gambling is gambling that disrupts or damages personal, family or recreational pursuits. There is evidence to suggest that the growth of these establishments, particularly betting shops are prominent in areas with high levels of social and economic deprivation, with the highest density mirroring the profile of those most at risk of experiencing harm from gambling.

Policy 25: Food and Drink Uses

Food and drink uses such as restaurants, cafes, pubs, bars, hot food takeaways and fast food outlets will be directed towards town, district and local centres (as identified on the Policies Map).

Food and drink uses will be supported so long as they:

- A)** satisfy the requirements of the sequential approach set out in Policy [23](#) above;
- B)** do not have a negative impact upon the amenity and safety of residents and other businesses in the area; to include highway safety and parking, hours of operation, control of odours and cooking smells and litter and waste disposal; and
- C)** do not lead to clustering or proliferation of such uses where they undermine objectives to promote healthy living and the vitality and viability of the centre.

Subject to meeting the above criteria, hot-food-takeaways and fast food outlets which are located within 400 metres of a school, sixth form college, community centre or playground will not be supported unless the opening hours are restricted until after 1700 during weekdays and there are no over the counter sales before that time.

Explanation

- 8.25. Whilst these uses serve a useful function they have potential to undermine the role of centres where the concentration of such leads to loss of variety in the shopping offer available, particularly when evening opening hours result in shuttered premises during the day, making the high street less appealing to visitors during the day. Such uses can also affect the local amenity of a centre through extended opening hours, increased traffic and on-street parking, generation of cooking odours, smells, litter and discarded food waste, produce night time noise and general disturbances and other community safety issues. Therefore, appropriate conditions will be applied to the granting of planning permission in the interests of protecting the amenity of surrounding occupants and the vitality and viability of the immediate area.
- 8.26. Unhealthy diets, inactivity and the availability of high energy foods are major factors in the rise of obesity across the UK. Obesity is a complex issue and not solely affected by individual behaviours but influenced by a number of social and environmental issues. There are around 260 existing hot food takeaways across Doncaster with 89.3% of the population living within 1 km of a takeaway. As such, there are concerns regarding the combination of the proliferation of fast food outlets in the Borough and the Borough's high levels of obesity. Planning permission will not be granted for such A5 uses where the number of approved A5 establishments, within the ward, equals or exceeds the UK national average per 1,000 population.
- 8.27. Childhood obesity is a growing threat to children's health and Doncaster's proportion of children identified at risk of obesity is a cause for concern. Planning permission will not be supported for A5 use in Wards where there is more than 10% of the year 6 pupils classified as obese. Unhealthy weight gradually increases throughout people's lives, and almost three quarters (74.8%) of Doncaster's adult population have an unhealthy weight, which is the second highest

in England. This policy seeks to manage and control the provision of hot-food-takeaways and fast food outlets particularly within specific areas (i.e., within a 400 metre walking distance of a school, college or playground).

- 8.28. The numbers of food establishments are particularly high within district, local and neighbourhood centres where people seek easy access to such food. In order to support other Borough strategies, planning permission will not be granted for A5 uses where it would result in a clustering of A5 uses to the detriment of the character and function, or vitality and viability, of a centre or neighbourhood parade, or if it would have an adverse impact on the standard of amenity (living conditions) for existing and future occupants of land and buildings. In order to avoid clustering, there should be no more than two consecutive A5 uses in any one length of frontage. Where A5 uses already exist in any one length of frontage, a gap of at least two non A5 use shall be required before a further A5 use will be permitted in the same length of frontage. An A5 use will not be permitted where it will result in the percentage of A5 uses in the Borough's town, district or local centres exceeding 5% of total commercial uses. Where there are less than 20 units in a parade no more than one A5 unit will be permitted.
- 8.29. Food and drink uses should be located within easily accessible locations, preferably within or next to existing centres which can be reached on foot, or on bike and via public transport. Such uses are generally not acceptable within residential areas and there will be some instances where it will be appropriate to resist them on existing frontages where there are residential uses above them.



Chapter 9

Countryside



Chapter 9: Countryside

Introduction

- 9.1. The Local Plan's Spatial Strategy and Settlement Hierarchy (Policy 2) directs the majority of new development towards the Borough's more sustainable settlements and in doing so defines settlement Development Limits within which policy for the Strategy's top 4 levels of the settlement hierarchy apply, namely Doncaster Main Urban Area; the 7 Main Towns; the 10 Service Towns and Larger Villages; and the Defined Villages.
- 9.2. For the purposes of planning policy, the remainder of the Borough is either Green Belt or "Countryside". There is a clear difference between the two – see Policy 2.
- 9.3. The Local Plan does not repeat national Green Belt policy in the NPPF. So in accordance Policy 2 within the Green Belt national planning policy will be applied.
- 9.4. Policy 2 also explains that outside of Development Limits and the Green Belt, 'appropriate development' may be supported, if adjacent or close to a Development Limit, subject to the criteria of Level 5 (Countryside) of that Policy.
- 9.5. Proposals for new development in the Countryside will also be supported if in accordance with the following Policy.

Policy 26: Development in the Countryside

Part 1: Re-use and Conversion of Buildings

Proposals for the conversion of rural buildings in the Countryside will be supported provided that:

- A) the original building is of permanent construction, structurally sound (demonstrated by an appropriate structural assessment) and suitable for conversion without significant works, extension or alteration (demonstrated by an appropriate conversion method statement);
- B) the form, bulk and general design of the buildings are in keeping with the surroundings and the proposal is commensurate with the local building style and the materials used;
- C) development would lead to an enhancement of its immediate setting;
- D) the proposal does not adversely affect neighbouring residential amenity;
- E) the rural location of non-residential development is justifiable to support a prosperous rural economy in accordance with national policy in the NPPF; and
- F) residential development is not isolated unless in accordance with national rural housing policy in the NPPF.

Part 2: Replacement of a Dwelling and Extensions to Existing Dwellings

Proposals for the replacement of a dwelling in the Countryside will be supported provided that:

- A) the original building is permanent and is not the result of a temporary permission;
- B) the original building has not become derelict or previous residential use abandoned;

- C) replacement dwellings are positioned on a comparable footprint, and in close proximity, to the original building unless it can be demonstrated that the re-positioning would be significantly more beneficial (to, for example, the character and appearance of the site and locality). Any increase in volume should not exceed 40% above that of the original building where it will have a significant impact on the character of the countryside;
- D) the proposal does not adversely affect neighbouring residential amenity; and
- E) it would not undermine the retention of any occupancy condition.

Proposals to extend existing dwellings in the Countryside, or any other building within its curtilage, will be supported provided that Criteria A, B, D & E above are satisfied; and that:

- F) increases in volume should not exceed 40% above that of the existing building; and
- G) would not have a visual impact prejudicial to the character of the building or the amenity of the countryside.

Part 3: New dwellings

In the Countryside, planning permission will be granted for dwellings to meet the essential needs of agriculture, forestry, or other enterprise which justifies a rural location, where it can be demonstrated that:

- A) there is a demonstrable functional need which relates to a full-time worker that cannot be fulfilled by an existing dwelling in the area; and
- B) the enterprise has been established for at least three years, is financially sound, and has a clear prospect of remaining so.

Any such development will be subject to a restrictive occupancy condition.

If a new dwelling is essential to support the above it should normally, for the first three years, be provided by temporary accommodation that can demonstrate:

- C) there is a demonstrable functional need which relates to a full-time worker that cannot be fulfilled by an existing dwelling in the area; and
- D) there is clear evidence of a firm intention and ability to develop the enterprise concerned and that the proposed enterprise has been planned on a sound financial basis.

Applications for temporary and mobile homes will be considered favourably where needed during the construction of a permanent dwelling on site or on a nearby site.

Permission granted for temporary accommodation will be subject to time restrictions.

Part 4: New Non-Residential Development

Proposals for non-residential developments will be supported in the Countryside provided that:

- A) the rural location of the enterprise is justifiable to support a prosperous rural economy in accordance with national policy in the NPPF;
- B) the location of the enterprise would not have a significant adverse effect on neighbouring uses or on highway safety;

- C) the development is of a size (including floorspace) and scale commensurate with an existing use, or that reasonably required for a new use, and with the rural character of the location; and
- D) the scale and design of the proposal would not have a significant adverse impact on the landscape.

Explanation

- 9.6. This policy applies to relevant proposals in the Countryside - as defined by Policy [2](#). Proposals which may damage the integrity of Thorne Moor SAC, Hatfield Moor SAC or Thorne and Hatfield Moors SPA will not be supported in line with Policy [31](#).

Re-use and Conversion of Buildings

- 9.7. Part 1 of the Policy is supportive of appropriate proposals to bring back into use buildings which are redundant or no longer suitable for their original purpose where the building makes a positive contribution by safeguarding the building's future and enhancing the immediate setting of the building.

Replacement of a Dwelling, and Extensions to Existing Dwellings

- 9.8. National policy seeks to avoid new inappropriate isolated dwellings in the Countryside so proposals to replace or extend dwellings in the Countryside will be subject to Part 2 of the Policy to assess the proposal against the impact of the 'original' existing development.
- 9.9. This is defined as the floorspace and volume of the dwelling when it was first constructed; or for older homes constructed prior to July 1st 1948, when the Town and Country Planning Act was first introduced, the 'original dwelling' refers to the floorspace and volume of the dwelling as it was on this date.
- 9.10. Proposals will be required to provide clear evidence, through volume calculations, that the total floorspace of the proposal, together with any previous extensions, alterations and outbuildings would not result in an increase of more than 40% above the volume of the original building (measured externally and inclusive of any permitted development) including outbuildings within the curtilage of the existing building.
- 9.11. Planning permission is unlikely to be granted for a replacement dwelling which exceeds this amount unless the design is of exceptional quality or innovative in nature in terms of its design, use and materials and levels of energy efficiency in order to justify the deviation from the policy limit and does not significantly harm the openness or character of the policy area. This is regardless of whether it is replacing a building of poor quality or not.

New dwellings

- 9.12. National Policy advises local planning authorities to avoid new isolated homes in the Countryside unless there are special circumstances, such as the essential need for a rural worker to live permanently at or near their place of work in the Countryside. Part 3 provides policy to assess such proposals.
- 9.13. There is limited extant national guidance on how to assess essential need but it has become accepted, as part of determining various Appeals by the Planning Inspectorate, that former Annex A to the cancelled Planning Policy Statement 7 (Sustainable Development in Rural Areas), which gave guidance on 'Agricultural, Forestry and Other Occupational Dwellings', remains relevant guidance to consideration of this issue. In practice this is likely to require the

commissioning of a suitably qualified or experienced adviser to demonstrate that the requirements of the policy can be satisfied.

New Non-Residential Development

- 9.14. The NPPF gives clear guidance that planning policies should support economic growth in rural areas, and together with other policies in the Plan, Part 4 of this policy provides support for appropriate proposals for new non-residential development in the Countryside. These uses may include the growth and expansion of rural businesses, the development and diversification of agricultural and land-based rural businesses and sustainable tourism and leisure developments.
- 9.15. Wherever possible development should be located within existing settlements or new Development Allocations. Nevertheless Part 4 recognises that sites to meet local business and community needs in rural areas may need to be located adjacent to, or beyond existing settlement limits, where they can demonstrate that there is an overriding benefit to the local economy and/or community and/or environment for locating development away from built up areas.



Chapter 10

Green Infrastructure



Chapter 10: Green Infrastructure

Introduction

- 10.1. Green infrastructure is the network of green spaces, corridors and ecological networks within, around and between towns and villages which can be designed, maintained and improved to meet the needs of local communities, wildlife and the environment. The network is made up of open spaces for sport, recreation and children's play, wildlife and geological sites, woodlands, waterways, cycle routes, public rights of way, street trees, allotments, private gardens and floodplains. The green infrastructure network in Doncaster provides multiple functions and benefits to communities and the environment at a local, neighbourhood and regional level. We recognise the role of green infrastructure in supporting healthy communities, cultural value, a buoyant economy and aiding resilience to climate change. Not all green infrastructure assets are publicly accessible, for example, privately owned gardens and some local wildlife sites contribute toward green infrastructure, but are not open to the public.
- 10.2. The policies within this chapter seek to maintain, protect, enhance and extend all assets in the green infrastructure network in Doncaster. Development proposals will be supported which contribute to an attractive and connected environment including creating and enhancing green corridors that link urban areas to countryside. The policies provide the detail on how our green infrastructure visions and objectives will be achieved through the planning system by providing a network of well-connected habitats and an attractive, healthier, safer and more active place to live and work.

Policy 27: Green Infrastructure (Strategic Policy)

The Council will protect, maintain, enhance and, where possible, extend or create Doncaster's green infrastructure (GI), including landscapes, ecological networks, natural environment, open spaces, public rights of way, geodiversity, biodiversity, navigable river and waterway assets, through the following principles:

- A) Proposals will be supported which contribute toward green infrastructure and have regard to the latest GI audits and strategies. The green infrastructure should principally benefit the development and also connect to the wider network. Major development proposals of 30 family dwellings¹⁵ or more will be required to provide a GI masterplan demonstrating how the development:
1. contributes toward delivering identified opportunities, priorities and address deficiencies;
 2. creates or enhances green corridors, including rights of way;
 3. provides specific and dedicated spaces for wildlife to encourage a more robust and connected network of habitats;
 4. considers tranquillity and provide for generous biodiversity rich open spaces;
 5. provides well designed and accessible, sport, recreation and children's play space and food growing opportunities;
 6. avoids loss or damage or deterioration to green infrastructure assets;
 7. defines and softens the edges of settlements to provide a high quality transition between urban and rural areas particularly at urban greenfield extensions;
 8. meets the Council's requirements in terms of type, detailed siting, size, shape and design;
 9. helps people and wildlife adapt to the impacts of climate change by including naturalised forms of flood storage and/or incorporating additional tree planting within developments, and;

¹⁵ "Family dwelling" for the purposes of this policy means a dwelling with 2 or more bedrooms. This includes flats.

10. provides for long term protection and climate change resilience through smart developments, management and maintenance.

B) Proposals adjacent or near to waterways, including those which contribute towards delivering identified opportunities and priorities, such as at the Doncaster Waterfront and Stainforth Marina, will be supported which:

1. take account of the different existing or potential roles, characteristics and functions of waterways such as for sustainable transport for water borne freight; for recreational use for walking or cycling; and/or for value as a wildlife corridor;
2. safeguard and improve environmental quality and amenity;
3. enhance the local environment and access to and along waterway corridors;
4. take into account the needs of all users; and
5. avoid loss, damage or deterioration of waterways assets and ensure they are an integral part of the development.

Explanation

- 10.3. National planning policy requires new development to protect, restore, maintain, create, enhance and extend green infrastructure and improve connectivity within the network. Development is also required to be sustainable and compensate for damage to the environment whilst expecting the natural environment to function as an integrated network of habitats. Access to high quality green infrastructure, including open space for sport, recreation, biodiversity and food growing (such as allotments, community gardens or orchards) makes an important contribution to the health and well-being of communities. The policy provides for economic, social and environmental benefits, and help address deficiencies, implement and deliver targets set out in our various local strategies.
- 10.4. As an example, there are a number of strategic and local priorities identified and included in the 2014 Green Infrastructure Strategy including:
- The Humberhead Peatlands NNR (Nature Improvement Area)
 - Dearne Valley Green Heart (Nature Improvement Area)
 - The river Don (including the Don Gorge)
 - The Magnesian Limestone ridge
- 10.5. The Government's 25-Year Environment Plan¹⁶ commits to the development of a national 'Nature Recovery Network', intended to improve, expand and connect habitats to address wildlife decline and provide wider environmental benefits for people. The Network will be delivered in partnership, including those of the above and be informed by their strategic plans. Whilst the local conservation objectives and priorities for the Network are broadly understood, the 25-Year Environment Plan states that initially opportunities for nature recovery will be explored through the national priorities of: peatland restoration, natural flood management and woodland planting, all of which can be delivered as part of Doncaster's ecological network (see Policy 30).
- 10.6. Green infrastructure provision requires consideration at the outset and should be addressed as an integral part of any new development. Proposals that benefit strategic and local priorities will be supported. Assessing provision and addressing deficiencies are an essential requirement for any housing proposal especially when providing family homes, which for the purpose of these policies are 2 bedroomed units capable of supporting families. Green infrastructure should be designed as an integral part of the development and include landscaping, well designed sustainable drainage systems, providing quality habitat, accessible amenity areas,

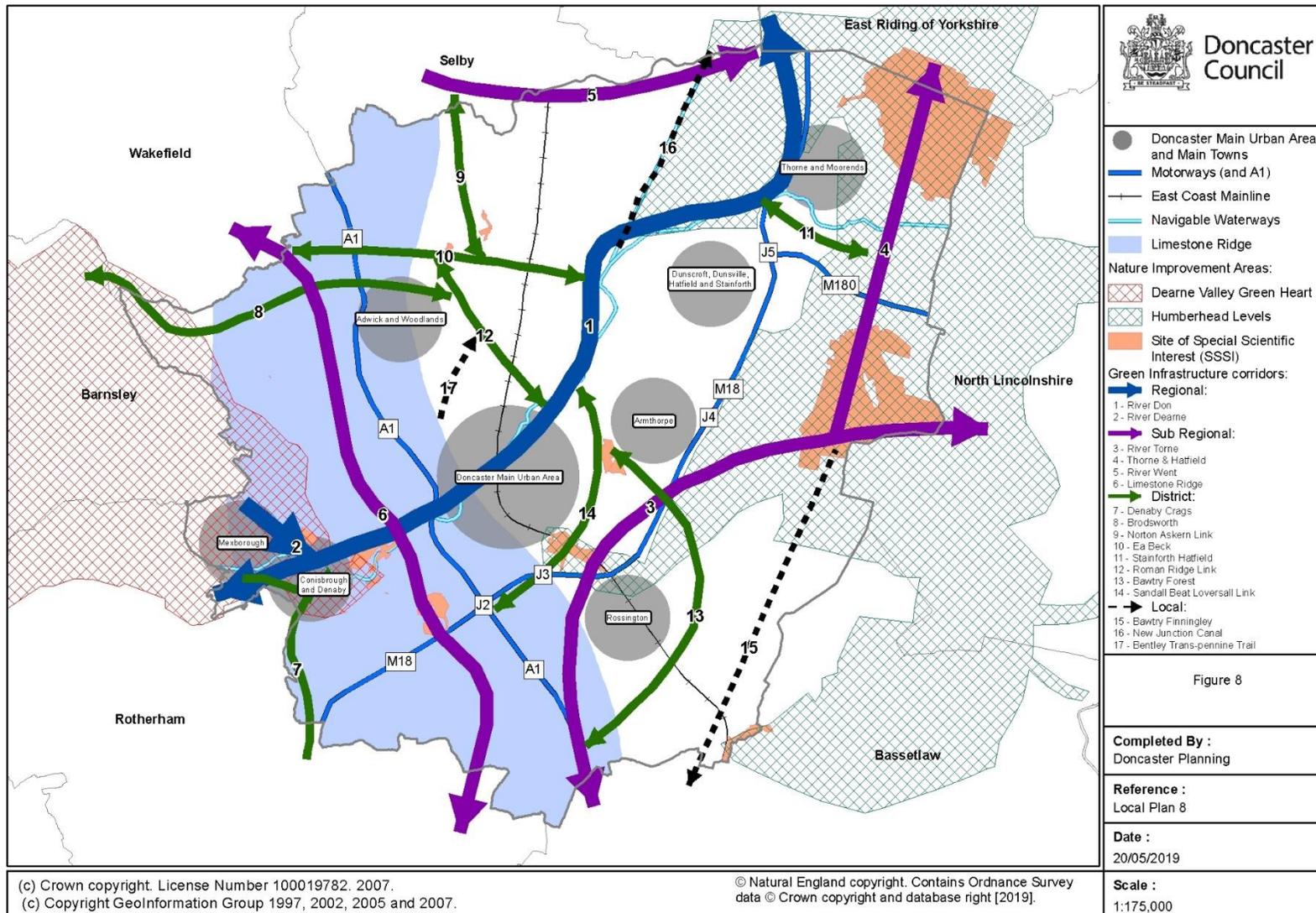
¹⁶ <https://www.gov.uk/government/publications/25-year-environment-plan>

nature conservation areas and play space which meet the Council's requirements in terms of detailed siting, size, shape and design.

- 10.7. Developers should refer to the most recent strategies for guidance and information and take account of the Local Plan's health and well-being, design and built environment policies as well as available environmental audits and strategies.
- 10.8. Development proposals will be supported that include master planning for green infrastructure within which developers should evaluate all the GI assets and facilities in the vicinity of the proposal, taking account of quantity, accessibility, quality and value to the local community. This will identify priorities in the area and allow for their inclusion in the development scheme. Each master plan will therefore have its own defined principles and objectives dependent on the nature and location of the development.
- 10.9. The real benefit of green infrastructure to planning is that it can help deliver other local, regional and national planning policy objectives, not just those related to green space. The challenge is ensuring that green infrastructure is capable of providing functions which will meet numerous planning objectives through careful design, planning and management. The green infrastructure corridors identified in the Green Infrastructure (GI) Strategy will help provide the evidence to achieve this. Green infrastructure provision should be linked to the size, scale and location of the proposed development. Where appropriate such provision will include ecological networks, biodiversity, trees and open space and sustainable transport links covered by other policies within this Plan.
- 10.10. A number of Doncaster's green infrastructure assets are identified on the Policies Map linked to specific policies such as open space, local wildlife and geological sites, woodlands, tree and hedgerows. A hierarchy of Green Infrastructure corridors, identifying key nodes, assets and project areas, has been developed in conjunction with Natural England. These connect or are capable of connecting green spaces to improve green infrastructure and wildlife connectivity (see [Figure 8](#)).
- 10.11. The multi-functional nature of waterways presents planning challenges and opportunities. The policy emphasises the importance of providing for economic, social and environmental benefits of waterways development, including and emphasising leisure, recreation and sustainable transport. As places where people live, work and relax, it is important therefore to avoid any unnecessary pressure on existing waterways infrastructure. As such, any new development proposal should put the waterway at the 'heart' of the development, with the proposal incorporating the characteristics of the area into the design proposal.
- 10.12. The impacts of climate change are far reaching, with one of the simplest solutions being the incorporation of additional tree planting within new developments to alleviate temperature fluctuations and improve flood storage capacity. The additional tree planting will contribute toward achieving a low carbon borough by aspiring toward a tree canopy cover of 20% from 12.2% in 2018¹⁷. In its role in reducing flood risk, the policy should be read in conjunction with policies in [Chapter 14](#).

¹⁷ DMBC (2019) Tree Policy and Tree Risk Management Plan for Doncaster Council's Trees and Woodlands

Figure 8: Doncaster's Green Infrastructure Corridors



Policy 28: Protecting Open Space and Non Designated Open Space

The Council will protect open spaces which provide important opportunities for formal and informal recreation as well as those which provide a social, cultural and ecological role. Development on open spaces will only be acceptable which accord to the following principles:

- A) Within the open spaces, as defined on the Policies Map, proposals for the creation and enhancement of sports and recreation facilities will be supported, where:
 - 1. there is no loss of open space such as playing fields or sports pitches;
 - 2. visual amenity is retained and enhanced; and
 - 3. the environmental and ecological value is retained and enhanced.
- B) Within non-designated open space, development proposals will only be supported where:
 - 1. casual playing space is unaffected;
 - 2. buffers between incompatible uses are unaffected;
 - 3. visual amenity is retained and enhanced;
 - 4. nature conservation improvements are the key driver; and
 - 5. green infrastructure connections are retained.
- C) Development proposals on 'Local Green Space', defined on the Policies Map, will be considered in accordance with national and local policy and guidance.
- D) Proposals involving the loss of open space policy areas, recreational buildings and non-designated open space, such as playing fields, will only be supported:
 - 1. in accordance with national policy, and
 - 2. where community support can be demonstrated through public consultation.

Explanation

- 10.13. Open space is an important part of green infrastructure provision. Identifying and protecting accessible open spaces will contribute toward creating an environment where access to activities is made easier and public health improved. Open space policy areas cover a wide range of existing recreation, amenity and other open space uses such as sports pitches, parks, playing fields and informal (casual children's play areas), allotments, woodlands and nature conservation areas. Our urban open spaces are important resources offering a range of uses, with a value to local communities over and above their existing or primary use. As well as recreation and community resource open spaces can act as buffers between the urban edge and the countryside and screening between incompatible uses and of unattractive development.
- 10.14. Not all open spaces are afforded the same level of protection. Playing fields and sports pitches are protected under national legislation; some allotments, woodlands and nature conservation areas are also protected by law. Remaining open space, including incidental informal open spaces and children's play space, requires protection at a local level.
- 10.15. The recreational quality of open space can be eroded by insensitive development or incremental loss of a site. This policy and the Policies Map identify which areas are protected. The provision of new ancillary sports facilities and play equipment may be supported on open space policy areas provided the development proposal improves the site and results in no significant loss of recreationally valuable open space. Appropriate development on open space may include a new play area, a multi-use games area (MUGA), a sports pavilion, or changing room improvements or extensions. Ultimately the development has to result in an overall

improvement to the site, be sensitive to the local situation, result in no significant loss of open space and provide significant benefits to the users.

- 10.16. It should be noted that urban areas include numerous open spaces which are too small to be mapped. These areas (non-designated open spaces) tend to be amenity road verges, landscaped or grassed incidental open spaces around buildings and residential areas and may have little or no recreational value. They do however make an important contribution to the environmental quality of the area and contribute positively to the urban aesthetic. These areas also contribute to green infrastructure and as such are protected in accordance with Policy [27](#). Any new open space created after Plan adoption is covered by the Policy.
- 10.17. In line with national planning policy there are a number of areas identified as 'local green space', identified by local communities as being important to them for a number of locally significant reasons including, proximity to the community, beauty, richness of wildlife, recreational value or adding to the local character of the area. These areas are also identified on the Policies Map.

Proposals involving the loss of open space

- 10.18. National Planning Policy states that 'existing open space, sports and recreational buildings and land, including playing fields, should not be built on, without prior consideration. Development proposals resulting in the permanent loss of the open space will be therefore be required to:
- demonstrate the land provides no benefit to the community and the local community supports alternative proposals;
 - demonstrate through an independent assessment that the land or buildings are surplus to requirement;
 - ensure the need for and benefits of the development outweighs the loss; and
 - provide compensation for loss of facilities.
- 10.19. The Council will resist any development proposals resulting in the permanent loss of open space, especially in deficient areas. However, we also acknowledge that not all open space is of value to the local community - in such cases community consultation will be carried out and an assessment will be required to identify whether the site is suitable for a different type of open space use in the first instance or a beneficial local community use in the second instance. Permanent loss of open space will require careful consideration as this can result in increased pressure on remaining facilities.
- 10.20. Visual amenity, environmental and ecological value of the open space should also be retained and where possible enhanced through the protection of existing trees and other important habitats and through appropriate landscaping of important areas, vistas and frontages and careful attention to detailed design and layout.

Policy 29: Open Space Provision in New Developments

To address local green (open) space needs and deficiencies, development proposals:

- A)** of 20 family dwellings¹⁸ or more will be supported which contribute 10% or 15% of the site as on-site open space to benefit the development itself - the nature and type of which will be determined by having regard to the Council's Green Space Audit and Playing Pitch Strategy.

¹⁸ "Family dwelling" for the purposes of this policy means a dwelling with 2 or more bedrooms. This includes flats.

- B) of 20 family dwellings or more, adjacent or close to a large open space (such as a public park or recreation area) alternatively may be asked to provide a commuted sum of 10% or 15% of the residential land value of the development site.
- C) of between 10 and 20 family dwellings will be supported which provide for a commuted sum of 10% or 15% of the residential land value of the development site to improve existing open spaces within the vicinity of the development.
- D) for retirement living schemes and / or aftercare facilities will be required to provide good quality on-site amenity spaces equating to 16sqm of open space per person.
- E) providing on-site open space will be required to provide for sustainable open space management and maintenance to be determined in discussion with the planning authority.

Explanation

- 10.21. National planning policy states access to high quality open spaces and opportunities for sport and recreation makes an important contribution to the health and well-being. The policy is supported by a robust and up-to-date Playing Pitch Strategy and Green Space Audit, which identifies open space, sport and recreation facilities and opportunities for new provision. Where these documents identify deficiencies, a higher value of on-site provision or commuted sum will be required. Open spaces within or adjacent to residential areas is the most regularly and intensively used type of open space. The provision of open space in residential proposals can be quite complex as the varied types of open space provide different functions and benefits to the local community. It can take the form of informal, unequipped playing fields and kick-about areas, equipped play areas or multi-use games areas, a local park, and even a recreational sports ground. Woodlands, nature conservation areas, green corridors, allotments and community gardens are also important open spaces which form an integral part of an area's green infrastructure. Doncaster's Green Space Audit document is a useful starting point to identify the type of open space required, but we also recommend early discussions with the Planning Authority for individual sites.
- 10.22. The policy indicates that proposals must address open space needs and deficiencies with developments of 20 family dwellings or more, providing either 10 or 15% of onsite open space per family dwelling. In areas deficient in children's play space (informal open space) the provision of children's play space will be the highest priority. On smaller development proposals the emphasis may wholly be on the provision of children's play space (see below). On larger applications the amount of open space to be provided should be broken down in to a minimum of 32% on-site open space suitable for children's play with the remainder taking the form of recreational sports fields, woodlands, nature conservation areas, allotments, or green infrastructure corridors, depending on the type of identified need in the area. Alternatively very large developments could consider open space provision such as a public park with integrated children's play. Ultimately the nature and type of open space will be determined by having regard to most up to date Green Space Audit, Playing Pitch Strategy and Green Infrastructure Strategy. Where deficiencies are identified in the audit, 15% onsite open space provision will be required.
- 10.23. The Green Space Audit identifies a number of different standards and associated open space deficiencies within our communities, taking account of five different open space types including: formal and informal open space, allotments, public parks, woodlands and nature conservation areas. On-site open space provision within new development proposals will have direct regard to these open space types. The provision of green (open) space around the Borough varies greatly both by type and by community. It is important therefore to look at provision, accessibility, quality and value of green space when looking at a community's needs and requirements as part of an overall masterplan.

- 10.24. The Playing Pitch Strategy (adopted by the Council in September 2018) sets out actions and recommendations to maintain and improve the future delivery of sports pitches (playing fields) and associated sports facilities between 2018 and 2033. The Strategy covers the sports of football, cricket, hockey, bowls, rugby union and rugby league and should be used by developers to identify needs and requirements as a result of the development proposal.
- 10.25. Development proposals of between 10 to 20 family dwellings will be required to provide a commuted sum. Development proposals of 20 dwellings or more, adjacent to or in the vicinity of a large open space or recreation area, may alternatively be required to provide a commuted sum as opposed to onsite provision if the evidence supports the need for improvements over new open space. *In assessing the exact amount of commuted sum to be provided, the Council will have regard to the nature and location of the development and existing open space needs within the community.* The commuted sum will be based on the percentage of the residential land value of the development's site area (defined by the red-line of the relevant planning application).
- 10.26. It is important that proposals for retirement living schemes and aftercare facilities provide for good quality on-site amenity open space as research shows that people aged 65 and over are more likely to suffer from poor health and, as a group, may be the least likely to benefit from green infrastructure because they may be more susceptible to environmental stressors¹⁹.
- 10.27. *Please note, where larger development proposals or areas are broken down into multiple applications or phases of less than ten units, and a new application is received within 3 years, the policy will be applied as if it is one single development and address the open space requirements as a whole.*

Open Space Considerations in New Developments

- 10.28. Within new developments open space provision should be an integral part of the master *planning* process – see Policy [27](#). It is important to identify priorities in the area and allow for their inclusion within the development scheme.
- 10.29. To ensure the delivery of appropriate type of open space (outdoor sport, informal play and recreation provision) master plans should:
- identify types of open spaces, their locations and define the uses;
 - include areas of Natural Play (where appropriate);
 - identify movement patterns for pedestrians, cycles and motor vehicles;
 - identify how the streets and open space are connected; and
 - identify relationships between buildings (including indoor sports facilities) and public and private spaces.

Addressing Open Space Deficiencies and Priorities

- 10.30. The Council will liaise with developers to agree area specific priorities for development proposals having regard to open space deficiencies and priorities within a community as identified in the latest Green Space Audit. The preference is always for on-site provision where possible. However, in circumstances where it is considered that the creation and or improvement of off-site open-space is more appropriate, a commuted sum may be accepted. In making this judgement the Council will have regard to the overall size of the development proposal, location and whether the area has sufficient provision of good quality accessible open space.

¹⁹ <http://valuing-nature.net/green-infrastructure-promote-health-and-wellbeing-ageing-population-ghia>

Open Space Management and Maintenance

10.31. To ensure the sustainability and longevity of open spaces the Council will discuss and agree with the developer how the open spaces will be protected, managed and maintained. A number of options are available including:

- adoption by the Council (which would be accompanied by a commuted sum for 15 times the annual maintenance cost);
- retention by the developer accompanied by the establishment of a management and maintenance company (including legal agreement and covenant); or
- gifting to an established green space / open space trust, charity or town / parish council.

Children's Play Space and Provision of New Play Equipment

Proposals for new or improved children's play spaces, including the provision of new play equipment, should:

- have regard to Fields in Trust guidance;
- ensure children's play areas and open spaces are safe, clearly observed, accessible;
- meet the communities needs and do not lead to further nuisance; and
- incorporate robust and durable equipment.

10.32. It is important to note that outdoor informal play space is not the same as public open space. Fields in Trust (FIT) define outdoor playing space as '*space which is available for sport, active recreation and or children's play, which is of a suitable size, and nature for the intended purpose and safely accessible and available to the general public*'. FIT also provide guidelines for Local Areas of Play (LAP), Local Equipped Areas of Play (LEAP), and Neighbourhood Equipped Areas of Play (NEAP). These guidelines are summarised in [Table 8](#) below and should be used specifically for the design of children's play areas.

Table 8: Children's Play Area Requirements

	LAP	LEAP	NEAP
Walking distance	100m	400m	1000m
Straight Line Distance	60m	240m	600m
Age Range	Under 5 years old	6 to 11 years old	8+ years old
Activity Zone	100sqm	400sqm	1000sqm
Buffer Zone	5m (from activity zone)	20m (from activity zone)	30m (from activity zone)
Type of Equipment	Small, low key (not necessarily equipped but includes demonstrative play)	5 types of equipment and small games area	8 types of equipment / ball games (MUGA) or BMX / Skate Park
Minimum space required for equipped play areas and informal open spaces	400sqm	1600sqm	4000sqm (plus buffer)

10.33. A play area proposal should be accompanied by 'Risk Benefit Analysis' (HSE Children's Play and Leisure – Promoting a balanced approach). This will help to ensure all equipped play areas are safe, easily observed, accessible, provide challenges and do not lead to further nuisance.

10.34. To avoid undue financial burden on the Council, and to ensure ready access to the parts and materials to ensure equipment is maintained to an acceptable and safe standard, developers should ensure the equipment is robust and sustainable. Equipment will not be considered for

adoption by the Council if it is considered to incur excessive maintenance and management costs, or is deemed unsuitable for the community. It is therefore important for developers to liaise with the Council prior to design and costings being commissioned.

- 10.35. The applicant should also provide the Council with a copy of the post installation inspection certificate certifying the play equipment is meets the required safety standard. The inspection must be carried out by an independent registered Playground Equipment Inspector. The DMBC Play Equipment Inspector must also inspect the play area, if the Local Authority is to adopt it.

Policy 30: Ecological Networks (Strategic Policy)

Proposals will only be supported which deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough's ecological networks by:

- A)** being of an appropriate size, scale and type in relation to their location within and impact on the ecological network;
- B)** maintaining, strengthening and bridging gaps in existing habitat networks;
- C)** planting native species and creating new, or restoring existing, national and local priority habitats and/or species; and
- D)** working with strategic partnerships to deliver conservation projects at a landscape scale where appropriate.

Explanation

- 10.36. The emphasis of nature conservation is shifting from protecting wildlife solely within discrete sites to establishing a network of core areas of habitat that are robustly linked together through habitat corridors resilient to environmental change and human pressure. An independent review²⁰ of England's wildlife sites and ecological network made five key recommendations: to improve management of existing wildlife sites; to increase the size of existing wildlife sites; to improve the connections between sites; to create new sites; and to reduce the pressure on wildlife by improving the wider environment. While the responsibility for achieving this does not solely lie with the development sector, it does have an important role to play. National planning policy requires development to be sustainable and compensate for damage to the environment as well as expecting the natural environment to function as an integrated network of habitats.
- 10.37. To assist with the vision of having a coherent ecological network the Council has identified a series of Biodiversity Opportunity Areas (See [Figure 9](#)). Development proposals within these areas can deliver the most for the ecological network by directing compensation or enhancement measures towards the creation or restoration of habitats that are particularly important for that part of the ecological network (as shown in [Table 9](#)). Landscape scale conservation partnerships, including Nature Improvements Areas (NIAs) and River Catchment Partnerships operate within the Biodiversity Opportunity Areas and plan and deliver strategic conservation objectives. The Dearne Valley Green Heart NIA and Humberhead levels NIA both fall partly within Doncaster. Development proposals in proximity to these areas should look to contribute towards these initiatives, which will be key contributors to Doncaster's '[Nature Recovery Network](#)'.

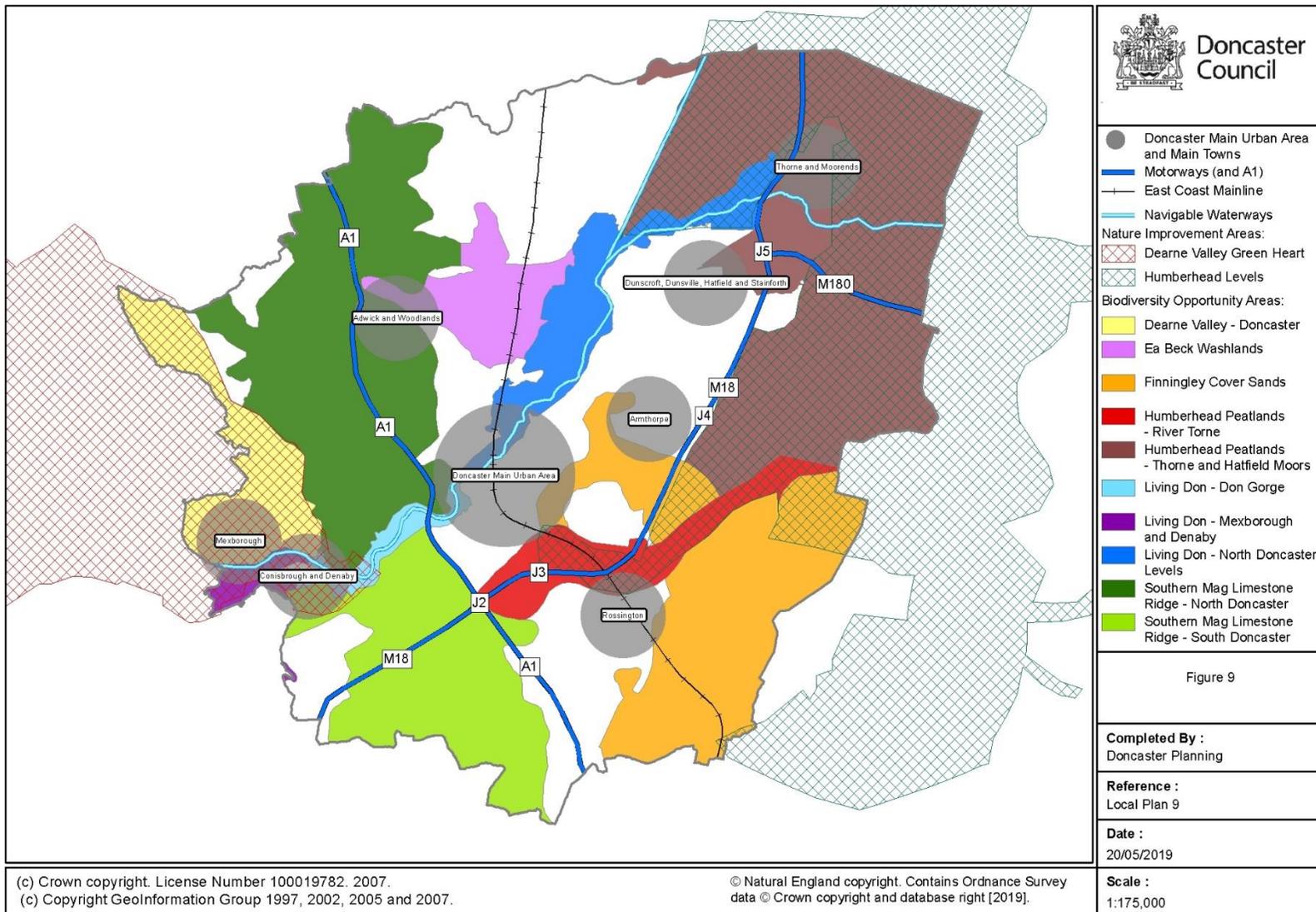
²⁰ Making space for nature: A review of England's wildlife sites and Ecological Network. 2010

10.38. Doncaster's Biodiversity Opportunity Areas have been selected based on regional level studies to identify priority landscape scale project areas for conservation work, but adapted locally reflecting geological data or locally available habitat data, and split into smaller sections where this helps to target the types of habitat that the Council would like to see in an area more precisely. An additional two opportunity areas have been identified that encompass areas that are important locally in the ecological network.

Table 9: Biodiversity Opportunity Areas and Priority Habitats

Landscape Scale Biodiversity Opportunity Area	UK BAP Priority Habitat									
	Hedgerows	Lowland Mixed Deciduous	Wet Woodland	Lowland Calcareous Grassland	Lowland Meadows	Lowland Dry Acid Grassland	Lowland Heathland	Lowland Raised Bog	Lowland Fen and Floodplain Grazing	Ponds
Humberhead Peatlands - Thorne and Hatfield Moors	✓					✓	✓	✓		✓
Humberhead Peatlands - River Torne	✓		✓		✓	✓	✓		✓	✓
Finningley Cover Sands	✓	✓				✓	✓			
Southern Magnesian -Limestone Ridge North Doncaster	✓	✓		✓						✓
Southern Magnesian -Limestone Ridge South Doncaster	✓	✓		✓						✓
Dearne Valley Doncaster	✓	✓	✓		✓				✓	✓
Ea Beck Washlands	✓	✓	✓		✓				✓	✓
Living Don - Mexborough and Denaby	✓	✓	✓		✓				✓	✓
Living Don - Don Gorge	✓	✓	✓	✓					✓	✓
Living Don - North Doncaster Levels	✓	✓	✓		✓				✓	✓

Figure 9: Biodiversity Opportunity Areas



Policy 31: Valuing Biodiversity and Geodiversity (Strategic Policy)

The Borough has a range of internationally, nationally, and locally important habitats, sites and species that will be protected through the following principles:

- A) Proposals which may harm designated Local Wildlife Sites, Local Geological Sites, Priority Habitats, Priority Species, protected species or non-designated sites or features of biodiversity interest, will only be supported where:
 - 1. the mitigation hierarchy is applied so that firstly harm is avoided wherever possible, then appropriate mitigation is provided to lessen the impact of any unavoidable harm, and as a last resort compensation is delivered to offset any residual damage to biodiversity;
 - 2. they use the DEFRA biodiversity metric to demonstrate that a proposal will deliver a minimum 10% net gain for biodiversity;
 - 3. they protect, restore, enhance and provide appropriate buffers around wildlife and geological features and aim to link these to the wider ecological network;
 - 4. they produce and deliver appropriate long term management plans for local wildlife and geological sites as well as newly created or restored habitats;
 - 5. they can demonstrate that the need for a proposal outweighs the value of any features to be lost; and
 - 6. if the permanent loss of a geological site is unavoidable, then provision will be made for the site to first be recorded by a suitably qualified expert.
- B) Proposals which may impact Special Areas of Conservation, Special Protection Areas or RAMSAR Sites will only be supported where it can be demonstrated that there will be no likely significant effects and no adverse effects on the integrity of European sites, unless there are no alternative solutions and it is justified by an "imperative reasons of overriding public interest" (IROPI) assessment under the Habitats Directives.
- C) Proposals that may either directly or indirectly negatively impact Sites of Special Scientific Interest will not normally be supported. Proposals should seek to protect and enhance Sites of Special Scientific interest wherever possible.
- D) In order to ensure development does not negatively impact on nightjar populations, proposals located within 3km of Thorne and Hatfield Moors Special Protection Area, that impact habitats that nightjars may use for feeding on, will only be supported where they deliver a net gain in nightjar foraging habitat.

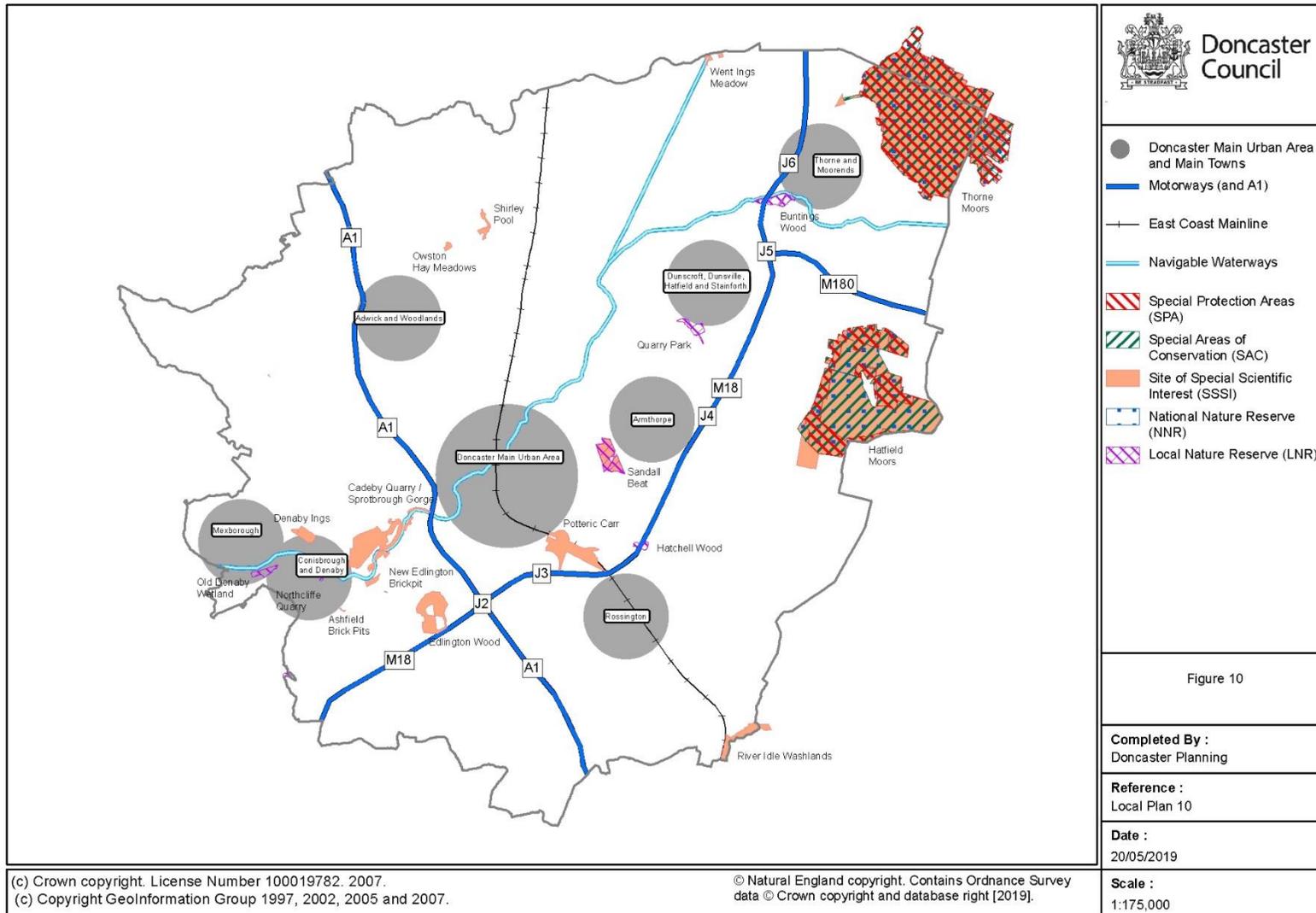
Explanation

- 10.39. National planning policies and legislation protect international sites, such as Thorne and Hatfield Moors Special Area of Conservation and Special Protection Area, and Doncaster's 15 Sites of Special Scientific Interest [Figure 10](#)). The Council will work in partnership with other agencies to ensure the interests of all these sites are protected and enhanced. Thorne and Hatfield Moors Special Protection Area is designated as it supports more than 1% of Great Britain's population of breeding pairs of nightjar. While the breeding habitat of nightjar is protected by the boundary of the Special Protection Area birds fly several kilometres from their nesting sites to find food. It is therefore important that their feeding habitats, which cover a large area in the east of the Borough of Doncaster, are protected. In addition the Borough of Doncaster has approximately 350 local wildlife and geological sites, many of which are in private ownership. As well as their biodiversity or geodiversity value local sites contribute to the distinctive character of an area making the Borough of Doncaster a pleasant place to live and work. This policy will help ensure these sites are protected during development and managed appropriately

for the features for which they are designated.

- 10.40. The use of the mitigation hierarchy will ensure that the most valuable ecological features of a site are protected and harm to biodiversity is minimised. Using the latest DEFRA biodiversity metric is an effective way of accounting for the impacts of a proposal on biodiversity and demonstrating that a net gain will be delivered. It also provides flexibility and encourages projects to consider biodiversity from the outset. Use of the metric rewards schemes that minimise their impacts but also gives options to developers in terms of whether necessary mitigation is delivered on or off site. A minimum 10% net gain will be expected unless national standards increase this in the future. In order to properly inform applications, surveys will be required in line with the latest British Standard (BS42020 2013 or its replacement). Proposals can sometimes affect land surrounding, or neighbouring, local sites as well as impacting them directly. The policy therefore requires that appropriate buffers are provided around Local Sites to ensure that the features of interest for which a site is designated are not lost. Where necessary the Council will also seek planning obligations to help to bring a greater number of Doncaster's local sites into good management and secure their long term sustainability. This is important as it will not only preserve the extent of the ecological network but also improve the quality of the habitats present. The policy will also protect breeding populations of nightjar on Thorne and Hatfield Moors. Nightjar feed on insects such as moths so habitats such as hedgerows, scrub, grassland, ditches and ponds are therefore important. This policy will ensure no net loss of these types of habitat and hence protect this important internationally designated site. In line with the aim of supporting jobs and growth in the Borough of Doncaster the policy gives flexibility in terms of whether sites retain existing habitats or choose instead to create new habitats nearby in compensation for those that will be lost (all offsite habitat creation must still be within 3km of the SPA). Developments that do not result in the loss of, or damage to, nightjar foraging habitat would not trigger the policy and therefore would not be required to create new nightjar foraging habitat.
- 10.41. The Local Biodiversity Action Plan and Geodiversity Action Plan describe Doncaster's biodiversity and geodiversity resource and Doncaster's Green Infrastructure Strategy 2014 sets targets to focus their conservation. The Council has also set out criteria defining why an area will be designated as a local wildlife or geological site. The location of Local Sites are shown on the Policies Map. Together with published information on nationally and internationally designated sites these resources tell us where many of Doncaster's important habitats and species are located.

Figure 10: National and International Wildlife Sites



Policy 32: Local Wildlife and Geological Sites

Local Wildlife and Geological Sites will be identified and designated by the Council and are shown on the Policies Map. Other sites, including those awaiting designation, which can be demonstrated to meet the selection guidelines for Local Sites will be afforded the same level of protection.

Explanation

- 10.42. Local Sites are areas of land that support recognised and valued attributes concerning habitats, species or geological features, which by definition (as set out within the site selection guidelines in Appendix 8) are of substantive local biodiversity or geodiversity importance. Local Sites therefore represent the core biodiversity components of local ecological networks, and complement statutory sites such as Sites of Special Scientific Interest which are designated to protect the best examples of the UK's flora, fauna and geological features. This policy is the mechanism by which these important core sites are identified and their substantive interests can be taken into account as part of development proposals. Protecting and maintaining a functioning ecological network which includes these biodiverse Local Sites, enables the natural environment to effectively deliver ecosystem services and adapt to pressures such as climate change and development. Enhancing, buffering and connecting Local Sites will contribute to the Borough's ['Nature Recovery Network'](#).
- 10.43. The designations shown on the Policies Map represent our knowledge and assessment of Local Sites at a fixed point in time and it is important to note that this is a snapshot of an ongoing process of review. The Council works with conservation partners to continuously collect and record environmental information and assess sites against the Local Site selection guidelines. The conservation value of existing Local Sites as well as non-designated sites may change over time and it is expected that new sites will come forward for designation whilst others will need to be removed from the series. It is therefore necessary for the Local Site series to be updated, using the Local Site selection guidelines, to ensure that all sites can be demonstrated to be of substantive biodiversity and geodiversity interest. Any site that can be shown to meet the Local Sites selection guidelines will receive the same level of protection as a designated site but may not be shown on the Policies Map until it is updated.
- 10.44. The environmental information we hold about Local Sites is managed by the Doncaster Local Records Centre and forms the primary evidence base for the implementation of this policy. Information supporting development proposals is therefore expected to consider this information and address how the biodiversity and/or geodiversity features underpinning a site's reasons for designation will be protected and enhanced to provide a net biodiversity gain. In some scenarios Local Sites may offer appropriate receptor areas for biodiversity compensation measures resulting from development elsewhere, i.e. through an agreed Biodiversity enhancement scheme.

Policy 33: Woodlands, Trees and Hedgerows

Proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided. There will be presumption against development that results in the loss or deterioration of ancient woodland and/or veteran trees. Proposals will need to include:

- A) the submission of survey information of woodland, trees and hedgerows, as appropriate, to a recognised professional and fit for purpose standard which is able to demonstrate evaluation of these features for realistic long-term retention, and how this has positively informed the design process;

- B) demonstration of how retained features are to be protected during development;
- C) an adequate landscape buffer (which excludes built development and residential gardens) adjacent to existing woodlands, wildlife sites and at settlement edges;
- D) sufficient provision of appropriate replacement planting where it is intended to remove trees and hedgerows; and
- E) avoidance of the loss or deterioration of woodland.

Explanation

- 10.45. A pleasant and attractive environment including woodlands, trees, shrubs and other green assets contributes to maintaining and improving the quality of life for people living and working in Doncaster and is significant in helping to attract new investment into the Borough. The evaluation of these existing assets is an important part of the design process for development proposals. Retaining positive green infrastructure assets wherever possible ensures the environment is not damaged and that these assets are available for the benefit of future generations. This is particularly important for woodlands, especially ancient woodlands which have an unbroken history of tree cover and are uniquely valuable and irreplaceable habitats, with no effective form of compensation for their loss or deterioration.
- 10.46. Trees can also confer economic benefits to Doncaster through the provision of 'ecosystem services'. Such services include the production of oxygen, the capture and storage of carbon, the removal of pollutants from the air and the slowing of storm water run-off. Trees are an essential component of urban biodiversity providing food and shelter to many important native and migratory birds and animals and provide a vital resource of deadwood for many invertebrates.
- 10.47. The retention of trees and hedgerows that are present on or adjacent to a site is a consideration whether or not they are protected. New tree planting should be recognised from the outset as an integral part of any development scheme, not just those where it is proposed to remove existing trees. Development layouts should be designed to ensure that retained and newly planted trees have sufficient space to flourish and mature and deliver their full range of environmental benefits without causing harmful nuisance. Trees, which are poorly related to buildings, can cause structural problems, distress or financial loss to occupants. In order to deliver the greatest environmental benefits, the use of native tree and hedgerow species will be encouraged where appropriate.
- 10.48. In no circumstances should woodland be included within residential curtilage and an appropriate buffer zone will normally be required between the woodland edge and development, although it may be possible to locate non-amenity uses within these areas (e.g. service roads or garages), subject to other constraints. Maintaining the ecological connectivity of woodlands via green corridors is a key consideration, and the function of hedgerows is particularly important in this respect. Proposals that either directly or indirectly result in the loss or deterioration of ancient woodland will not be supported unless the need for and benefits of the development at that location clearly outweigh the loss. When considering the planning balance in these cases compensation proposals must not be considered as part of the benefits resulting from a development.
- 10.49. There are nationally recognised surveying methods (for example. the current version of British Standards Institute 5837: Trees in relation to design, demolition and construction – Recommendations; Defra (2007) and the Hedgerow Survey Handbook, a standard procedure for local surveys in the UK). These are readily available online to aid the planning process. The Borough's Green Infrastructure Strategy sets out the key principles that ensure that the

provision of green assets is embedded in to the design of development, adding value to the place-making process. Supplementary Planning Documents may be prepared to support this policy.

Policy 34: Landscape (Strategic Policy)

Proposals will be supported that take account of the quality, local distinctiveness and the sensitivity to change of distinctive landscape character areas and individual landscape features, in particular Thorne and Hatfield Moors. Development will be permitted provided that it conserves, enhances and, where possible, restores:

- A) the landscape character and local distinctiveness of the area including its historical, biodiversity, cultural character and its tranquillity;
- B) the distinctive setting of, and relationship between, settlements and buildings and the landscape including important views;
- C) the nature conservation value of the area including the pattern of woodland, forests, trees, field boundaries, vegetation and other features;
- D) the special qualities of rivers, waterways, wetlands and their surroundings; and
- E) the topography of the area including sensitive skylines, hillsides and geological features.

Where development proposals will most likely result in a significant impact on the Borough's landscape the proposals should assess the potential impact and propose how any negative effects will be minimised. In doing so consideration should be given to:

- F) alternative site selection;
- G) the scale, massing, design, form, layout, orientation and/ or operation of the development;
- H) the incorporation of suitable mitigation measures, or;
- I) where suitable mitigation measures are not achievable on site, then development should provide appropriate compensation off site.

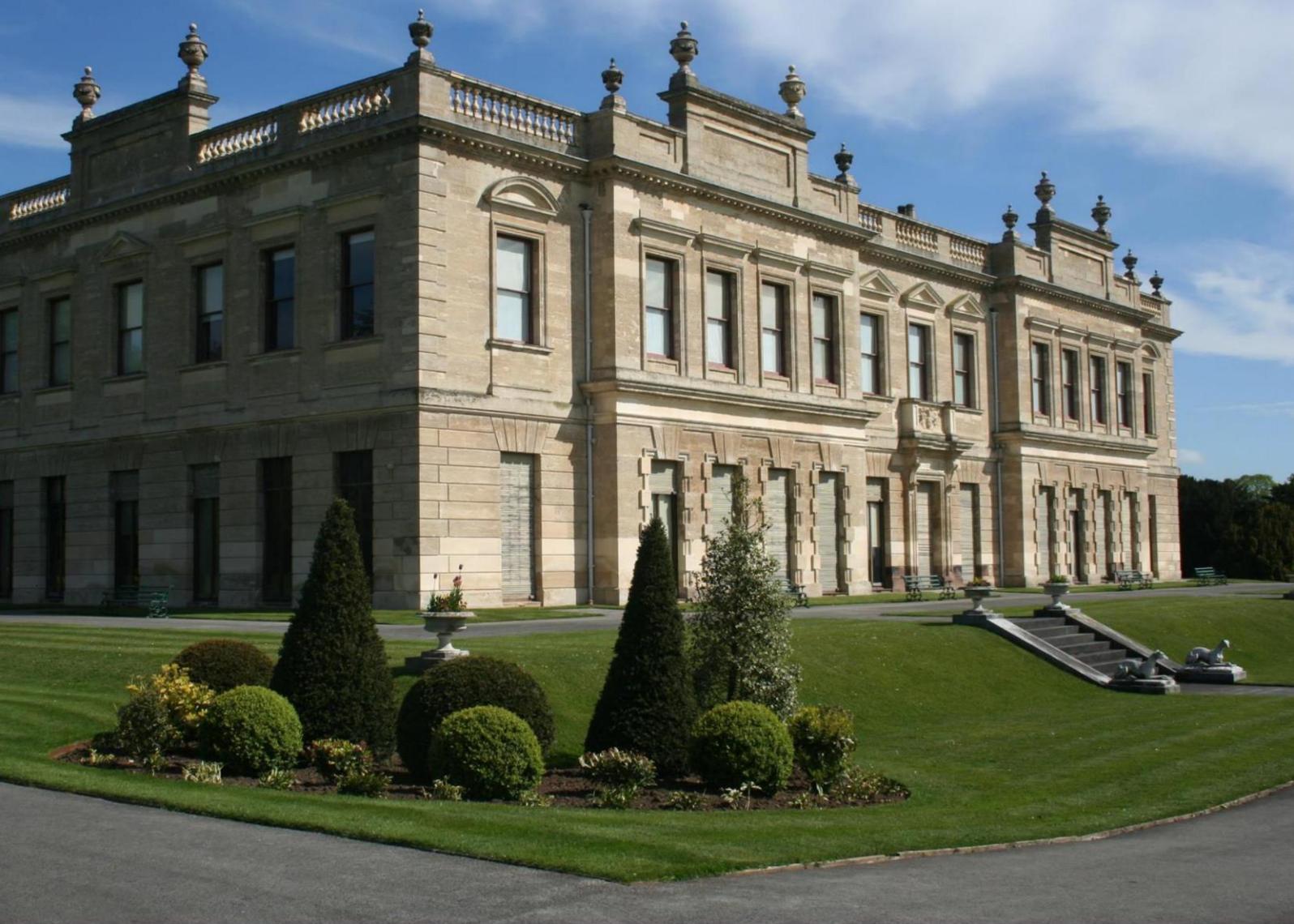
Landscape works shall be appropriate to the scale of the development in accordance with Policy [49](#) (Landscaping of New Developments).

Explanation

- 10.50. Landscape setting is an important element contributing to local character and quality of life. It is concerned with the positive, distinct, recognisable and consistent pattern of elements that make each landscape and settlement different. These elements are defined by geology, landform, drainage, vegetation cover, settlement pattern and land use. The policy is needed to protect, maintain and enhance the distinct character, identity and setting of existing settlements. This in turn will help to support local distinctiveness, regeneration and foster community pride by maintaining and enhancing a sense of place for people living in different areas. This policy will help the Borough to grow but in a manner that is sensitive to its landscape.
- 10.51. The landscape character and quality of the Borough's countryside varies considerably. To the west and south lies the attractive belt of Magnesian limestone country bisected by the Don and Went Gorges, well wooded and mostly intensively farmed. To the east is the Bunter sandstone,

less hilly and quite extensively farmed. To the north-east lies a much larger and generally flat landscape, criss-crossed by drainage ditches and with extensive peat moors. Distinctive local elements such as hedgerows, trees, copses, woodlands, river valleys, ponds, watercourses, historical sites, estate features, enclosure landscapes, stone walls and other built heritage features all contribute to the overall character. The tranquillity of significant areas of undisturbed countryside also contributes substantially to the quality of the countryside and its enjoyment.

- 10.52. The Landscape Character and Capacity studies in Doncaster describe variations in the landscape, which make one area distinctive from another, and assess landscape sensitivity and the capacity of the landscape to accommodate various types of development without adverse effects. These will be material considerations in the determination of relevant planning applications.
- 10.53. Support will be given to initiatives, strategies and projects working towards or contributing to landscape scale conservation, implementing an integrated approach to managing the environment and all its functions.
- 10.54. Landscape scheme preparation shall be appropriate to the scale of the development and its impact, and shall have regard to appropriate technical standards. Consideration shall be given to:
 - potential future climate change
 - existing soil resource and the requirements for ground preparation
 - retention of existing vegetation
 - appropriate species selection and spatial requirements
 - site utilities, services and circulation
 - tree planting sizes, specifications and accessories
 - sustainable drainage, including use of green roofs, rain gardens and rainwater harvesting
 - community involvement, access and safety issues
 - maintenance and management including replacements of failed stock.



Chapter 11

The Historic Environment



Chapter 11: The Historic Environment

Introduction

- 11.1. Doncaster's rich and diverse heritage assets include evidence of early settlements, castles, country houses and estates, nationally significant parks and gardens, historic market towns and villages, ecclesiastical, agricultural, civic and industrial buildings, railway and canal structures, twentieth-century suburbs and planned colliery settlements. The geology of the Borough gives rise to an interesting variety of vernacular building materials from sandstone buildings to the west, through limestone buildings, to brick and timber-framed buildings to the east. Stone slate, Welsh slate and clay pantile roofs are distinctive characteristics of parts of the Borough. Policy [35](#) identifies those heritage assets that are of particular importance to the distinctive character of Doncaster and the enjoyment of its historic environment and how those assets will be conserved for the future.
- 11.2. The development management policies which apply to the historic environment of the Borough follow the significance led approach of national policy in the NPPF. An adequate analysis of the significance of heritage assets affected by proposals is essential for understanding the impact of any such proposals so Policy [36](#) and its supporting text is fundamental to good decision making. This is followed by more detailed policies for all types of applications affecting designated and non-designated heritage assets within Doncaster so that applicants may make more successful applications. These policies either expand on those within the NPPF or develop on areas where the NPPF is silent.
- 11.3. The benefits of these policies should contribute towards improving the quality of the historic built and landscaped environment and, in conjunction with other design policies, the stimulation of high architectural quality in new buildings, the creation of a stronger local identity and sense of place, increased sustainability, and the encouragement of local building craft skills.

Policy 35: Valuing our Historic Environment (Strategic Policy)

Doncaster's historic environment will be conserved in accordance with the following principles.

- A)** Proposals and initiatives will be supported which preserve and, where appropriate, enhance the heritage significance and setting of the Borough's heritage assets (including locally identified undesignated heritage assets), and especially those elements which contribute to the distinct identity of the Borough. These include:
1. the nationally-important waterlogged archaeological remains at Sutton Common, Thorne Moor, and Hatfield Moor;
 2. the Roman camps and settlements, motte and bailey castles, historic houses, historic parks and gardens and villages, with special regard to those along the Southern Magnesian Limestone Ridge;
 3. the Georgian townscape and the railway heritage of Doncaster, its historic grain, including its street layouts and plot sizes and key views and vistas especially of the spires and towers of Doncaster's churches;
 4. the Borough's historic market towns such as Thorne, Hatfield, Bawtry, and Tickhill;
 5. early twentieth century suburban developments, including planned colliery villages; and
 6. sites and structures associated with aviation history including the heritage of the second world war and cold war.
- B)** Proposals and initiatives will be supported which improve the accessibility and enjoyment of the Borough's existing and potential local, regional and national historic attractions in keeping with their heritage significance. These include:

1. The Mansion House
2. Cusworth Hall and its parkland
3. Doncaster Minster (St. George's Church)
4. Conisbrough Castle
5. Brodsworth Hall and parkland.

C) Proposals and initiatives will be supported which identify, promote and secure the long term future of Doncaster's heritage assets. These include:

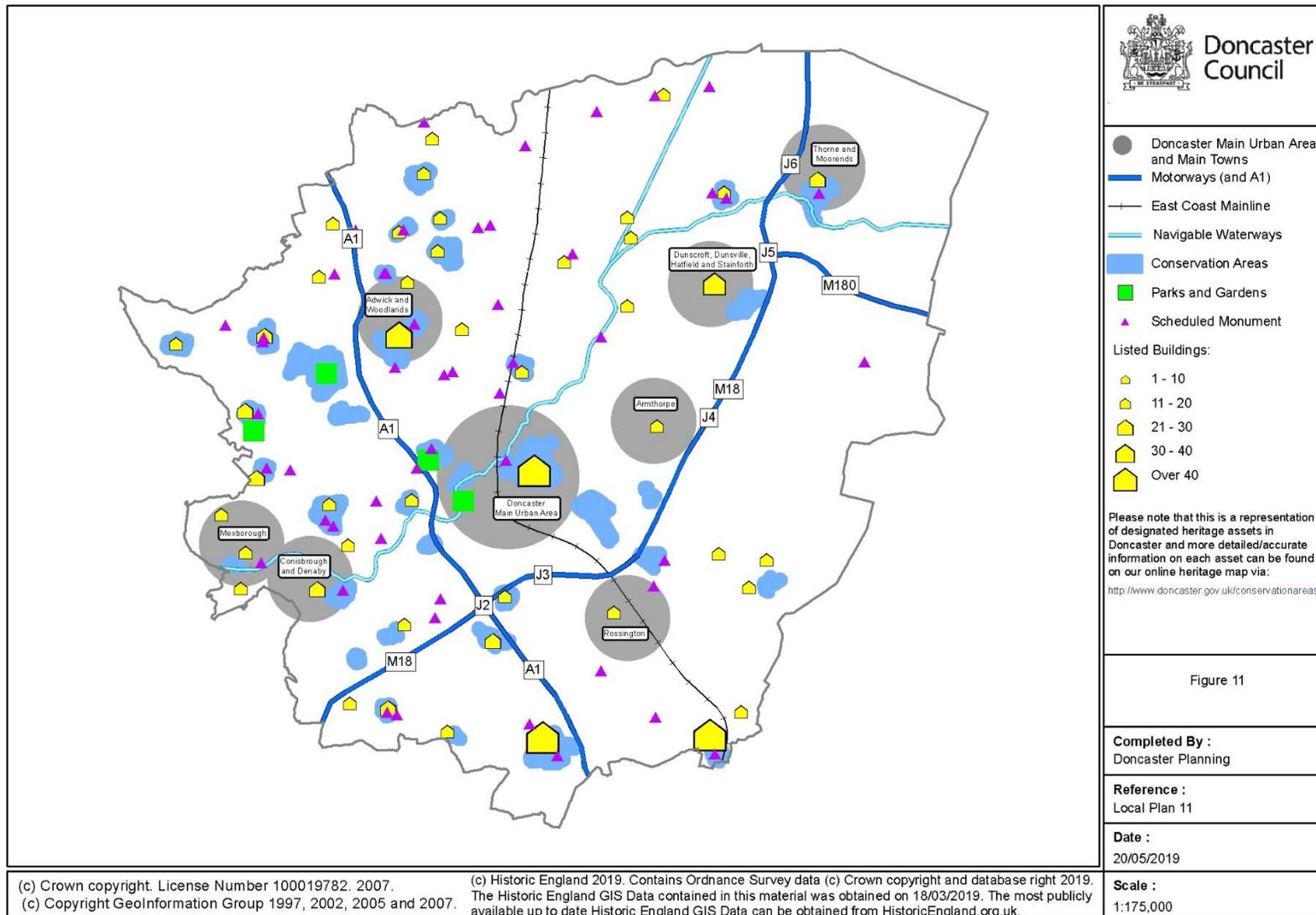
1. Increasing and making publically available our knowledge and understanding of the historic environment gained through the planning process;
2. continuing to review existing and prospective parks and gardens of local historic interest and consideration of the designation of buildings of local architectural and historic interest;
3. the identification of heritage assets at risk and implementing strategies and initiatives to reduce their number through positive management;
4. supporting the re-use of sites and buildings of heritage significance putting them to viable uses consistent with their conservation; and
5. supporting investment in the repair and maintenance of Doncaster's historic buildings.

Explanation

- 11.4. The Borough has around 800 listed buildings, designated nationally. In addition, we have 4 nationally registered parks and gardens of special historic interest and 51 nationally designated scheduled monuments. These are detailed in The National List for England which is publically available. The Borough has designated 46 conservation areas reflecting the variety of heritage assets described in Policy [35](#) and their individual characteristics contribute to the distinctive character of the Borough.
- 11.5. Undesignated heritage assets also contribute to local character. There are 26 parks and gardens of various types we have identified as being worthy of designation as Parks and Gardens of Local Historic Interest. The Borough has a rich archaeological record which can be found in the Sites and Monuments Record held by the South Yorkshire Archaeology Service (SYAS). Outside conservation areas there are likely to be numbers of historic buildings and structures which while not meriting national listing also contribute to local distinctiveness. The process of identifying such buildings and structures is described under Policy [41](#) below.
- 11.6. Part A of this policy together with the supporting policies in this chapter explains how the Borough's historic environment will be sustained and enhanced particularly with regard to reinforcing local distinctiveness. Part A identifies particularly important elements which contribute to the distinctive character of the Borough which is intended to give them additional weight in planning decisions. This policy places importance on identifying and protecting the distinctive local identity of the Borough's heritage assets whether these be 'designated' (e.g. listed buildings, conservation areas or Scheduled Monuments) or 'undesignated' (e.g. local parks and gardens of historic interest or as yet unknown archaeological remains).
- 11.7. The adopted Doncaster Heritage Strategy (2015 – 2019) goes beyond the physical historic environment and seeks to ensure a coordinated approach across the Council to all heritage related services and activities. The strategy identifies key buildings and projects which are important to the heritage of the Borough. The purpose of Part B of this policy is to give increased weight in decision making to proposals that serve to increase the accessibility to, and enjoyment of, these heritage assets and serves to encourage greater opportunities for use of the historic environment in education and increased levels of investment and tourism. Heritage assets of national significance are identified in the policy but the policy is intended to apply equally to other heritage assets of regional or local significance referenced in the document.

The Doncaster Heritage Strategy also identifies how the long-term conservation of the Borough's heritage assets can be achieved and how this can be accomplished through the planning process is identified in Part C of the policy.

Figure 11: Designated Heritage Assets in Doncaster



Policy 36: Understanding and Recording the Historic Environment

Proposals that affect known or potential heritage assets will require:

- A)** The provision of a heritage statement (or its equivalent) that includes:
1. sufficient information to gain an understanding of the potential impact that the proposals will have on the significance of any heritage assets or historic environment likely to be affected; and
 2. for heritage sites with archaeological interest, at least a desk-based assessment and, where appropriate, the results of a field evaluation.
- B)** In the exceptional circumstances where harm could be justified, detailed investigation and recording will be required to an agreed standard in advance of any alteration, demolition or groundwork to ensure that an understanding of the affected heritage asset is gained and that knowledge is widely publicised including deposition of the site archive with the relevant archive repository and deposition of a report on the results with the South Yorkshire Sites & Monuments Record (Historic Environment Record).

Explanation

- 11.8. Many proposals lack an adequate appraisal of their impact on the Borough's historic environment and heritage assets²¹. Therefore, this policy reinforces national policy in requiring that proposals for such assets be supported by an adequate heritage statement so that the heritage significance referred to in other policies is clearly understood and informs decisions.
- 11.9. Part A of this policy explains what is required for proposals affecting all heritage assets. An adequate analysis of the heritage asset is essential for understanding the impact of any such proposals. The degree of information required should be proportionate to the significance of the heritage asset and, for minor applications, the heritage statement can be incorporated into a design and access statement (if this is also a requirement). A heritage statement should include details of how the assets and their significances will be affected by the proposed development, demonstrate a clear understanding of the significances, and show how the proposals will minimise any adverse impacts on the asset and its setting. Where the proposal is likely to result in harm to a heritage asset the justification for any harm (including any public benefits arising from the proposed development) should be set out in the heritage statement. As a starting point for any applications affecting heritage assets, particularly those of archaeological interest, the Sites and Monuments Record held by the South Yorkshire Archaeology Service should be consulted. A good understanding of the significance of the heritage asset is the foundation for applying all of the heritage policies below.
- 11.10. National Policy explains that there are exceptional circumstances, for example, where there would be benefits to the community or for sustainable development that would decisively outweigh the historic value of the heritage asset, where loss or damage to heritage assets may be acceptable. In such circumstances Part B of this policy sets out the Council's expectations that a developer will undertake an appropriate level of recording for the historic building or archaeological asset so that understanding of the contribution of that asset to local character is not completely lost but adds to our knowledge of the heritage of the Borough.
- 11.11. Where loss or damage has been agreed to a heritage asset, an appropriate record will need to be achieved through detailed recording. For historic buildings this may take the form of a photographic or drawn survey, depending on the building. This must be carried out in advance

²¹ defined in Glossary

of any alteration or demolition works taking place. Where loss or damage has been agreed to historic landscape features or archaeological sites, detailed recording in the form of earthwork survey and/or excavation will be carried out in advance of any groundworks (including removal of foundations and other clearance works) taking place. The Council can advise on the level of recording required for individual heritage assets.

- 11.12. Making such information publicly available is enshrined in the NPPF. Therefore, where such recording has been carried out the results, and any ensuing analyses and research, must be written up and published and the resulting archive deposited with an appropriate archive repository. Opportunities should be sought for the results to be interpreted and displayed on site within the new development.

Policy 37: Listed Buildings

Development proposals affecting a listed building or its setting will be assessed against the following principles:

- A)** Proposals that enhance or better reveal the significance of a listed building or structure will be supported. Proposals that harm the significance of a listed building or its setting will not be supported other than in circumstances where that harm is clearly outweighed by the public benefits of the proposal having regard to the significance of the heritage asset affected.
- B)** alterations and extensions to a listed building will be considered acceptable where they are sympathetic to the historic proportions and massing of the building, make use of materials that complement the materials used on the building; and preserve and enhance its special interest.
- C)** measures for improving the energy efficiency of a listed building will be supported where they do not conflict with its special interest as a listed building. Where there is a conflict of interest the Council will weigh the public benefits of the proposal against the harm to the listed building having regard to the significance of the heritage asset.
- D)** a proposal for a change of use to a listed building would be considered acceptable where it does not harm its heritage significance. Where a change of use requires significant alterations with potential harm to the listed building it will be necessary to demonstrate that the proposed alterations are necessary to secure the long term survival of the listed building.
- E)** Permission will not be granted for proposals which would result in substantial harm or total loss of a listed building or structure unless the building cannot reasonably be repaired and we are satisfied that every effort has been made to secure, repair, or reuse the building, to find an alternative use through maintenance, grant assistance, or offer for sale or lease, or, that there are substantial and demonstrable public benefits to be gained which outweighs the loss of the building.

Explanation

- 11.13. This policy expands on the requirements for proposals affecting listed buildings or their settings. The policy should be applied alongside Policy [36](#) which requires that proposals should be informed by an understanding of the heritage significance of the listed building.
- 11.14. That heritage significance can include the form of the building, its materials, its proportions and detailing, or other factors as may be revealed during the planning process. For example, traditional limestone buildings in the rural villages and countryside in the west of the Borough often use random coursed rubble limestone, clay pantile roof, and timber windows. Modern low

cost or mass produced alternatives tend not to complement these and lead to erosion of character and local distinctiveness.

- 11.15. Understanding the heritage significance of a listed building includes assessing the contribution made by its setting. For example, the Borough contains a number of heritage assets of different designations in the form of great houses and associated formal gardens where the wider landscape also forms part of the setting. Proposals affecting the setting of a listed building should contain sufficient information in the application to assess the impact of a proposal on that setting.
- 11.16. Where the significance of a listed building has been lost or eroded through inappropriate alterations, proposals which will restore the building may be supported but would need to be justified within a heritage statement. The considerations that would apply in any assessment include:
- whether the significance of the elements that would be restored decisively outweigh those that would be lost;
 - the work proposed is justified by compelling evidence of the evolution of the building and is executed in accordance with that evidence;
 - the current form of the building is not the result of an historically significant event;
 - the work proposed respects previous forms of the place; and
 - the maintenance implications of the proposed restoration are considered to be sustainable.
- 11.17. Ensuring that extensions and alterations to listed buildings reflect the character of these buildings and encouraging the reversal of unsuitable alterations will contribute to retaining the distinctive local identity of the Borough.
- 11.18. It is recognised that the conservation of energy and the improvement of thermal efficiency of buildings will be of increasing importance in future years and that there is increasing pressure on listed buildings to adapt. Part C of this policy is intended to apply to proposals for small scale micro-generation equipment such as solar panels or for proposals for improving energy efficiency such as external cladding or upvc double glazing which require alteration to a listed building. Such proposals can have an adverse impact on its character as a listed building. For example, altering the external cladding of limestone buildings, solar panels against clay pantile roofs, or unsympathetic upvc frames can all impact adversely on some historic buildings whereas others can absorb a degree of change.
- 11.19. Such alterations to listed buildings require listed building consent and where planning approval or listed building consent is needed the proposal should balance the needs of the environment with the heritage value of the building. Where the special interest of a listed building precludes alterations that may be acceptable elsewhere other opportunities should be sought to improve the thermal efficiency of the building.
- 11.20. The demolition of a listed building should only be considered in exceptional circumstances which are outlined in national planning policy on substantial harm or total loss of significance to a heritage asset. The criteria for assessing such proposals are covered in part E of this policy. Where such loss occurs, a degree of building recording proportionate to its heritage value as described in Policy [36](#) would be required.
- 11.21. Historic England, in conjunction with the Council, has developed databases of Grade I and II-star Listed Buildings at Risk and the Council has also prepared a list of Grade II Listed Buildings at Risk. Strategies and initiatives to reduce the number of buildings and areas at risk are being developed by the Council. Decision making through the planning process is an important part of this strategy and finding a sustainable use for a historic building 'at risk' would be considered a public benefit

Policy 38: Conservation Areas

Development proposals affecting, or within the setting of, Conservation Areas will be assessed according to the following principles:

- A) Proposals should take fully into account the identified significance contained in the Conservation Area Appraisal for the relevant designated area where published.
- B) Proposals should not detract from the heritage significance of a conservation area by virtue of their location, layout, nature, height, density, form, scale, materials or design or by the removal of trees, the loss of important open spaces or other important landscape features, or through adverse impact on key views and vistas. Proposals that may result in potential harm to a conservation area will be refused unless the harm is outweighed by public benefits arising from the development.
- C) Proposals will be supported where it can be demonstrated that they will enhance or better the reveal an element which can contribute to the character and appearance of the conservation area. Proposals within conservation areas requiring the demolition of buildings that make a positive contribution to the conservation area will not be supported unless the building is currently derelict and is incapable of rehabilitation; or the removal of the building, and/or the proposed redevelopment of the site, would result in demonstrable public benefits sufficient to outweigh the harm.
- D) Any proposal for the demolition of a building or site in a conservation area will need to be accompanied by an acceptable redevelopment scheme or a remedial scheme for making good the building or site which will be required to be implemented immediately following demolition.

Explanation

- 11.22. Conservation Areas are designated by the Council, as local planning authority, under national legislation and Councils are required to pay special attention to the desirability of preserving or enhancing their character and appearance. Conservation area appraisals and management proposals will be used to identify and assess local character and promote enhancement. There is an ongoing programme of appraisals for these designations which are now publicly available for all the Doncaster town conservation areas and most of the major settlements. In addition, the key characteristics of each of the Borough's conservation areas are described in conservation area character summaries on the Council's website.
- 11.23. Proposals will be expected to preserve and/or enhance the character and appearance of a conservation area. In identifying the key elements of character and appearance which contribute to the heritage significance of a conservation area, proposals should draw on published conservation area appraisals where these exist and use these to inform heritage statements. Enhancement can include the demolition of an unsightly building and/or sympathetic redevelopment of a site particularly where identified in conservation area appraisals and management plans as a site or building where change is encouraged.
- 11.24. Part B of the policy describes in detail the criteria by which proposals will be assessed in determining applications in or affecting conservation areas. The policy also explains exceptional circumstances where harm may be accepted. Harm may be localised to a part of the conservation area or (particularly in small conservation areas) may be substantial. Public benefits may be anything that delivers economic, social or environmental progress but should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit.

- 11.25. Part C of this policy includes the criteria by which proposals for the demolition of buildings which make a positive contribution to the character and appearance of a conservation area are assessed. It is important to note that the test for public benefits will be more stringent depending on the significance of the building and its impact. In the event that permission to demolish a historic building is granted a degree of building recording proportionate to its heritage value as described in Policy [36](#) would be required.
- 11.26. Part D of the policy is intended to ensure that demolition proposals do not result in long term unsightly gaps which detract from the character and appearance of a conservation area.
- 11.27. In conservation areas, where significant harm may be caused to its character and appearance through permitted development rights, the Council will consider the introduction of Article 4 directions to restrict such rights in order to preserve the character of the conservation area.
- 11.28. Sufficient information is required in an application to fully understand the impact of a proposal on a conservation area. Normally full planning permission would be required for proposals within conservation areas. Outline applications are unlikely to provide the degree of information required to properly assess a proposal affecting a conservation area.
- 11.29. This policy applies to all development within or affecting conservation areas. Ensuring that alterations to conservation areas retain the character of these areas will contribute to retaining the distinctive local character of the Borough.

Policy 39: Historic Parks and Gardens

Development affecting Historic Parks and Gardens will be assessed against the following principles:

- A)** Development proposals within, or affecting Doncaster's nationally registered parks and gardens, and parks and gardens of local historic interest (as shown on the Policies Map) should preserve and, where appropriate, enhance the heritage significance of these parks and gardens.
- B)** Proposals affecting a historic park of local or national significance should not result in harm to the built or landscape features or key views or vistas which contribute to the significance of the historic park or garden, or which might prejudice future restoration.
- C)** Where proposals result in harm or substantial harm to the significance of a nationally designated historic park the proposal will be considered in relation to the extent of harm arising from the proposal, the relative significance of the historic park and garden, and any public benefits arising from the proposal. In the case of parks and gardens of local interest a balanced judgement will be taken weighing the scale of any harm against the significance of the park.

Explanation

- 11.30. Nationally registered parks and gardens are 'designated heritage assets' with the highest priority for protection and the Garden History Society will be consulted on applications affecting Historic Parks and Gardens on the national register.
- 11.31. A further 26 Parks and Gardens of local historic interest have been identified at the outset of this Plan. The heritage significance of these, the process of assessment, together with the criteria by which they were assessed is described in the document 'Identification and Assessment of Parks and Gardens of Local Historic Interest' which is on the Council's website. The identification and assessment of these parks and gardens was subject to a process of public consultation explained in the document. The criteria by which these were selected are

included as Appendix [8](#). The Council will continue to review existing and any prospective parks and gardens of local historic interest.

- 11.32. The merits of any proposal should be weighed against the impact on its relative heritage significance. In assessing proposals for these local designations the statement of their significance is a material consideration.
- 11.33. Whilst some historic parks and gardens are in private ownership others are public parks used for recreation. Part B of the policy is required so that where there is development for recreation uses those features which contribute to the character of the park or garden are not overlooked and that the opportunity for restoration in future is not prejudiced.
- 11.34. Normally full planning permission would be required for proposals within a historic park and garden in order to fully understand the impact of the proposal on their heritage significance.
- 11.35. This policy applies to all development within national and locally designated historic parks and gardens. Ensuring that alterations to historic parks and gardens retain the character of these landscapes will contribute to retaining the distinctive local character of the Borough.

Policy 40: Development Affecting Archaeology

Development affecting archaeological remains will be assessed against the following principles:

- A)** Development that would result in harm to the significance of a scheduled monument or other nationally important archaeological assets will not be permitted other than in exceptional circumstances.
- B)** Development affecting other archaeological assets will need to demonstrate how any benefits will outweigh harm to the site. When development affecting such sites is justifiable, the Council will seek to ensure preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for appropriate investigation and recording including excavation in accordance with Policy [36](#).

Explanation

- 11.36. Archaeological remains are a finite resource containing irreplaceable information about the past and are valuable in themselves and for their contribution towards education, recreation and the economic life of the Borough. The Council believes that archaeological and historic remains should not be needlessly destroyed and their presence is a material consideration in applications for new development. The purpose of this policy is to set out the principles by which development affecting archaeological remains will be assessed. As a first step in developing proposals it is important to understand the nature, significance, and physical extent of the archaeological remains present, and the impact on these of the proposal, as required in Policy [36](#).
- 11.37. Part A of the policy makes it clear that development proposals that would result in harm to the significance of scheduled monuments or other nationally important archaeological sites will not be permitted other than in exceptional circumstances, which are set out in the NPPF. This also adds that substantial harm or loss should not be permitted other than in wholly exceptional circumstances.
- 11.38. Part B of the policy sets out the approach that will be taken towards developments likely to affect archaeological sites of regional or local importance. In the case of such archaeological remains, there is a need to reconcile the relative importance of the remains with the need for the development. Developments should be located or designed to avoid archaeological remains, to

ensure that these remains are preserved in situ. Where in situ preservation is not justified or feasible, and the development proposal is acceptable in principle, the developer will be required to make appropriate and satisfactory provision for the excavation and recording of the remains before planning permission is granted, as set out in Policy [36](#).

- 11.39. Archaeological sites of national and local importance are identified in South Yorkshire's Sites and Monuments Record. More and more information about the Borough's archaeological record is being revealed through investigation and recording as a result of the planning process. Part B of this policy would lead to this information becoming more widely accessible and will inform future decision making.

Policy 41: Buildings or Structures of Local Historic Interest

Development proposals affecting buildings that have been identified as of local historic interest will be assessed against the following principles:

- A) Proposals which retain those elements of a building of local historic interest which have been identified as contributing to its heritage significance, or proposals which better reveal its significance will be supported.
- B) Proposals should seek to avoid harm to those features, including setting, which contribute to the significance of the building of local historic interest. Where proposals result in harm or substantial harm to the significance of a building of local historic interest a balanced judgement will be made taking into account the degree of harm and relative significance of the heritage asset.

Explanation

- 11.40. Many historic buildings are not of national significance but contribute to local character in various ways or have local historic interest. Outside conservation areas their historic character is not currently a planning consideration. As part of a positive strategy for the conservation and enjoyment of the historic environment required by the NPPF, and as expressed in the Council's Heritage Strategy, the Council will seek to identify unlisted buildings of heritage significance through a local list of buildings of architectural and historic interest with priority given to such buildings outside conservation areas. A draft set of criteria for compiling such a list is included in Appendix [10](#) and the process for establishing such a list will be subject to further public consultation. Buildings that qualify for the 'local list' by meeting the criteria may also be revealed as part of the planning application process or through the neighbourhood plan process. Once a local list that has undergone public consultation is established the heritage significance of buildings or structures on the list would be a material consideration in planning applications.
- 11.41. Policy [41](#) establishes the policy framework to assess such applications. Where buildings have been identified by the Council as buildings of local architectural or historic interest proposals for alterations or extensions will be expected to retain the heritage significance of such buildings including their setting. The policy recognises that less weight would be given to these 'undesigned' heritage assets relative to 'designed' assets and that a balanced judgement would be required in assessing applications. Policy [41](#) would apply to local list buildings located outside conservation areas. Locally listed buildings within conservation areas would be subject to Policy [38](#).
- 11.42. This policy will contribute to the preservation and enhancement of Doncaster's historic environment through conserving the heritage value of these buildings and this would also assist in retaining local distinctiveness particularly where such buildings are located outside conservation areas.



Chapter 12

Design and the Built Environment



Chapter 12: Design and the Built Environment

Introduction

- 12.1. National planning policy requires new developments to be well designed and appropriate to the area in which they are located. The following policies focus on proposals within the urban environment and should be considered alongside the national requirements – they provide a framework for the assessment of the design aspects of proposals.
- 12.2. In meeting these policies development will help contribute to the Local Plan vision and objective of ensuring our towns, suburbs, villages and countryside benefit from high quality appropriate development that reinforces distinctive and vibrant places. The policies will help protect the amenity of existing residents and businesses whilst meeting the needs of local communities, and help foster local pride.

Policy 42: Character and Local Distinctiveness (Strategic Policy)

Imaginative design and development solutions will be encouraged, including innovative and contemporary architecture and public art, to ensure that proposals respect and enhance identity, character and local distinctiveness through adherence to the following principles:

- A) Development proposals will be supported where they:
1. recognise and reinforce the character of local landscapes and building traditions;
 2. are of a high quality design that contributes to local distinctiveness;
 3. respond positively to their context, setting and existing site features, respecting and enhancing the character of the locality; and
 4. integrate visually and functionally with the immediate and surrounding area at a settlement, neighbourhood, street and plot scale.
- B) Where an applicant wishes to utilise standardised, or 'off the shelf' designs which have been used previously, unless these designs are rigorously justified under the requirements of part E of this policy, the designs must be adapted to complement or re-interpret local character, or make them more distinctive by developing an appropriate locally inspired new identity and appearance for the development.
- C) Neighbourhood plans and applications for development should consider the potential for inclusion of public art policies and proposals which capture the imagination and identity of local communities, including modest or subtle works for smaller developments.
- D) Major urban extensions, high profile and prominent developments (including those within areas visited or seen by large numbers of people), and new public spaces will be expected to provide or make a contribution toward permanent public art. Key priority areas for art include, but are not limited to; Doncaster Town Centre (including the Market Place, Station Square, Retail Core, Civic Quarter, Waterfront and Minster Canalside), Thorne and Mexborough Town Centres, other local, district and out of town shopping centres, the Airport, and main transport corridors and key gateway locations identified on the Policies Map.
- E) In all cases, applications and design proposals will need to demonstrate an understanding of the context, history, character and appearance of the site, adjacent neighbourhood and the wider area, to inform the appropriate design approach. For major applications this understanding should be informed by the views of local communities affected by the proposal, and alongside the adopted design approach, is to be clearly explained and presented within the Design and Access Statement.

Explanation

- 12.3. Doncaster has a rich variety of urban environments, so there is no single vernacular or simple solution to reflecting local character. Moving forward we want to re-invent our townscape in a positive and distinctive way which meets modern needs, whilst not forgetting existing character or history. New development has an important role to play in delivering this and we are keen to encourage designers to be creative in proposing locally inspired and distinctive new places, spaces, art and buildings in collaboration with local communities. To do this, applicants must have a good understanding of the area in which their development will take place, its history and the design aspirations of local people. This includes undertaking an appraisal of the site characteristics, adjacent streets, the local settlement and neighbourhood, its movement network, landscape, open spaces, layout, building forms, siting, spacing, details and materials. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Attempting to justify insensitive design by referencing adjoining 'anywhere neighbourhoods' as the local vernacular, which have little sense of place or justifying a design that has not been derived from a site responsive design process will not be looked upon favourably.
- 12.4. Anchoring new neighbourhoods and homes to the surrounding local context through their design enriches the area and evokes a strong visual identity to which people respond positively. This fosters a sense of ownership and helps to establish community self-recognition. The resulting place is equally attractive and appealing to the existing local community and new residents, as well as reflecting the vision of architects and planners. Local building forms and details in particular contribute to the distinctive qualities of a place. These can be successfully interpreted in new development without necessarily restricting the scope of the designer or significantly impacting viability. Standard solutions rarely create a distinctive identity or make best use of a particular site. It is not about creating pastiche developments which awkwardly reflect the past. It is about taking design cues from the vernacular of the settlement. The use of local materials, building methods and details can be an important factor in enhancing local distinctiveness when used in evolutionary local design, and can also be used in more contemporary design.
- 12.5. The Council recognises in its Public Art Strategy the inherent social, cultural and economic value public art has in reflecting culture, expressing the history and experiences of our Borough, and contributing toward and showcasing our unique identity. Public art brings our public spaces to life; it challenges our ideas and values and it creates an ongoing conversation between our past, present and future. Public art is free to experience and plays an important role in increasing the liveability and desirability of the Borough, which in turn has long term social and economic benefits. The Council will support applicants for new development to make a contribution to enhancing public art in the Borough commensurate in scale to the profile and size of development and with due consideration to other Local Plan policies, feasibility and viability.
- 12.6. Further sources of information regarding local character and more distinctive areas in Doncaster can be found in our Conservation Area Appraisals and Landscape Character Assessment documents. Similarly, the South Yorkshire Historic Environment Characterisation project is a good starting point as it sets out some of the key development types across the Borough and the distinctive characteristics and history of different areas which include:
- Complex historic town cores – historic settlement cores with the presence of market places, castles and multi-phase medieval planning’.
 - Nucleated rural settlements – individual distinctive settlement cores often surrounded by later suburban development.
 - Turn of the 20th century villa suburbs – low density housing built for the wealthier middle classes in suburbs typified by spacious green environments.
 - Grid iron terraced housing – blocks of conjoined terraced housing related to historic industry, often with distinctive detailing and embellishments.

- Industrial and post industrial zones – large-scale older employment buildings, sidings and yards. Modern large-scale pre-fabricated commercial buildings.
- Planned industrial settlements – large, garden suburb influenced housing estates built for miners / industrial workers and their families.
- Doncaster re-planned centre zone – modernist and contemporary redevelopments in re-planned areas around the edges of the historic town centre.

12.7. The full list of character descriptions and interactive map zones for the project are available at www.sytimescapes.org.uk/zones/doncaster. Further design guidance on how to undertake local character assessments will be incorporated into reviews of relevant Supplementary Planning Documents.

Policy 43: Good Urban Design (Strategic Policy)

High quality development that reflects the principles of good urban design will be supported. Proposals for new development will be expected to follow a best practice inclusive design process and where appropriate use established design tools to support good urban design. For major applications of over 0.5 hectares or 10 or more residential units, this should include making use of pre-application engagement with the Council and affected community, and utilising Design Review. Employing good design will help create quality places which are cherished, sustainable and stand the test of time.

- A)** New development will be expected to optimise the potential of a site and make the most efficient use of land whilst responding to location, local character, relevant spatial requirements and design standards. In appropriate instances, such as highly sustainable locations with good public transport accessibility, this could involve maximising the density of development to an appropriate level.
- B)** In all cases, the components of a development, including: use mix, layout (structure, movement patterns, townscape, landscaping, open space and public realm), density (intensity of use), form (scale, height, massing), and appearance (architectural qualities, details, materials, boundary treatments), must be designed and assessed to ensure that the proposal is attractive and appropriate to the area, robustly designed, works functionally, and incorporates the following qualities of a successful place:
1. characterful, attractive and welcoming with its own identity appropriate to the area (refer to Policy 42);
 2. well integrated with the built, natural and historic environment;
 3. continuous and enclosed streets and spaces, defined by buildings which incorporate active frontages;
 4. safe and secure private property, public areas and the adoptable highway ensuring access points, street design, parking and operational highway requirements safely cater for pedestrians, cyclists and vehicles;
 5. connected, walkable and easy for pedestrian and cycle movement with good access to local facilities and public transport services;
 6. attractive and durable streets and public realm which prioritise people over vehicles, encourage social interaction and use good quality materials, landscaping, street furniture, lighting and signage;
 7. legible, easy to understand and to navigate around;
 8. adaptable, flexible and capable of changing over time;
 9. inclusive and accessible, promote social cohesion and meet the needs of as much of the population as possible;
 10. vibrant and busy with a mix of uses where appropriate;
 11. reduce carbon emissions, adapt to climate change and make efficient use of natural resources during construction and operation through measures such as orientation, layout, inclusion of technology and material selection; and

12. include measures to ensure they are well managed and maintained.

- C) The Council will require the use, submission, or preparation of urban design 'tools' to provide greater certainty over design intentions and secure development quality, particularly for major applications and multi-phase developments. The tools include masterplans, design guides, design codes, development briefs, and the use of planning conditions. The Council will also provide design guidance including the use of Supplementary Planning Documents and by preparing briefs where required.

Explanation

- 12.8. Employing good design will help create quality places which are cherished, sustainable and stand the test of time. Good urban design is a powerful approach for achieving many of the Local Plan's aims. It is a matter of creating the right conditions to make places work and the Local Plan has a central role in achieving this. Making successful places depends upon getting the right mix of uses and physical form of development. Good urban design is relevant to all scales and types of development, particularly for major developments which have the greatest potential to improve a place and impact on people's lives. Good design takes a long term view and aims to ensure that places are built which can accommodate change over long periods of time.
- 12.9. Successful streets, spaces, villages, towns and cities tend to have qualities in common. These fundamental qualities of successful places are reflected in the policy. The form of development is the physical expression of urban design. It consists of the relationships, shape and size of buildings, structures and spaces. It will influence the user's activity and movement in a place and so is critical to the success of a place.
- 12.10. We expect applicants to follow a best practice design approach when developing proposals in Doncaster, particularly for major applications, in order to encourage better quality development and to ensure design quality is not materially diminished between permission and completion, or between outline permission and detailed applications. Also we encourage applicants to seek design advice and independent design review prior to submission of an application. The design approach should include:
- a site analysis and a character and context assessment of the wider area and neighbourhood to inform the design (see also Policy [42](#));
 - development of outline concept designs and / or options for discussion (useful at pre-application stage);
 - community engagement and seeking pre-application advice from the Council and other key stakeholders;
 - undertake a Health Impact Assessment and implement findings (see Policy [51](#));
 - independent design review where appropriate (for example through Doncaster Design Review Panel);
 - submission of a Design and Access Statement detailing the outcomes of the above, and clearly explaining the proposal; and
 - commitment to the use of established design tools to help facilitate high quality design.
- 12.11. We may also request the use or submission of urban design 'tools' to provide greater certainty over design intentions and development quality, particularly for major applications and multi-phase developments. The tools include masterplans, design guides, design codes or the use of planning conditions. The Council will also provide design guidance through the use of Supplementary Planning Documents and by preparing briefs where required.

Policy 44: Views, Gateways and Taller Buildings

Development that respects and improves the character, image and legibility of the Borough will be supported, particularly from the main transport corridors and key gateway locations identified on the Policies Map. There is to be an exceptional standard of design quality for buildings, spaces and environmental improvements at higher profile gateway locations including, where appropriate, providing landmark or taller buildings and/or public art.

- A) Important views, panoramas and vistas are to be protected and enhanced, particularly where these may be affected by a taller building. Developments should not create a crowding effect around, obstruct, or appear too close, dominant or high in relation to any significant heritage asset, particularly Doncaster Minster.
- B) Taller buildings should be located where there is good public transport accessibility and they will not harm the setting of heritage assets. Tall and landmark buildings must be of exceptional and unique design quality and make a positive contribution to the skyline and image of Doncaster. Potential locations for such buildings include, but are not limited to:
- Balby Road / Cleveland Street roundabout and the adjacent corner of St Sepulchre Gate West, parts of Waterfront and Waterdale.
 - Areas of Marshgate and other gateway locations along the White Rose Way and Trafford Way approach to the town centre.
 - Buildings fronting North Bridge Road, Church Way and St Georges Gyratory.
 - A638/A18 Bawtry Road/Leger Way roundabout on the racecourse side of the junction.
 - Mexborough waterside.
- C) New development at the edge of a settlement will be supported where it visually and physically integrates with the existing settlement, is sensitive to adjacent uses, the existing landscape setting and where appropriate is well screened. Development should protect the character of the wider landscape and enhance views from existing areas, sensitive locations (including heritage assets) and the main transport corridors. It should be designed so as not to result in an inorganic or overly urban appearance adjacent the countryside or Green Belt. This can be achieved through a high standard of generous planting and careful attention to siting, scale, building form, boundaries and materials.

Explanation

- 12.12. This policy aims to retain and improve local character and create a legible, attractive, distinctive and successful borough leaving visitors and residents with a positive experience of travelling in and around the area. In order to help achieve this the Council will promote exceptional quality development and environmental improvements at higher profile locations. The Policies Map highlights significant transport corridors, gateways and arrival points.
- 12.13. It is also important to ensure that new development respects the existing historic character of the Borough and key landmarks and views that help to make Doncaster distinctive, this includes conserving and enhancing the following strategic views:
- view of Minster eastward from Cusworth Hall including panorama of town centre, and panorama of Cusworth Hall / Town Centre from A1;
 - view of Minster tower from Great North Road and Wheatley Hall Road approaches;
 - views to and from the town centre along South Parade; and
 - views of Conisbrough Castle including those from the railway.
- 12.14. At a local level, views and vistas should be identified through a character and context appraisal and explained in an applicant's Design and Access Statement. The Council will also identify

locally important views within Conservation Area Appraisals and through design guidance.

- 12.15. Doncaster historically has a relatively low-rise market town character, although in recent years some taller buildings have been developed in appropriate locations. Generally within the historic core of the town centre any building over 3-4 storeys could be considered tall in the context of existing building heights (5-6 storeys outside the conservation areas). Out of the town centre any building which is 2 storeys or greater than surrounding buildings could be considered tall. Taller buildings should receive particular design attention. The impact on heritage assets such as listed buildings, conservation areas and their settings will be important design considerations. There are a number of locations with the potential to accommodate taller landmark buildings as set out in the policy. In all cases, applications for taller buildings must submit visual impact assessments, detailed photo-visualisations and, where appropriate, micro-climatic studies of the proposals. This helps to determine an appropriate height and allow the effects of the development to be properly assessed.
- 12.16. Whilst a large proportion of new development is planned to take place on existing brownfield sites within settlements there is an identified need to build via urban extensions at the edge of settlements. It is therefore important that these sites create an appropriate transition between the urban and rural character of the Borough and protect the setting of settlements and places of interest. This can often be achieved through a well-considered layout and generous landscape buffering and tree planting to soften the urban edge and reduce the negative visual impacts of development on the wider landscape. Applicants may be expected to submit accurate photo-visualisations and visual impact assessments as part of any application for development in sensitive or edge of settlement locations. The Doncaster Landscape Character Assessment and Capacity Study are available to inform the design process.

Policy 45: Residential Design (Strategic Policy)

New housing, extensions, alterations and changes of use to housing will be supported where they respond positively to the context and character of existing areas (refer to Policy [42](#)), or the host property, and create high quality residential environments through good design. Proposals are therefore required to meet the following:

- A)** Developments must protect existing amenity and not significantly impact on the living conditions or privacy of neighbours or the host property (including their private gardens), be over-bearing, or result in an unacceptable loss of garden space.
- B)** Housing proposals will be supported where they meet the following key design objectives:
1. there is good access to (or the development provides at the earliest opportunity) local services, community facilities, open space and public transport via walkable neighbourhoods;
 2. layout, density, siting, spacing, scale, massing, form, detailing and materials are sympathetic to the character of the area, or the existing host property;
 3. layouts are easy to understand and move through, are well-structured, with secure perimeter blocks, active frontages and dual aspect corner properties;
 4. designs result in a decent outlook for new homes, with adequate privacy, and good access to daylight and sunlight;
 5. there is adequate provision of internal living space, storage space, amenity and garden space;
 6. there is sufficient convenient, safe and secure allocated and visitor car parking space designed so as not to dominate the appearance of the residential street-scene or impact negatively on the function or character of new and existing streets;

7. layout and street design will result in attractive, landscaped public realm, which includes community focal spaces that foster social interaction and creates an inclusive, safe and secure environment for people and property;
8. access points, street design, parking and operational highway requirements are safe and complement the character of the existing street-scene and highway functions;
9. plot boundaries (front, back and side) are demarcated with robust boundary walls, fences, railings or hedges appropriate to the area;
10. satisfactory arrangements are made for the storage and collection of refuse, recyclable materials and garden waste; and
11. flood resistance and resilience measures with an allowance for climate change are incorporated if located in, or adjacent to, flood risk areas.

C) Backland and tandem housing development proposals will be supported where the loss of rear domestic gardens is minimised due to the need to maintain local character, amenity, garden space, green infrastructure and biodiversity. In particular, Bessacarr, Sprotbrough and parts of Thorne Road at Edenthorpe will be protected from Backland and Tandem development. Modest redevelopment on backland sites may be considered acceptable, subject to proposals being subservient to the host property and meeting the criteria at A and B above. In addition such development should generally conform to existing plot sizes and not lead to overdevelopment and / or a cramped appearance.

D) Major applications (of over 0.5 hectares or 10 or more residential units) which include housing should utilise Building for Life throughout the design process, including at pre-application stage where the tool can be beneficial in helping shape high quality housing schemes.

Applicants will be expected to explain how these requirements have been met in their submitted Design and Access Statements, which should include a Building for Life assessment where required.

Explanation

- 12.17. This policy sets out specific design requirements in relation to residential developments. The policy aims to encourage high quality housing that is sensitive to the character of the Borough and meets a range of different needs whilst managing change in existing areas. It covers both major and minor developments and a variety of different forms of housing including private or rented homes, communal forms of living and houses in multiple occupation.
- 12.18. Plot size, site layout, open space, landscape, garden space, building size and form, architectural style, materials, access, and car parking provision and arrangement are key design aspects of a development which will be considered in the assessment of proposals. The design quality of major schemes should be shaped and assessed by using the Building for Life criteria (or any subsequent revised national standard) in addition to the policy criteria above. A high quality scheme will perform well against all of Building for Life criteria.
- 12.19. New large-scale developments should follow a robust context responsive master-planning approach which includes community and stakeholder engagement throughout the process.
- 12.20. Backland is usually defined as development on land behind the rear building line of existing housing or other development, and is usually land that is formally used as gardens, or is partially enclosed by gardens. Where appropriate, backland development should largely be out of view and not dominate the frontage property but still be partly visible so people can find it. This however cannot be an excuse for poor design. Designers should usually ensure a backland development or tandem property is subservient (i.e. smaller in size, massing and scale) to the frontage property. Such development will also require particular care in its design and layout to avoid conflict with neighbouring residential development. Frontage development will be visible and will not be obscured by other dwellings, so it should respect the character of the surrounding area, immediate street-scene and the amenity of the neighbours. This is

important in re-enforcing the local context and ensuring that the character of a street is not adversely compromised.

- 12.21. There are some residential areas within the Borough which have a special environmental character due to a relatively low density form of development comprising mainly larger properties with extensive gardens, often with mature trees. These include Bessacarr, Sprotbrough and parts of Thorne Road at Edenthorpe which have come under pressure for backland and tandem forms of development in recent years, changing the character of the area. The quality of residential amenity and green space provided by these areas will generally be protected from backland development.
- 12.22. The Council will support car parking where appropriate provision is designed to be convenient, safe and secure, whilst not dominating the character, or impacting negatively on the function or appearance, of new and existing places. New development should also include electric car charging points where appropriate. Car parking should be located in safe, convenient and secure locations close to and overlooked by occupiers. Car parking spaces should be well defined and integrated with good quality surfacing materials and landscaping within the public realm whilst not letting parking dominate the residential street-scene.
- 12.23. Most developments will benefit from, and will be required to provide, a detailed scheme of hard and soft landscaping. Attractive public realm can be created through inclusion of tree planting and selection of robust, fit for purpose hard landscape materials, such as highway surfacing materials or paving which do not create onerous ongoing maintenance for the Council. Similarly, the impact of new buildings and car parking areas can be softened through landscape such as trees, shrubs and hedgerows.
- 12.24. Further detail relating to residential design will be set out in Supplementary Planning Documents.

Policy 46: Housing Design Standards (Strategic Policy)

New housing proposals will be supported where they are designed to include sufficient space for the intended number of occupants, and are designed and constructed in a way that enables them to be easily adapted to meet existing and changing needs of residents in Doncaster over their lifetime.

- A)** In order to ensure homes are large enough for the intended number of inhabitants, all new housing should meet the Nationally Described Space Standard²² as a minimum.
- B)** In order to provide suitable and genuine housing choices for an ageing population and those with Limiting Long Term Illnesses or Disabilities, at least 65% of all new homes on housing developments of over 0.5 hectare or 10 or more units should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- C)** In order to provide suitable and genuine housing choices for occupants with more specific needs, at least 5% of all new homes on housing developments of over 0.5 Hectare or 10 or more units should meet Building Regulations requirement M4(3) 'wheelchair adaptable dwellings'.

Where the scale of development would generate more than one accessible home, based on the requirements of this policy, the mix of sizes, types and tenures of accessible housing should reflect the mix of sizes, types and tenures of the development as a whole as closely as possible (unless there is evidenced need for additional accessible housing in one particular size, type or tenure).

²² Department for Communities and Local Government, Technical housing standards – nationally described space standards https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf.

In all cases, the above standards (or any subsequent equivalents or improved national mandatory minimum requirements) should be met. The required number and mix of accessible and Nationally Described Space Standard compliant homes should be clearly illustrated on submitted plans, and in the case of accessible homes will be controlled via planning condition. Exemptions to these requirements will only be considered where the applicant can robustly demonstrate, with appropriate evidence, that adhering to the standards is not feasible due to physical constraints, or it is demonstrated that it is not viable to do so. Any deviation from the minimum space standards must be robustly justified and offset through exceptional or innovative design.

Further exemptions to B and C above will only be considered where the applicant can robustly demonstrate, with appropriate evidence, that site specific factors make the policy unfeasible or unviable.

Explanation

12.25. The Nationally Described Space Standard defines minimum floor areas and dimensions for key parts of dwellings, such as bedrooms and storage, as well as floor-to-ceiling height. The standard is set at a level that should not stifle development but which can be delivered without putting the quality of new homes at risk. Some recent developments in Doncaster have fallen short of providing adequate space and storage for the intended number of occupants according to their submitted planning application plans. In order to protect the living conditions and well-being of future occupants, applications for residential development must demonstrate how the proposed accommodation is functionally fit for purpose and has been designed to meet the specific needs of the occupants with reference to the national standard. It should demonstrate how the accommodation is large enough to provide sufficient space for privacy, socialising, studying, cooking, dining, sleeping, washing and storage of household goods and belongings for the intended number of residents for that dwelling.

12.26. To allow the Planning Authority and Building Control body to check compliance of a development against the Nationally Described Space Standard, planning applications should clearly state on all appropriate plans:

- The internal area (m²) and width (m) of every bedroom and the number of intended occupants for each bedroom in each different type of dwelling on the site;
- All specific storage spaces and its internal area (m²) in each different type of dwelling on the site; and
- The overall gross internal area (m²) of each different type of dwelling on the site.

Failure to do so may result in the application being rejected based on the grounds of the application's non-compliance with Policy [46](#) A) of the Local Plan.

12.27. National planning policy makes it clear that the needs of groups with specific housing requirements should be addressed. To allow local authorities the policy tools required to meet this need, the Government established 'Access to and use of buildings: Approved Document M'²³ which sets out optional building regulations with specific accessibility and adaptability design features. These standards can be applied to a local plan when there is an evidenced need of such dwellings. The Council's Housing Design Standards Policy Evidence Paper suggests that currently not enough housing is flexible and adaptable enough to provide a suitable living environment for people as their needs change to promote independent living. This problem is predicted to escalate as residents of Doncaster are living longer, bringing

²³ The Building Regulations 2010 (2015 edition): Approved Document M: Access to and use of buildings, Volume 1: Dwellings https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/540330/BR_PDF_AD_M_1_2015_with_2016_amendments_V3.pdf.

alongside it the health and disability issues that are associated with older age. Inclusive housing design is about ensuring that new housing is easily adaptable and capable of meeting the needs of a wide range of people, including those with a physical disability. In particular, inclusive design should make access possible for all potential occupants and visitors by making the entrance and ground floor step-free, making sure that doors and stairs are wide enough for disabled users and allowing easier and cheaper adaptations to take place.

- 12.28. To allow the Planning Authority and Building Control body to check the compliance of a development against the M4(2) and M4(3) wheelchair adaptable building regulations, planning applications should clearly state on all appropriate plans:
- The required number and mix of M4(2) and M4(3) wheelchair adaptable dwellings;
 - Provide measurements of the specific design requirements both regulations require, as outlined in the relevant sections of the established 'Access to and use of buildings: Approved Document M' in each different type of applicable dwelling on the site; and
 - For M4(3) adaptable dwellings, the combined floor area for living, dining and kitchen space (m²) in each different type of applicable dwelling on the site.
- 12.29. Failure to do so may result in the application being rejected based on the grounds of the application's non-compliance with Policy [46](#) B and C of the Local Plan. M4(2) and M4(3) adaptable dwellings compliance will be ensured by attaching conditions to planning permissions requiring evidence to be submitted of Building Control approval. Under National Planning Practice Guidance, local plan policies for M4(3) wheelchair accessible homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling²⁴. As such, only the M4(3) wheelchair adaptable category and its subsequent design requirements shall apply in the policy."
- 12.30. The policy allows for considerations to be taken into account where site specific factors such as vulnerability to flooding, site topography, and other circumstances which may make a specific site (or part of a site) less suitable for M4(2) compliant dwellings must be taken into consideration, particularly where step free access cannot be achieved. M4(2) requires all dwellings to have step-free access. This means that all dwellings accessed above the ground floor require a lift access. The application of requirement M4(2) has particular implications for two and three storey blocks of flats, or stacked maisonettes, which historically have not been required to provide lifts. This requirement may be subject to development-specific viability assessments and consideration should be given to ongoing maintenance costs. Where multi storey flats or apartments are being developed without lift provision, ground floor flats will still be required to meet the optional standards. Therefore, the impact on overall scheme viability will be taken into consideration on a case by case basis. Any requests for exemptions must be clearly evidenced and justified.
- 12.31. Likewise any deviation from the Nationally Described Minimum Space Standard must be robustly justified, clearly evidenced and offset through exceptional and innovative design. Micro-homes (i.e. those that fall under the standard) will only be considered in exceptional and clearly evidenced situations where there is an identified and proven need and demand. Micro-housing developments must strike the right balance between providing privacy and social interaction. They must be: of a significant size that is capable of providing additional communal recreation, co-working and / or socialising space for the inhabitants within the building; be located in highly accessible locations close to exiting public transport services and local facilities; and include innovative space saving and liveability features such as large windows, high ceilings, adaptive and multi-use furniture and storage space.

²⁴ Ministry of Housing, Communities & Local Government, National Planning Practice Guidance: Housing optional technical standards, para 009, reference ID 56-009-20150327.

Policy 47: Design of Non-Residential, Commercial and Employment Developments (Strategic Policy)

All non-residential and commercial developments, including extensions and alterations to existing properties, must be designed to be high quality, attractive, and make a positive contribution to the area in which they are located by meeting the following requirements:

- A)** Proposals will be supported where they are designed to:
1. be sympathetic to local character and/or the host property in terms of their layout, siting, height, massing, form, scale, detailing, materials, landscaping or, where appropriate, their heritage significance;
 2. have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment;
 3. promote accessibility and way-finding for all travel modes through the layout of the movement network, landscape strategy and building design;
 4. meet functional requirements, whilst being architecturally appropriate, with interesting and visually attractive elevations which convey a sense of permanence;
 5. reduce the scale of bulky buildings and bland elevations by breaking down building mass and using better quality human scale materials and detailing for prominent and heavily used parts of the building;
 6. locating parking, servicing and storage areas unobtrusively and reducing their visual impact through landscaping and boundary treatments;
 7. ensure parking areas do not reduce building line continuity and / or create large gaps in street frontages to an unacceptable extent; and
 8. be well landscaped, include provision of amenity areas for occupiers, visitors or workers, and ensure good quality external works are coordinated across the site.

Retail, commercial and mixed use proposals will be supported where they also:

9. respect, and where appropriate enhance, the character and setting of existing street frontages in terms of active frontage, plot widths, established building lines, shop-front proportion and rhythm;
 10. consider advertisements, signage, and security measures so they are not overly prominent or dominant and contribute to the visual character and vitality of the street-scene;
 11. ensure shop-fronts relate well to the building in which they are located in terms of proportion, elevation design, relationship to upper storeys, fascia height and width, mullion treatment, materials, and colour; and
 12. ensure that historic shop-fronts are retained unless their loss can be justified.
- B)** New major non-domestic applications (1000m² floorspace or more, or a site of 1 hectare or above) must meet the BREEAM rating of at least 'Very Good', or any agreed equivalent standard, and secure at least 10% of their regulated energy from renewable sources (or equivalent carbon emission reductions). Large footprint buildings should ensure roofs are designed to accommodate the potential for solar panel arrays. This should be demonstrated through the submission of preliminary assessments at planning application stage.

Explanation

- 12.32. This policy sets out specific design requirements in relation to non-residential and commercial developments, including, but not limited to, employment buildings, retail developments, leisure facilities, education facilities, community buildings, and mixed use proposals. Successful implementation of this policy will make an impact on the performance of the businesses and staff that occupy new commercial premises and support high quality development for buildings used by the public. It will send a strong message to those who visit or pass through the

Borough how attractive a place it is to live, work and invest.

- 12.33. New major developments (1000m² floor-space or more, or a site of 1 hectare or above) will be required to meet the sustainable construction standards set out in the policy which address a wide range of environmental issues. BREEAM (Building Research Establishment Environmental Assessment Method) represents an established flexible assessment tool to do this. Renewable energy will form an important component of Doncaster's future energy needs. However, it is recognised that viability and cost effectiveness is directly influenced by the site location and the specific energy demand of the development in question. New development will be expected to incorporate on site renewable energy technology to meet a proportion of its future energy demands such as, solar panels, ground source heat pumps, solar water heating, as well as biomass space heating. Where renewables are required, a feasibility analysis should be undertaken and information provided to us as part of any planning application. Large footprint buildings offer a specific opportunity to provide significant secure space for photovoltaic renewable energy panels, and as such the Council will require the roofs of such buildings to be designed to enable the fitting of Photovoltaic arrays and facilitate renewable energy generation. Where the use of renewable energy, or roof space for arrays, is not practicable or viable, robust evidence must demonstrate this is the case. Attempts to secure or exceed an equal equivalent reduction in carbon dioxide emissions (over the current Building Regulations Target Emission Rates) through other measures should be made – such as passive architectural design techniques or energy efficiency improvements.

Policy 48: Safe and Secure Places

The Local Plan aims to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

- A) Developments will be supported which are designed in a way that reduces the risk of crime and the fear of crime by ensuring that they create:
1. places which foster ownership and appropriate levels of human activity;
 2. access points and routes that are limited to only those necessary to create a convenient, connected, and direct movement network;
 3. ground floor active frontage to public areas avoiding blank elevations and potential hiding places;
 4. layouts and designs that encourage natural surveillance of streets, public spaces, parking areas, cycle and pedestrian routes, and which are well lit to appropriate standards with good sight lines;
 5. allocated residential car parking that is visible from the occupants home, or secured in garages;
 6. public, private and semi-private spaces that are defensible, clearly demarcated and well defined through the use of robust boundary treatments appropriate to the level of risk and character of the area;
 7. security fencing (where appropriate) that provides a robust and effective barrier, but does not contribute to a hostile appearance;
 8. clearly defined ownerships and management and maintenance responsibilities for all external areas; and
 9. CCTV (when required) which has good coverage whilst retaining privacy of adjacent private property.

Explanation

- 12.34. To achieve high quality sustainable places where people will choose to live, work and invest emphasis needs to be placed on designing for community safety, helping to reduce crime and the fear of crime. The policy aims to achieve a good overall standard of security for buildings

and the public and private spaces around them. Through facilitating natural surveillance and creating a sense of ownership and responsibility for every part of the development, criminal and anti-social behaviour can be deterred.

- 12.35. The principles in the policy should be followed when formulating development proposals in order to reduce opportunities for criminal behaviour and disorder, to increase the likelihood of detection and to reduce the fear of crime. The various relevant factors need to be balanced through the planning and design process to achieve a solution which satisfies the needs of the development in question and those of the wider community alongside other design objectives. Depending upon the location, scale of development proposed and level of crime in the local area, certain design features may be required for incorporation into a development, or 'Secured by Design' accreditation to be achieved. For higher profile developments, or those which will be used by large numbers of people, applicants should seek expert advice. For development proposals relating to higher risk sites for malicious threats, applicants must take into account the most up to date information available and discussions with planning officers and security experts, such as Counter Terrorism Security Advisors, are recommended at an early stage in the design process. This will ensure that the Council and applicants share an understanding, ideally at the beginning of the design process, of the level of risk and the sort of measures available to mitigate the risk.

Policy 49: Landscaping of New Developments

Development will be supported which protects landscape character, protects and enhances existing landscape features, and provides a high quality, comprehensive hard and soft landscape scheme that includes:

- A) maximising links to wider Green Infrastructure in line with Policy [27](#);
- B) the provision of Sustainable Drainage Systems and designs that facilitate floodplain compensation and preservation of flood flow routes where appropriate;
- C) generous tree, shrub and hedgerow planting consisting of appropriate species and nursery stock specified for the location, role and prominence of the landscape feature, and to provide year round interest;
- D) fit for purpose, attractive hard and soft landscaping including; planting, surfacing materials, boundary treatments and street furniture, for all external environments,
- E) appropriate, robust, low maintenance surfacing materials for public areas and the adoptable highway, which should include more attractive finishes (including block paving) in key focal spaces and lightly trafficked carriageways; and
- F) a long-term management and maintenance strategy with clear responsibilities and regimes for the upkeep of all external areas.

Explanation

- 12.36. High quality landscape design is an essential part of aiming to achieve a more attractive and environmentally friendly Doncaster. Many of the most attractive, sustainable and desirable areas to live and work are characterised by their green character and include mature trees and established plantings. Successful implementation of this policy will help to protect and improve existing areas whilst creating attractive and well-designed places that meet the needs of local residents.

- 12.37. Most developments will benefit from, and will be required to provide, a detailed scheme of hard and soft landscaping. Attractive public realm can be created through the inclusion of tree planting and careful selection of robust, fit for purpose hard landscape materials, such as highway surfacing materials or paving which do not create onerous ongoing maintenance for the Council. Contributions to future maintenance of materials and plantings within the adoptable highway may be sought via S106 agreements where appropriate. Soft landscape (such as trees, shrubs and hedgerows) can be used to soften the impact of new buildings and car parking and to screen service areas or unattractive views. New planting will be particularly important on development sites that abut the countryside to soften the urban edge (see Policy [44](#)). Trees, and large canopied trees in particular, should be included in any scheme as they offer other key benefits for ecology, shading, air quality and sustainable drainage – as long as there is an adequate rooting environment provided for them to flourish.
- 12.38. In order to maximise the benefits of tree planting in housing areas, the Council’s aims for a minimum of 1 tree per dwelling, including street trees to be designed into the public realm. Tree planting should be considered as an integral part of the urban design and layout of all development, not a cosmetic after thought. Where possible major schemes should include linear features, for example boulevards of large canopied specimen trees within the public realm/ adoptable highway. Feature planting at junctions, or community focal spaces, within adoptable streets will be encouraged as it can aid legibility and attractive place-making. New residential development should provide sufficient space to accommodate some tree planting within the public realm and adoptable highway, where trees will generally prosper longer term. See also Policy [33](#).
- 12.39. Further detailed guidance can be found in the Landscape Character Assessment and, where adopted, Supplementary Planning Documents.

Policy 50: Advertisements and signage

Advertisements and signage need to be well designed and managed to ensure they do not have a negative impact on buildings or their surroundings, quality of life, living conditions or public safety. To ensure this, advertisements and signage will be supported where they:

- A)** respect the character and appearance of the area, site or host building being of appropriate siting, location, design, size, scale, number, colour and method of illumination working with the architectural features of any buildings on which they may be situated (and not be a dominant feature of the elevation); and signage should not be located so as to obscure architectural details on historic buildings;
- B)** would not be the dominant feature of any location, leading to an excessive, visually cluttered or over bearing appearance;
- C)** do not contribute to an unsightly proliferation, commercialisation, or clutter of signage in the vicinity;
- D)** ensure that they do not interfere with footpath or highway safety, highway management regimes, block routes, cause light pollution or cause any other safety hazard;
- E)** ensure they do not have a negative effect on the living conditions of nearby residents; and
- F)** do not harm the significance of any listed buildings, conservation areas, or other designated heritage assets.

Explanation

- 12.40. National policy states that advertisements should be carefully managed in order to protect amenity, safety, buildings and surroundings. This policy expands on national requirements to help achieve the local vision to have a successful borough with vibrant attractive communities. It will help to ensure a balance between economic needs and the needs of people to live, work and do business in an attractive environment. The policy aims to set clear criteria to enable adverts to be placed in the right places without detriment to the amenity of the surrounding area. The policy recognises the benefits of displaying advertisements whilst protecting the built and natural environment and public health and safety.
- 12.41. The Borough has a mixture of different places from town centres to rural communities and countryside. The type of advertisements prevalent in these areas can vary greatly but often the concerns remain the same, to protect visual amenity and safety. However, there are also key differences between what may be accepted in a town centre and what will be appropriate in a rural settlement. Applicants should be aware of this when considering aspects such as scale and illumination.
- 12.42. Where advertisements are displayed on buildings they should complement the facade and must not obscure architectural features. On buildings with heritage value this will be particularly critical where features contribute to heritage significance. Advertisements fixed to listed buildings will usually require listed building consent. Some commercial areas are set within places that contribute to the distinctive character of the Borough, such as the predominantly Georgian townscape of Bawtry and Tickhill and the historic character of Doncaster town centre and Thorne and Mexborough. The design of advertisements should not detract from the heritage value of these areas and where possible should be used as an opportunity to enhance their distinctive character and sense of place.
- 12.43. Applications for advertisements in areas where there are already a high number displayed will be considered in relation to existing advertisements, or signage for the same business. Where the need for additional controls over advertisements in particular areas can be demonstrated, for example through conservation area appraisals or neighbourhood plans, the Council will consider the introduction of Areas of Special Control of Advertisements.



Chapter 13

Health, Wellbeing and Our Communities



Chapter 13: Health, Wellbeing and Our Communities

Introduction

- 13.1. Doncaster's Health and Wellbeing Strategy sets out priorities for improving health in Doncaster. It identifies that health and wellbeing is improving but not as fast as in the rest of the country. The Borough's most deprived wards have particular concentrations of poor general and mental health and lower life expectancy.
- 13.2. Improving our health and wellbeing requires more than improving access to medical treatment and services. A healthy community is a good place to grow up and old in; it should be one which supports healthy behaviours and supports reductions in health inequalities. By guiding the use of land, planning decisions influence the link between the physical and social environment and help create opportunities for improving both physical and mental health, in the ways we live, work and play.
- 13.3. This chapter contributes towards the promotion of improvements that can positively improve the health and wellbeing of the local community. Other policies guiding the quality and design of homes, buildings, public spaces, neighbourhoods and transport have a direct impact on factors, such as noise and air pollution, which can harm health.

Policy 51: Health (Strategic Policy)

The Council will improve and promote strong, vibrant and healthy communities by ensuring a high quality environment is provided with local services to support health, social and cultural wellbeing. In order to help achieve this the Council will require:

- A) development to positively contribute to creating high quality places that support and promote healthy communities and lifestyles, such as maximising access by walking and cycling;
- B) provision of good access to leisure facilities, greenspace and the countryside and designs and developments that encourage and support healthy lifestyles;
- C) that the healthcare infrastructure implications of any relevant proposed development have been considered and addressed;
- D) controlling the location of, and access to, unhealthy eating outlets, and
- E) that proposals for development or change of use will be assessed against the Health Impact Assessment Screening Tool and, when determined if required, the developer will demonstrate they have undertaken, and responded to the findings of, a Health Impact Assessment (HIA).

Explanation

- 13.4. Health Impact Assessments (HIAs) are a combination of procedures, methods and tools by which developments may be judged to assess potential effects on the health of a population and the distribution of those effects within the population. The completion of HIAs for developments defined in the HIA Screening Tool will highlight any positive and/or negative effects of the development. Completion of the HIA Screening Tool will determine whether a HIA is required and, if so, whether it will be a Rapid or Comprehensive HIA. The process will contribute towards health priorities of the 'Health and Wellbeing Board' and partners to help reduce health inequalities across the Borough. Full guidance is available to improve the long

established link between planning and health as almost every planning decision has a potential effect on human health. Good planning and development has a positive effect on healthy lifestyles; this could be through ensuring there is access to safe and convenient green spaces or ensuring air quality levels remain at a safe level.

- 13.5. An important contributing factor to poor diet and health in Doncaster is the distribution and access to unhealthy eating outlets, particularly in areas of deprivation. In some locations there is an issue where such uses cluster together, reinforcing the ease of and access to unhealthy foods. Consideration will therefore be given to controlling the proliferation of, and therefore access to, such uses will be fully considered in line with Policy [25](#).

Policy 52: Protection of Education, Community and Leisure Facilities

Areas defined on the Policies Map, or land and buildings currently used or last used for education (including school playing fields), community and leisure facilities, will be retained or developed for such purposes. Development resulting in the loss of an existing education, community or leisure facility, or land allocated for such purpose, will be assessed on merit and only be permitted where:

- A) the buildings or land are no longer fit for the purpose which they were being used due to size, layout, design and condition and that no alternative community use can be found;
- B) there is no longer a need or demand for the facility;
- C) alternative provision can be made on another site to the same or higher standard in terms of quantity, quality and community benefit; or
- D) the current use will be retained and enhanced by the development of a small part of the site.

Explanation

- 13.6. Community facilities contribute to sustainable communities. They play an important part in ensuring a good quality of life by supporting the needs of residents and workers in the Borough. They can provide services that help foster social cohesion. Many are playing an increasingly important role to support Doncaster's growing and ageing population.
- 13.7. National planning policy in NPPF supports the guarding against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. There is a need to maintain a sufficient number and distribution of all community facilities and to safeguard them from alternative forms of development. However, some facilities will become surplus to requirements and subject to development pressure. Any proposal that would involve the loss of a community facility will need to be assessed against the policy.
- 13.8. Development proposals which involve the loss of key facilities will be assessed to ensure the Council is satisfied that adequate alternative provision has been made or where some overriding public benefit will result from the loss of the facility, or that the retention of the land or buildings in community use is no longer viable, on the basis that:
- the site or premises have been marketed to the Council's satisfaction for at least 12 months and included both traditional and web-based marketing, and regular advertisement in local, regional and/ or national publications as appropriate,
 - Consultation with the local community has been undertaken;
 - opportunities to re-let premises have been fully explored including the formation of a social enterprise or charitable group that can take over the premises;

- the premises/ site have been marketed at a price which is commensurate with market values (based on evidence from recent and similar transactions and deals); and
- it has been demonstrated that the terms and conditions set out in the lease are reasonable and attractive to potential businesses, and that no reasonable offer has been refused.

13.9. Any changes to education facilities should comply with relevant Government legislation and guidance. Please refer to government's guidance on '[school land and property; protection, transfer and disposal](#)' for further information.

13.10. Community facilities include community centres, village halls, youth centres, medical facilities, places of worship, schools, nurseries, colleges, indoor sports and recreational facilities, local authority offices, police stations, libraries, theatres, arts venues and accommodation providing an element of care. Other types of facilities which offer benefits to the community may be assessed on a case by case basis. Facilities are not necessarily in public ownership and may be privately owned or managed. Existing education facilities will be shown on the Policies Map; other community facilities may not be specifically identified and instead "washed over" by designations such as 'Residential Policy Area' (Policy [11](#)). However, relevant proposals affecting these should still be assessed against the policy.

Policy 53: New Education facilities

It is important that the ever diversifying needs and requirements of education provision can be met.

A) A new or improved education facility will be supported where:

1. the scale, range, quality and accessibility of education facilities are improved;
2. it meets a recognised need in the area it is expected to serve in line with the Council's legal responsibility to provide sufficient school places;
3. the proposed development is of a scale and design appropriate to the location;
4. an area of open space and playing fields sufficient to meet the needs of pupils is incorporated;
5. the development is capable of a joint or dual use for community benefit, in agreement with the school/academy and this has been incorporated into the design;
6. proposals that involve the relocation of existing education facilities outside settlement boundaries (and redevelopment of the original site for alternative use) will only be supported where the new site would demonstrably better meet the identified education needs and is acceptable in terms of its impacts on the countryside;
7. the proposal is readily accessible by the community or served well with public transport and by means other than the car; and
8. sufficient car parking, drop off zones, pedestrian crossings and the provision of safe and secure cycle parking are provided.

B) Where significant housing proposals will create or exacerbate a shortfall in the number of local school places, mitigation will be required, either through an appropriate contribution to off-site provision or, in the case of larger sites, on-site provision.

Explanation

13.11. The Council is committed to supporting high quality, convenient and appropriate local education services in all parts of Doncaster and in particular in areas of population growth. National planning policies give great weight to the need to create, expand and alter schools to better education provision in our communities. Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities,

promoting economic prosperity and sustaining quality of life.

- 13.12. The dual use of existing facilities and the joint provision and sharing of new facilities provides an opportunity to address open space deficiencies. It also makes good economic sense. Educational facilities, such as sports halls, playing pitches and changing rooms can serve the community and are often under-utilised outside school hours. Where there is scope for extending and promoting the dual use of these and other school facilities, this will be welcomed. The Council will also look to opportunities for dual use of indoor sports facilities in the design of new, or the improvement of existing, school buildings.
- 13.13. All proposed education facilities should comply with the latest relevant Government legislation and Council guidance that informs the need for and manner of education provision, such as pupil place planning. The Council, as education authority, will need to be consulted where appropriate.
- 13.14. New housing development has the potential to create demand and increase pressure on existing education facilities in the Borough. National policy expects local authorities to plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments. It also expects local authorities to take a proactive, positive and collaborative approach to meeting the need for school places. Our duty is to ensure that sufficient school places are available to meet the needs of existing and new communities. It is therefore important that new housing development does not create or exacerbate shortfalls in available school places, and developments may therefore be required to contribute to the provision of additional places.
- 13.15. In many cases, local schools will be able to accept children from new housing developments. However, there may be cases where the school cannot accept any more children because they are full. In these cases, developers will be required to make a contribution towards the provision of new school facilities to meet the needs arising from new housing development. In most instances such contributions will be secured to provide additional facilities at existing schools but on occasions some individual or mixed-use development proposals (e.g. urban extensions) could be large enough to generate the need for new schools. The need for school places arising from development both within and immediately adjacent to the relevant catchment area will be considered on a site by site basis having regard to the capacity of existing education provision within the area. Financial contributions relating to education facilities will apply to residential development comprising 20 or more family units. The Council will continue to work with other authorities and providers to monitor the capacity of education facilities and their ability to meet forecasted demands during the plan period.

Policy 54: Provision of new Indoor Recreation and Leisure Facilities

The provision of new indoor recreation and leisure facilities will be encouraged in appropriate locations, particularly where they:

- A) are associated with identified needs of the community;
- B) offer greatest accessibility to the public;
- C) involve the use of derelict or degraded land particularly where they revitalise communities and lessen disadvantage;
- D) provide alternative or specialist sports and recreational provision.
- E) are of a scale appropriate to the type and size of settlement; and
- F) are located in the larger urban areas if they attract large numbers of people and are accessible by walking, cycling and public transport links.

Explanation

- 13.16. National planning policies and local strategies (such as the 'Doncaster Physical Activity and Sport Strategy') support opportunities for sport and recreation and identify them as having an important contribution to the health and wellbeing of communities. New and improved indoor and recreation leisure facilities will be supported in appropriate locations such as where the need is identified in the Built Sport Facility Strategy and Playing Pitch Strategy where they are consistent with this and other plan policies.
- 13.17. The provision of high quality, well maintained facilities improves health and wellbeing, promotes social inclusion and community cohesion and is essential to the quality of life of the Borough's residents. To be sustainable, suitable facilities must be provided locally, whilst ensuring those which attract larger numbers of visitors are accessible by walking, cycling and public transport. On occasion leisure or recreation facilities need to be provided where a particular attraction or feature is located. In these cases attention has to be paid to possible conflicts with environmental objectives.

Policy 55: Pollution

Development proposals that are likely to cause pollution, or be exposed to pollution, will only be permitted where it can be demonstrated that pollution can be avoided, or where mitigation measures (such as those incorporated into the design and layout of development) will minimise significantly harmful impacts to acceptable levels that protect health, environmental quality and amenity. When determining planning applications, particular consideration will be given to:

- A) an assessment of the risks to public health and the impact of cumulative effects and where necessary that the provision for mitigation against the total effects has been provided.
- B) the presence of noise generating uses close to the site, and the potential noise likely to be generated by the proposed development. A Noise Assessment will be required to enable clear decision-making on any relevant planning application.
- C) the impact on national air quality; especially but not limited to Air Quality Management Areas, areas potentially close to the EU limit value, other sensitive areas and the aims and objectives of the Air Quality Action Plan. An Air Quality Assessment will be required to enable clear decision making on any relevant planning application.
- D) any adverse effects on the quantity, quality and ecology features of water bodies and groundwater resources.
- E) the impact of artificial lighting. Artificial lighting has the potential to cause unacceptable light pollution in the form of sky-glow, glare or intrusion onto other property and land. Development proposals should ensure that adequate and reasonable controls to protect dwellings and other sensitive property, the rural night-sky, observatories, road-users, and designated sites for conservation of biodiversity or protected species are included within the proposals.

Explanation

- 13.18. National planning policy in the NPPF aims to minimise pollution and other adverse effects on the local and natural environment. It seeks to prevent unacceptable risks from pollution and ensures that new development is appropriate to its location, taking into account direct and cumulative effects on health, the natural environment, general amenity, and the potential sensitivity of the area or proposed development.

- 13.19. Due to the mixed urban and rural nature of Doncaster pollution varies across the Borough. However, the Council has a duty to ensure that everyone is safe to enjoy the environment in which they live, work and play. For these reasons it is fundamental that the relationship between sources of pollution and sensitive development is effectively and appropriately managed when making planning decisions.
- 13.20. When assessing and interpreting the likely impact of noise associated with, or likely to affect, the development, guidance in the accompanying Noise Annex (and Planning Practice Guidance standards) should be applied.
- 13.21. The quality of the air we breathe is affected by many factors. These include emissions from local industry, domestic sources and exhaust gases from traffic. Poor air quality is a serious public health risk and locally is a major factor in the reduction of life expectancy. National and local planning policy seek to sustain compliance with, and contributions towards meeting, EU limit values or national objectives for pollutants. Air Quality Management Areas are declared locally where particular action needs to be taken to improve air quality objectives and standards. However, protecting air quality is as important beyond AQMAs. Even when development has only a minor influence, it is important to consider cumulative effects and require mitigation against the total emissions.

Policy 56: Contamination and Unstable Land

Proposals will be required to mitigate contamination or land stability by:

- A)** demonstrating there is no significant harm, or risk of significant harm, to human health, or land, natural environment, pollution of soil or any watercourse or ground water;
- B)** ensuring necessary remedial action is undertaken to safeguard users or occupiers of the site or neighbouring land and protect the environment and any buildings or services from contamination during development and in the future;
- C)** demonstrating that adverse ground conditions have been properly identified and safely treated; and;
- D)** clearly demonstrating to the satisfaction of the Local Planning Authority, that the land is suitable for its proposed use.

Explanation

- 13.22. The Council will encourage the full and effective use of land in an environmentally acceptable manner. However, failing to deal adequately with contamination and land instability could cause harm to human health, property and the wider environment. National planning policy states that any potentially contaminated or unstable land being assessed for development through the planning process should be dealt with at this stage ensuring that it poses no unacceptable risk to future occupiers or the wider environment.



Chapter 14

Climate Change, Mineral Resources and Energy



Chapter 14: Climate Change, Mineral Resources & Energy

Introduction

- 14.1. Although it is difficult to predict exactly what the long-term impacts will be in the future from climate change, it is generally accepted that increased burning of fossil fuels and greenhouse gas emissions are leading to global warming and rising sea levels. There is expected to be increased incidents of extreme weather, such as heat waves, and prolonged periods of intense rainfall resulting in flooding which brings expensive damage and disruption to property, and potentially even resulting in loss of life.
- 14.2. The policies in this chapter set out how the Local Plan will ensure that we:
- address and adapt to climate change, including the changes likely to arise through increased flooding arising from more frequent incidents of extreme weather;
 - follow a risk-based approach to the location of development to avoid flood risk where possible, and ensure the residual risks to people and property are properly managed where development is necessary in areas at risk from flooding for wider sustainability benefits;
 - increase the supply of low carbon and renewable energy;
 - protect best and most versatile agricultural land which is an important asset given 67% of the Borough's area is classified as being in 'agricultural land use'; and
 - make the best use of our mineral resources and ensure restoration proposals on new mineral workings deliver climate change mitigation where possible.
- 14.3. The policies in this chapter reflect national planning policy and will also help support the economy, ensure the environment is adequately considered and protected, and address the need to provide local, regional and national demand for minerals.

Policy 57: Drainage

Development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities. Proposals will be supported therefore in line with the following requirements:

- A) There is adequate means of foul sewage disposal and treatment or that capacity can be made available in time to serve the development.
- B) They will not increase flood risk on site and ensure no flooding to land or buildings elsewhere.
- C) They achieve a reduction in surface water run off on brownfield sites, and no increase on existing rates for greenfield sites.
- D) They secure the removal of culverting and avoid building over a culvert or new culverting of watercourses and a 10 metre buffer zone is left free from development from the water's edge;
- E) They make use of Sustainable Drainage Systems unless it can be shown to be technically unfeasible.
- F) They dispose of surface water appropriately according to the following networks in order of preference:
 1. to an infiltration based system wherever possible (such as soakaways).

2. discharge into a watercourse with the prior approval of the landowner and navigation authority (following treatment where necessary).
3. discharge to a public water sewer or highway drain.

Explanation

- 14.4. The effective management and disposal of surface water plays a role in reducing the risk of flooding as well as ensuring that excessive strain is not placed upon existing infrastructure.
- 14.5. Proposals on brownfield sites will be supported which achieve a reduction in surface water run-off. The Council will look for a reduction of 30% on brownfield sites, but will consider each case on its merits having regard to what is practical. The policy supports sustainable drainage systems and all major development proposals (10+ dwellings or 0.5 hectares for commercial developments) are now expected to make use of them unless there is clear evidence that this would be inappropriate. Careful consideration of the various techniques will be required in order to take account of potential land contamination or groundwater sensitivities. The Council expects developers to discharge surface water as high as possible within the surface water hierarchy; where disposed of to an existing surface water sewer there must be no detriment to the existing users of the sewer. The Council, as 'Lead Local Flood Authority', is now a statutory consultee on planning applications for the management of surface water. To assist applicants, the Council has jointly prepared guidance for developers to ensure appropriate information is submitted (South Yorkshire Interim Local Guidance for Sustainable Drainage Systems June 2015 and Doncaster Council's Guidance for Developers Producing Drainage Strategies - Appendix A - 2018). In addition to this, the Environment Agency has published a series of position statements which outline their approach to the management and protection of groundwater which must be adhered to in addition to planning requirements.).

Policy 58: Flood Risk Management

- A)** All development proposals will be considered against the NPPF, including application of the sequential test and, if necessary, the exception test.
- B)** The extent and detailed boundaries of the functional flood plain (flood zone 3b) are identified through the Council's Strategic Flood Risk Assessment, in agreement with the Environment Agency, where national policy will be applied.
- C)** All windfall development proposals outside of Development Allocations in Flood Zones 2 and 3a will be supported as follows:

Housing; and business and general industrial (B1 & B2 use classes): will be required to pass a sequential test with an area of search normally confined to elsewhere within the same settlement.

Office: will be required to pass a sequential test with an area of search normally confined to elsewhere within the Town Centre where the development is being proposed.

Retail: will be required to pass a sequential test with an area of search normally confined to:

1. elsewhere within the settlement's town/ district/ local centre; or
2. where a settlement does not have a retail area defined on the Policies Map, elsewhere within the same settlement as per the proposal itself.

Mixed use: will need to provide justification that the scheme should be considered as a single proposal or otherwise consider whether it is more appropriate to separate out the individual component proposals of the scheme and assess against the land uses as above.

All other proposals: will normally require a borough-wide area of search unless a case can be made to narrow the search area due to certain locational needs of the development or specific catchment requirements.

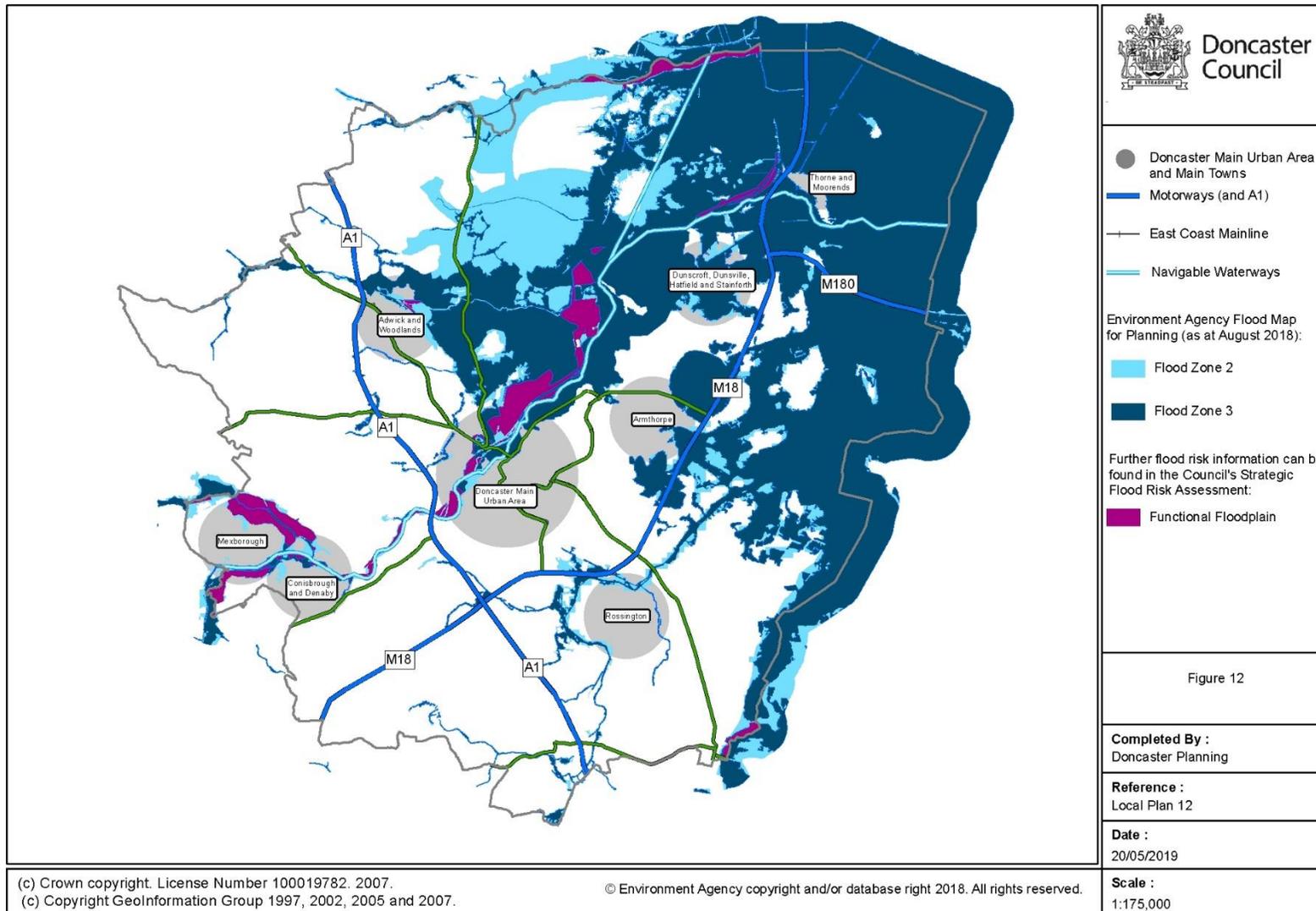
- D) The Council's Strategic Flood Risk Assessment identifies a number of residual flood risk areas and details development planning advice for these which should be considered when looking to develop in these areas. The Council will ensure it keeps its evidence base on flood risk up-to-date, including commissioning a Level 2 Strategic Flood Risk Assessment at the earliest opportunity, so that proposals outside of Development Allocations have the best available evidence on which to prepare their own site specific flood risk assessments and appropriate mitigation and to assist with successful pass of the sequential and exceptions tests.

Explanation

- 14.6. The Functional Flood Plain boundaries are identified through the Council's evidence base, in agreement with the Environment Agency, and is also known as flood zone 3b or washlands. National planning policy in the NPPF seeks to protect and increase the capacity of the functional flood plain to store water during times of flood which will protect surrounding areas from flooding. The Strategic Flood Risk Assessment (Level 1) 2015 sets out more detail on the methodology and approach employed for identifying the functional flood plain.
- 14.7. As development allocations have been made in accordance with the sequential approach, an application for a use that accords with the allocation will be deemed to have passed a sequential test, although any 'more vulnerable' uses on employment and mixed use allocations will still need to pass a sequential test at planning application stage. For clarity, 'Reserve Development Sites' (see Policy 6) are generally sites that failed the Sequential Test at plan-making stage so any future development proposals on these sites still need to demonstrate a successful pass of the Sequential Test as part of any future application.
- 14.8. Given that significant areas of the Borough are constrained by flood risk, including some of our largest and otherwise most sustainable towns and villages, there will always be development proposals on windfall sites coming forward during the plan period. These are sites that are not allocated through the Local Plan but where investors, landowners, and developers wish to bring forward proposals in line with relevant Local Plan policies and being mindful that all the policies in the Local Plan should be read together. Proposals in flood zones 2 or 3a (or other significant sources of flood risk such as surface water flooding) outside of Development Allocations will need to identify whether there are any alternative and reasonably available sites, normally in the areas specified in the policy, that are sequentially preferable to satisfy the Sequential Test. Any sites identified in the same flood risk zone should also be considered further as there could still be instances where the site(s) identified may be sequentially preferable to the application site, for example speed of onset, duration, velocity, or depths. Sites with planning permission can be discounted as no longer being reasonably available. The applicant need only look for sites of a similar size to that of the proposal. The Council's Housing & Economic Land Availability Assessment (HELAA) and 5-Year Housing Land Supply Statement, both normally updated annually, detail alternative sites for proposals of 5+ dwellings, or above 0.25 hectares for employment land. Proposals below this site size threshold will need to undertake a review of the market to ascertain whether there are any sites available, for example individual development plots. Proposals that cannot pass the Sequential Test should normally be refused and do not proceed to the exception tests stage. As such, developers are advised to consider the Sequential Test requirements at the earliest opportunity to avoid unnecessary expense being incurred through progressing an application/commissioning wider planning surveys and assessments unnecessarily.

- 14.9. The Exception Test may be required depending on the vulnerability of the proposed use. It is important that new developments are made safe (including, where appropriate, resilient to any flooding which may occur and that the residual risk of breach and/or over topping of any defences does not pose significant danger to people and /or property) and that they do not increase the likelihood or impact of flooding on surrounding land or properties. A site specific Flood Risk Assessment will be required in line with national planning policy. This will form the basis of understanding what the residual risks to the development are and what may be the most appropriate form of mitigation to take. These will be considered in conjunction with the Environment Agency and the Council's Lead Local Flood Authority Team as part of determining the planning application. Proposals are likely to fall into at least one of six residual flood risk areas as identified through the Strategic Flood Risk Assessment. Proposals that fall into more than one residual flood risk area will need to manage the residual risks relating to the greatest risk posed. Evidence for the Exceptions Test should be proportionate to the scale of the proposal.
- 14.10. Following Local Plan adoption, the Council will consider whether a Development & Flood Risk Supplementary Planning Document is necessary to support implementation of this Policy. The Council will continue to work with the Environment Agency and other flood risk management organisations to keep the evidence base on flood risk up-to-date and manage the residual risks to the Borough from all sources to the best of our ability and with the resources available.

Figure 12: Flood Risk



Policy 59: Low Carbon and Renewable Energy (Strategic Policy)

We aim to increase the supply of low carbon and renewable energy generated in the Borough, in accordance with the principles set out below.

- A) Proposals will be supported which give priority to:
1. biomass and energy crop schemes especially to the north and south east of the main urban area, for example mixed woodland, single species short rotation forestry and large-scale forestry, outside of areas of high quality arable farmland;
 2. heat or power generation from light, water, waste and other low carbon heat sources;
 3. landfill and sewage gas energy generation schemes;
 4. wind power projects which meet the criteria of Policy [60](#); and
 5. micro-renewable energy technologies and decentralised heat and power systems within new development.
- B) In all cases, low carbon and renewable energy proposals will be supported where they:
1. have undertaken community engagement and demonstrate how they will deliver environmental, social and economic benefits;
 2. have no unacceptable adverse effects on local amenity and air quality, and include appropriate stand-off distances between technologies and sensitive receptors, such as residential areas;
 3. allow the continued safe and efficient operation of Doncaster Sheffield Airport;
 4. would have no unacceptable adverse effects on highway safety and infrastructure;
 5. have no unacceptable adverse impacts, including cumulative impacts, on the built and natural environment (including landscape character, and historic and nature conservation assets, such as Thorne and Hatfield Moors); and
 6. reclaim the site to a suitable and safe condition and use (such as agriculture or nature conservation) within a defined and agreed period should the development cease to be operational.
- C) Proposals will be supported which facilitate the delivery of combined heat and power (CHP), combined cooling, heat and power (CCHP) and district heating networks where there is sufficient heat density/demand or anchor loads. Development within or adjacent to Heat Opportunity Areas will be expected to incorporate infrastructure for district heating where feasible, and to connect to existing systems where available.

Explanation

14.11. National policy requires us to plan for renewable energy provision. Renewable energy offers a viable alternative to fossil fuels and nuclear sources and includes the energy generated from wind turbines, hydro (e.g. rivers), solar power, biomass, energy crops, waste facilities, landfill sites and sewage gas. Renewable and low carbon sources of energy are central to achieving our commitments on both reducing carbon emissions and combating the effects of climate change. This is in line with our aspirations to become a low carbon borough. However, the potential negative effects of these sources need to be carefully assessed and managed on a case by case basis. The type of technology proposed will influence the potential impacts on the built and natural environment which all need to be adequately considered. To guide developers the Doncaster Renewable and Low Carbon Study highlights the key opportunities for different forms of renewable energy in the Borough. The Landscape Character and Capacity Study also assesses the potential of the landscape to accommodate wind energy developments and biomass / woodland crops.

- 14.12. The above policy seeks to balance the need to provide a continuous supply of renewable energy and encourage sources of low cost energy whilst protecting the interests of local communities, historical, cultural and environmental assets. The policy sets out the main criteria that will be used to assess renewable energy proposals. Whilst the policy is not specific on which renewable energy technologies will be acceptable, it highlights key opportunities and challenges and explains how renewable energy projects can support wider policy aspirations.
- 14.13. The Doncaster Renewable and Low Carbon Energy Study (2012) shows that Doncaster makes a significant contribution to renewable energy generation in the Yorkshire and Humber Region. It was ranked the second highest authority producing 12.8% of the Region's total in 2012. The study also assessed the technical potential for renewable and low carbon energy resources within the Borough. It found that although environmental constraints such as landscape character reduce the overall opportunities for wind development, there is still significant potential to capitalise on wind resources. The study showed that the Borough has significant biomass resource potential that could fuel district heating networks. In addition, there are opportunities to accommodate biomass planting schemes within lower lying areas and existing woodland areas. The history of coal mining in the Borough increases the potential to generate energy from coal mine methane or use mine water heat pumps. Micro-renewable also offers significant potential to supplement energy demands and help alleviate fuel poverty. In particular there is a significant opportunity for solar power schemes to be installed on the roofs of existing and planned large scale commercial and employment developments across the Borough.
- 14.14. The study found that Doncaster also has major opportunities to benefit from developing heat networks and establish new decentralised energy networks (for example combined heat and power schemes). These could be established by new development and extended into existing areas to leverage the benefits. A number of urban areas in the Borough generate high energy loads in terms of electricity and heat due to the intensity of development and the range of uses, particularly Doncaster town centre. In other locations, large-scale developments could benefit from decentralised energy systems due to their anticipated heat and power loads.
- 14.15. The Policies Map shows Heat Opportunity Areas where there is potential to develop heat and power networks, due to: the existing heat demand of the building stock; the presence of key anchor 'heat loads' (for example hospitals) or public sector ownerships (for example social housing estates or leisure centres); heat generators (power stations, industrial sites or energy from waste facilities); new potential development sites; or a combination of these factors. Significant new development proposals within or adjacent to the Heat Opportunity Areas will be expected to undertake a feasibility analysis to assess the potential to develop these networks, in accordance with the heat hierarchy. Where appropriate they may be required to provide the necessary infrastructure to support development of such networks. Generally, all developments should consider their heating and cooling strategy in accordance with the following heat hierarchy:
1. Connection to existing Combined Heat and Power (CHP) / Combined Cooling Heat and Power (CCHP) distribution networks;
 2. Site-wide renewable CHP / CCHP;
 3. Site-wide gas-fired CHP / CCHP;
 4. Site-wide renewable community heating/cooling;
 5. Site-wide gas-fired community heating/cooling; and
 6. Individual building renewable heating.

Policy 60: Wind Energy Developments (Strategic Policy)

Applications for wind energy developments involving one or more wind turbines will be permitted where:

- A)** medium to large-scale proposals are directed toward areas with the highest relative landscape capacity within the Area of Search for Wind Energy Developments as shown on the

Policies Map;

- B)** small to medium scale wind power schemes are directed toward employment locations which are sited away from the Thorne and Hatfield Moors, the River Don limestone gorge and other sensitive areas, views and uses;
- C)** proposals satisfy the requirements of Policy [59](#) and any other relevant Local Plan policy;
- D)** development would not lead to unacceptable coalescence of areas dominated by wind energy development;
- E)** development achieves a net gain in biodiversity and has no unacceptable adverse impacts, including cumulative impacts, on the historic, built, natural environment and ecology (particularly flight paths for birds and bats);
- F)** any proposed turbine would be located at a sufficient distance from any residential property to demonstrate that it would not cause unacceptable effects on amenity, living conditions, or be overbearing;
- G)** any proposed turbine would be sited away from a susceptible dwelling house, community facility or workplace, so as not to cause shadow flicker;
- H)** any adverse impacts on radar systems (including the operation and growth of Doncaster Sheffield Airport), TV reception, communications links, or telecommunications systems are capable of being acceptably mitigated;
- I)** any proposed turbine would be setback from any highway boundary, railway line, canal, public footpath or bridleway by a sufficient distance to be safe; and
- J)** following community engagement, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

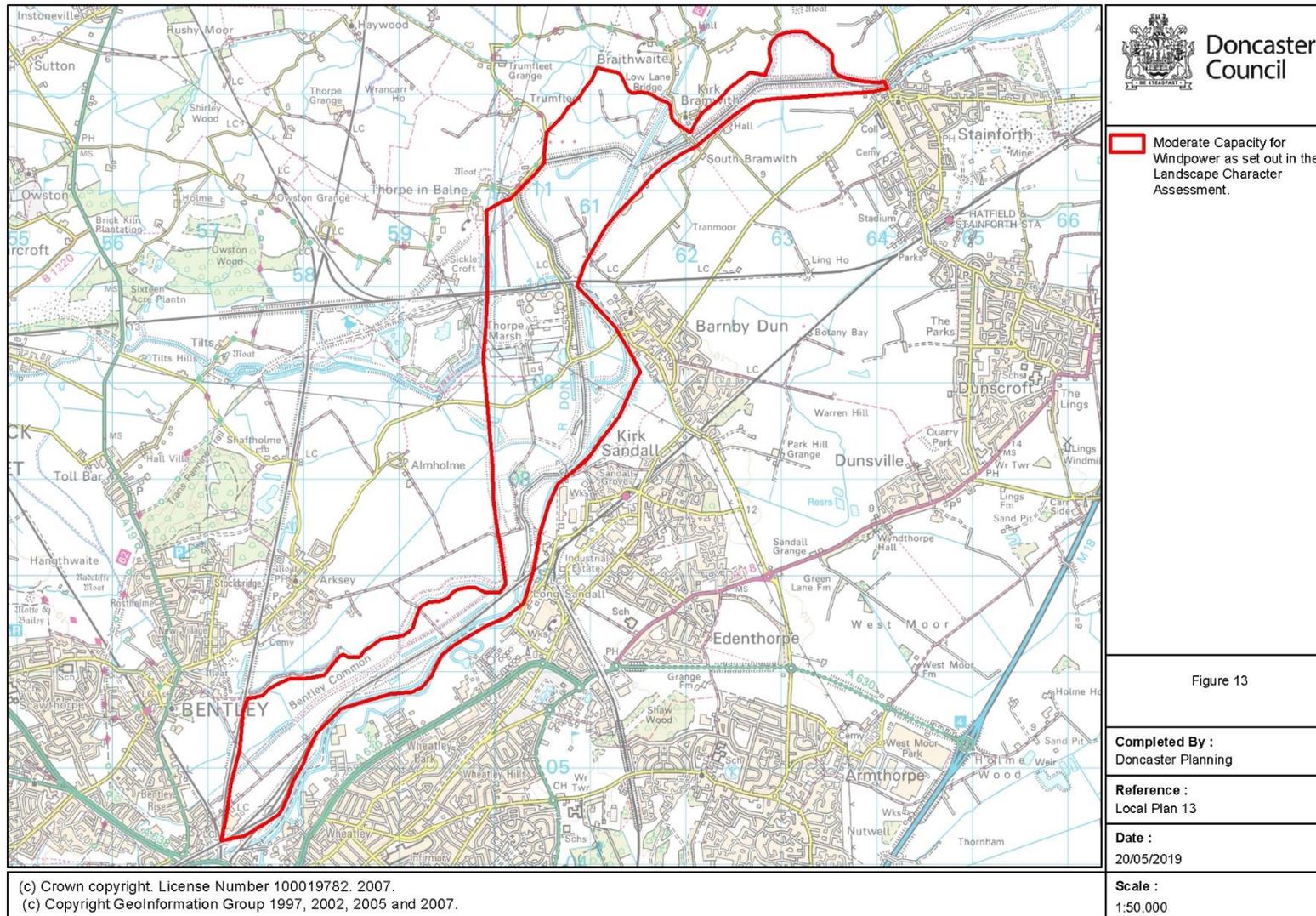
Explanation

- 14.16. The Local Plan aims to encourage the transition to a low carbon economy, part of which is maximising the use of renewable energy. Wind energy developments are potentially an important supply of renewable energy, but the scale and operation of turbines can have negative effects if poorly located. They are often controversial proposals which can split local opinion and generate strong community feelings.
- 14.17. The Doncaster Renewable and Low Carbon Energy Study explored the technical potential for 'large scale' wind energy developments. The term 'large scale wind' describes the development of commercial scale wind turbines and wind farms. These typically comprise turbines of 1 MW or more with hub heights of circa 80-100m or more. To be considered commercially viable, wind speeds greater than 6.0m/s at 100m are needed. The majority of Doncaster has high enough average annual wind speed to exceed this. However, there are a number of other practical, social and environment constraints that need to be considered. The process of physical constraint mapping has been used to identify which sites are likely to have potential for locating large-scale wind turbines. Renewable UK define small-medium wind turbines as those that power many UK homes, farms and businesses with heights up to 55m tall including the blades.
- 14.18. Landscape character is important as it often informs much of the debate around wind development. There are two principal landscape types in Doncaster: the South Magnesian Limestone and the Humberhead Levels. The Doncaster Landscape Character Assessment

highlights potential areas of moderate landscape sensitivity where wind power schemes may be more suitable. It also highlights areas that will be sensitive to such development, particularly parts of the Green Belt in the west, the airport in the east and the internationally important Thorne and Hatfield Moors. Generally, the Magnesian Limestone areas, as well as the flood plain surrounding the former Thorpe Marsh Power Station are considered to be of moderate capacity for wind development. However, the Magnesian Limestone areas are located within the Green Belt where development is only permitted under 'very special circumstances'. As well as being Green Belt, the limestone ridge areas identified contain a number of important country houses and parklands as well as our distinctive limestone villages. Elsewhere, the Humberhead Levels are considered to have low landscape capacity for wind turbines. Omitting these areas of low landscape capacity reduces the theoretical land available for wind development and reduces the potential technical installed capacity.

- 14.19. Therefore, the designated 'Area of Search for Wind Energy Developments' shown on the Policies Map (see also [Figure 13](#)) focuses on directing medium-scale to large-scale wind turbines to the less sensitive location within the Don Flood Plain. In Flood Zone 3b (functional floodplain) essential infrastructure such as wind turbines has to pass the exceptions test to show that it will provide wider sustainability benefits to the community that outweigh flood risk. Proposals will need to show how the development will remain operational at times of flood, and that it will be safe for its lifetime, without increasing flood risk elsewhere in line with the requirements of Policy [58](#). Although this area of search is preferred, further detailed feasibility studies would have to consider a number of additional siting constraints as part of any planning application and meet the criteria of Policy [60](#).
- 14.20. There is some potential for small-to medium-scale wind energy generation in individual developments or adjacent less sensitive places such as employment areas. Smaller scale turbines with a hub height of circa 11– 15m can often be found installed in homes, commercial sites, schools, and rural locations, and, like micro renewables, can (subject to certain criteria) be installed through permitted development rights. Applications for small – medium scale turbines may be permitted anywhere in the Borough but will be judged on a case by case basis by this policy.
- 14.21. Medium and small scale turbines are much less effective and potentially correspondingly more expensive than large commercial turbines. The comparison with large scale wind is important when considering cumulative impact. For example, around 800 6 kW turbines would be required to displace a single 2.5 MW turbine. The low energy output per turbine, poorer performance, and correspondingly higher cost, means that medium and small scale wind is unlikely to be delivered on a commercial energy generation export to the grid basis.
- 14.22. This policy sets out the main criteria that will be used to assess all wind energy developments that require planning permission. Applicants will need to demonstrate how proposals will not cause an unacceptable impact on local residents and businesses and the built and natural environment. When proposing a wind development, consultation with members of the local community and statutory agencies (e.g. the aviation and highway authorities, and the operator of Robin Hood Airport) on the potential benefits and adverse effects will be required. However, the viability of schemes will not only depend on economic and environmental factors such as the sensitivity of the landscape, but also the availability of suitable infrastructure, such as grid connection points and transmission lines. Where locational and policy requirements are considered to have been met, taking into account the environmental, social, economic impacts. The Council will look favourably upon applications for wind energy within the Area of Search, if it can be demonstrated that the concerns that have been raised by the affected local community (the area of which is agreed in consultation with the Council and community) have been, or can be overcome, through mitigation whether this be design, construction or operational mitigation.

Figure 13: Area of Search for Wind Energy Developments



Policy 61: Protecting and Enhancing Doncaster's Soil and Water Resources

Proposals affecting land and water resources will be expected to comply with the following criteria:

- A) Proposals on non-allocated sites that involve the significant loss of the best and most versatile agricultural land (grades 1, 2 and 3a) will only be supported where:
 - 1. there is an overriding need for the proposal;
 - 2. there are no other suitable alternative locations on lower quality agricultural land (or non-agricultural land) available; or
 - 3. the land can be reinstated back to its previous state (where possible).
- B) Developers will need to demonstrate through an on-site assessment the actual grading where significant development takes place on agricultural land.
- C) Proposals will need to demonstrate that all practicable steps have been taken for soil resources to be conserved and managed in a sustainable way.
- D) Development which would disturb or damage any soils of high environmental value (e.g. peats and other soils contributing to ecological connectivity, carbon stores such as peatlands and flood risk alleviation etc.) will not normally be permitted.
- E) Proposals will not be supported which would:
 - 1. have an adverse impact on the ecological status or recreational value of rivers and other water bodies such as flood storage areas;
 - 2. lead to the deterioration in the quality of surface and ground waters; and
 - 3. lead to a reduction in ground water levels (or reduced flows in water courses).

Explanation

- 14.23. This policy seeks to conserve, protect and enhance the quality of Doncaster's land, soil and water resources and minimise the loss of high quality arable farmland and ground water within the nationally important aquifers as far as possible, whilst preventing unacceptable risks from pollution. Soil and water are finite resources that provide vital functions (known as ecosystem services) such as food production, carbon storage, water filtration, flood management and support for biodiversity and wildlife. Yet these resources are coming under increasing pressure from a variety of sources, especially flooding from rivers and surface water run-off from new development, air pollution, wildlife fragmentation and land intensification.
- 14.24. Agriculture is the main land use within the Borough making up nearly two thirds of the total land area. The soils found in the Borough vary in quality from high-grade arable farmland (grades 2 and 3) and its extensive network of drains and channels in the east of the Borough, land reclamation on former colliery sites, through to remediated brownfield sites within former industrial areas. The low-lying agricultural landscape of the Humberhead Levels requires careful management to avoid flooding or prevent harm to property and natural ecosystems such as wetland habitat. Around half of the land area of the Borough is given over to arable farming. Doncaster's high quality agricultural land needs to be protected from inappropriate development so that we can maximise its economic benefits such as local food production, whilst encouraging compatible land management practices such as extending field margins to encourage wildlife creation and recreation in these areas. Developers will need to take full account of the potential impact of development on the quality of agricultural land and soil and water resources, especially during construction phases.

- 14.25. Where significant development is unavoidable, preference will be given to the use of poorer quality agricultural land in preference to higher quality land. Care should also be taken to avoid damage or disturbance to soils of high environmental value and other soils that contribute significantly to ecosystem services. Proposals for other uses of agricultural land for purposes such as flood storage and biomass planting schemes (e.g. reed bed creation) will be supported where they avoid the loss of high quality agricultural land.
- 14.26. Development should demonstrate the sustainable use of soils during construction and operation stages where appropriate. Applicants should demonstrate, in their proposals, that there are feasible and appropriate methods, locations and receptors for the temporary storage and reuse of high quality soils. Built development should be designed and sited with an appreciation of the relative functional capacity of soil resources and threats to soils with the aim of preserving or enhancing identified soil functions.
- 14.27. Measures to incorporate green space and sustainable drainage elements that retain permeable surfaces, allow water filtration, reduce solid erosion and maintain natural soil functions will be supported. Measures that waste soil resource, reduce soil quality, compact or pollute soils or that create a predominantly impermeable surface should be avoided.
- 14.28. The Borough of Doncaster overlies two principal aquifers: Sherwood Sandstone (from which drinking water is obtained) and the Magnesian Limestone (from which drinking water can be obtained). Sherwood Sandstone is the second most important source of ground water in the UK. However, ground water supplies within both aquifers are relatively low due to over abstraction. Aquifers replenish over time through percolating rainwater so they are also at risk from changing weather patterns due to climate change. The quality of groundwater is at risk from nitrate pollution, particularly within the vicinity of Thorne and Hatfield Moors. Doncaster has a number of source protection zones, including at Hatfield, Dunscroft, Edenthorpe, Cantley, Rossington, Bessacarr and Austerfield, where development might cause pollution or undermine ground water sources, such as wells and springs. In these areas, proposals will only be allowed where they can demonstrate that any pollution risks can be mitigated during its construction and operation. The Environment Agency will generally refuse new abstraction licenses in these areas.
- 14.29. In this context, it is important that new development does not impact on water quantity or harm water quality within the aquifers, either from increased abstraction or increased pollution. The Council will work closely with the Environment Agency to ensure that development does not pose an unacceptable risk to water quality and quantity and will generally support proposals that result in an improvement of water quality and the capacity of surface waters to support wildlife.
- 14.30. The European Water Framework Directive seeks to improve the ecological status of all water bodies and protect drinking water sources and nature conservation sites (Habitats Directive Sites and Sites of Specific Scientific Interest). Where development would indirectly or directly affects the quality of a water body in a river basin management plan, applicants will be expected to explain how they propose to mitigate these impacts. In all cases, the information should be proportionate to the nature and scale of the proposed development and the level of concern about water quality. Where a proposal is likely to have a significant adverse impact on water quality a more detailed assessment will be required as part of the environmental statement.
- 14.31. Proposals which may affect the integrity of the internationally designated Thorne and Hatfield Moors will be expected to demonstrate that they will have no significant adverse impact on water quality, hydrology and nature conservation interests. The onus will be on the applicant or developer to screen potential impacts, provide appropriate mitigation measures and deliver biodiversity gain.
- 14.32. In the face of climate change there is also a need to store flood water within the landscape to irrigate farmland during dry summers and ensure that wetland habitats do not dry out. This will bring opportunities to restore or create wetland habitat and reduce the risk of flooding, which may also contribute to the delivery of Policies [27](#) and [31](#).

Minerals Policy

- 14.33. Minerals, such as sand and gravel, limestone and clay are essential to meeting society's needs for economic growth and development. Others, such as gas and oil, are important in helping meet our needs for energy. Planning for minerals have a number of specialist characteristics not found in other sorts of development. For example:
- they can only be worked where they are found occurring naturally, which leads to a limited number of locations where it is both economically viable and environmentally acceptable for extraction;
 - working minerals is a temporary land-use, although it can take place over a very long period of time;
 - working minerals may have adverse effects but most can be mitigated;
 - extraction of minerals is a continuous process of development; therefore there is a requirement for routine monitoring, and if necessary, enforcement to ensure conditions that mitigate negative impacts are complied with; and
 - at the end of extraction the surface land should be restored to a suitable beneficial after-use.
- 14.34. Two principal aggregate minerals are currently extracted in Doncaster; limestone, sand and gravel, with sharp sand and gravel becoming much more limited in occurrence due to depletion of resources. Doncaster is also underlain by significant deep coal reserves, although this is not worked at present. Clay is sometimes worked alongside the extraction of sand and gravel resources and gas is stored underground in former hydrocarbon reservoirs at Hatfield and Trumfleet. Industrial limestone is also extracted in the area.
- 14.35. The Local Plan will indicate specific areas where existing and future mineral extraction will take place. It will identify 'areas of search' and 'safeguarding areas' using information sourced from local operators and the British Geological Survey. With limited proposals coming forward 'areas of search' for sand and gravel will guide industry toward what we consider the best options for potentially working and winning the mineral.
- 14.36. As part of the evidence base, the Council commissioned the British Geological Survey to produce a Geodiversity Assessment and Local Aggregates Assessments are produced annually, providing information on monitoring, supply and demand for aggregate minerals. Additional evidence on site selection, areas of search and mineral safeguarding and aggregate forecasting has also been produced and can be found on the Council's website (Local Plan Evidence Base).
- 14.37. All proposals for mineral development should accord with legislation, national policy and the Local Plan.

Policy 62: Providing for and Safeguarding Mineral Resources (Strategic Policy)

The extraction and production of aggregate, industrial, building stone and energy minerals that contribute to infrastructure and construction projects will be supported through the following principles:

- A)** The Council will aim to plan for a steady, adequate, efficiently and sustainably sourced minerals during the plan period by:
- 1.** encouraging the use of suitable secondary and recycled material in the first instance, minimising the need for primary extraction;
 - 2.** providing for sufficient industrial and energy minerals that balance both the economic and environmental benefits;

3. contributing toward local provision by maintaining, where possible, a landbank of permitted reserves for at least seven years for sand and gravel and with Rotherham Council at least ten years for aggregate limestone;
4. monitoring and reviewing the permitted reserves of sand and gravel, and aggregate limestone and producing an annual aggregate assessment;
5. requiring proposals for sand and gravel to demonstrate that the mineral resource includes at least 20% sharp sand and gravel;
6. identifying on the Policies Map existing mineral sites with extant permission (see [Table 11](#) below), new mineral proposals (preferred areas (see [Table 12](#) below)) and 'Areas of Search' (see [Table 13](#) below); and
7. identifying on the Policies Map minerals and ancillary minerals infrastructure to be safeguarded during and beyond the plan period ([Table 14](#)).

B) Proposals for non-mineral development within Mineral Safeguarding Areas (see [Table 15](#)), and the 250m buffer zone, will be supported where it can be demonstrated that:

1. consideration has been given to the long term economic value of the mineral
2. non-mineral development can take place without preventing the economically viable mineral resource from being extracted in the future;
3. the proposal can feasibly incorporate the prior extraction of any minerals of economic value in an environmentally acceptable way;
4. the need for the development outweighs the need to safeguard the area for future minerals extraction;
5. the development is permitted, minor or temporary in nature.

Explanation

- 14.38. Doncaster produces South Yorkshire's aggregate, industry and energy minerals and contributes towards meeting the local, regional and national demand for resources to support infrastructure and construction projects. The provision of adequate mineral resources is one of the Council's strategic priorities. National planning policy identifies how important minerals are to the local economy and advocates the need for sustainable mineral extraction. The Council is required to provide for an adequate and steady supply of construction aggregate for industry by maintaining a landbank of mineral planning permissions equating to seven years for sand and gravel and ten years for crushed rock (limestone). National planning policy also advocates promoting the use of secondary and recycled aggregates, the provision of a steady supply of all minerals, and the allocation of sufficient land to meet our sub-regional mineral share.
- 14.39. The challenge is to ensure our minerals are worked efficiently and sustainably whilst encouraging the use of suitable secondary aggregates and minerals to minimise the need for primary extraction. The environmental impacts associated with mineral extraction should be minimised whilst ensuring the industry can still contribute toward new development, the local economy and employment provision. Proposals which may damage the integrity of Thorne Moor SAC, Hatfield Moor SAC or Thorne and Hatfield Moors SPA will not be supported in line with Policy [31](#).
- 14.40. Reliance on primary aggregate will be reduced by requiring development at the demolition phase to contribute towards recycling on site material and incorporating recycled material such as 'construction demolition waste' or secondary minerals at the construction phase. Complementary policies relating to the reuse and recycling of demolition and construction waste can be found in the 'Barnsley, Doncaster & Rotherham Joint Waste Plan'.
- 14.41. The Government also acknowledges the need to reduce the reliance on imported fossil fuels and explore for on-shore gas and oil from conventional and unconventional sources. *Our approach to supporting the need for industrial and energy minerals will have regard to both the*

local economy and environment.

- 14.42. The policy implements a planned tiered approach to the exploration and extraction of aggregate minerals by identifying existing sites, allocated site extensions ('preferred areas'), 'areas of search' and 'safeguarded areas'.
- 14.43. With regard to aggregate, the amount of extraction planned for is informed by the 'Yorkshire and Humber Aggregate Working Party Annual Monitoring Report' and the Doncaster and Rotherham 'Local Aggregates Assessment' (LAA) which monitors supply and demand within the Borough and provides evidence for the calculation of landbanks. Local requirement is also evidenced further through the 'Forecasting the Demand for Aggregates' evidence base paper.
- 14.44. Doncaster produces and exports the aggregate minerals to other authorities within the South and West Yorkshire sub-regions and will continue to do so, should conditions allow. The aggregate forecasting evidence base paper identifies South Yorkshire will require approximately 3.7Mt of combined sand, gravel and crushed rock aggregate annually to meet with combined Local Plan proposals. This is approximately 27% more than previous annual consumption. Doncaster also exports aggregate to the West Yorkshire market, which will require approximately 4.4Mt per annum to meet Local Plan proposals. [Table 10](#) identifies what Doncaster can plan for to contribute toward these requirements, South and West Yorkshire will be reliant on imports from other areas, such as Derbyshire, Nottinghamshire, East Riding and North Yorkshire, as well as Doncaster to meet aggregate needs for Local Plan proposals.
- 14.45. [Table 10](#) identifies the mineral requirements Doncaster can plan for during the Local Plan period using the 2018 LAA (and 2016 data).

Table 10: Locally Sourced Mineral Provision for the Plan Period

Mineral	Reserve at 2017 (Mt)	Landbank of permissions at 2017 (years)	Local Provision 18 year remaining plan period (Mt)	Remaining provision at 2035 (Mt)
Undifferentiated sand and gravel (based on 10 year average)	5.6	18.1	5.58 0.31mt X 18 year plan period	0.02
Undifferentiated sand and gravel (based on 3 year average sales)	5.6	18.1	9 0.5mt X 18 year plan period	-3.4
Limestone (crushed rock) (based on 10 year average)	51.7	30.2	30.6 1.7mt X 18 year plan period	21.1
Limestone (crushed rock) (based on 3 year average)	51.7	30.2	41.4 2.3mt X 18 year plan period	10.3

Notes:

1. The reserve at 2017 is taken from the 2018 LAA, which reports on minerals monitoring for the year 2017.
2. The landbank of permissions at 2017 is taken from the 2018 LAA.
3. The 'Local Provision' for the plan period is based on ten year average sales (as required by national planning policy and identified in the 2018 LAA) multiplied the remaining life of the plan (in this case 18 years).
4. The remaining provision is the estimated reserve (what we have now) minus the apportionment for the plan period (what Doncaster can supply).
5. Note - figures are also given based on three year annual sales for comparison (required for consideration by national policy to gauge short term fluctuations).
6. Mt = Million tonnes.

Sand and Gravel

- 14.46. Figures from the 2018 LAA (see [Table 10](#) above) indicates that the Council may not be able maintain a supply of sand and gravel to meet our provision up to the end of the plan period. At 2017 average extraction levels (0.31Mt), the reserve equals 5.6Mt and the landbank of permissions equates to nearly over 18 years. Given only a small number of sand and gravel submissions were received for the Local Plan and subsequent limited suitable allocations have been proposed, it is still essential that 'Areas of Search' are accounted for in the Local Plan and considered as viable options by operators. Please note, the LAA also identifies minerals from quarries in north Nottinghamshire, Lincolnshire and the East Riding which also provide sand and gravel to support development in Doncaster and the wider South Yorkshire region.
- 14.47. Previous monitoring reports and aggregate assessments identify that sharp sand and gravel essential for concreting products is a declining resource in our area and will become increasingly difficult to find in the future. The Aggregate Minerals Survey collects monitoring figures as part of a four yearly survey; this survey confirms that in 2009 84% of the sand and gravel landbank was made up of soft sand, which has a small but on-going demand. Paragraph 3.9 of the 2014 Annual Monitoring Report also confirms that that the reserves of sand and gravel in South Yorkshire are almost exclusively made up of soft sand deposits. The Y&HAWP annual monitoring reports also confirm that only a small proportion of the remaining permitted reserve in Doncaster is sharp sand suitable for use as concreting aggregate. Any new proposals for sand and gravel within areas of search should therefore demonstrate that the mineral resource includes at least 20% sharp sand and gravel to support local development. Recent historic applications demonstrate that sites are extracting an average of approximately 22% sharp sand and gravel; therefore the target of 20% is considered realistic as it takes account of local circumstances and offers some flexibility. Applications outside areas of search that can demonstrate a high yield of sharp sand and gravel will also be considered favourably, subject to the consideration of other planning policies and constraints within the Local Plan. Additional applications for mineral development, not identified in the plan will be considered against the need for the mineral, taking account of the current landbank, economic considerations, strategic projects, and localised housing requirement and build out rates.

Limestone

- 14.48. The 2018 LAA identifies the limestone apportionment for Doncaster is healthy with a 51.7 Mt reserve and a 30 year landbank. The Council acknowledges there may be an issue with the number of working quarries during the plan period with regard to maintaining competition. However, there are quarries in North Yorkshire, Wakefield and Derbyshire that can and do provide minerals and competition. A joint position statement between Rotherham Metropolitan Borough Council, Doncaster Metropolitan Borough Council, Nottinghamshire County Council and Derbyshire County Council identifies that Derbyshire has a 80 year landbank and exports 75% of its production to other areas and could, if necessary, contribute toward supplying aggregate mineral to meet the development requirements identified in the Doncaster Local Plan. When considering planning applications the Council will however take into account the number of sites making up the landbank to ensure reasonable competition is maintained.
- 14.49. The mineral sites shown in [Table 11](#) below have extant permissions and contribute toward the aggregate landbank – the new mineral allocations (preferred areas) listed in [Table 12](#) are Doncaster's best options for contributing towards the landbank of permissions during the plan period.

Table 11: Existing Mineral Sites

Site ²⁵ / Area and Location	Mineral	Type
Dunsville Quarry	Sand and Gravel	Mineral site contributing to the landbank of permissions (Active in 2017)
Wroot Road Quarry		
Austerfield Quarry (1)		
Glen Quarry, Stainton	Limestone	
Hazel Lane Quarry, Hampole		
Holme Hall Quarry, Stainton		
Warmsworth Quarry	Limestone	Industrial Mineral site contributing to the landbank of permissions (Active in 2017)
Cadeby Quarry	Limestone	Mineral site contributing to the landbank of permissions (Active in 2017)
Finningley Quarry (at 58's Road)	Sand and Gravel	
58's Road		
Partridge Hill (High Common Lane, Austerfield)		
Hurst Plantation	Sand and Gravel	Inactive site
Bank End Quarry		
Blaxton Quarry		
Sutton Quarry, Suttonfield Road, Sutton		Site awaiting restoration

Table 12: New Mineral Allocations (Preferred Areas)

Ref. No	Site ²⁶ / Area and Location	Mineral	Type
023	Johnson Field, off Holmewood Lane, Armthorpe	Sand and Gravel	New mineral proposals (Preferred Areas)
1011	Land at Grange Farm, Finningley		

Areas of Search

14.50. The Areas of Search (see [Table 13](#)) have been selected as being those that are most likely to produce the required quantity and quality of aggregate mineral with the least impact on local amenity and the environment. The Yorkshire and Humber Annual Monitoring Report and our Local Aggregate Assessment identifies that good quality sharp sand and gravel deposits are increasingly in short supply, not only in Doncaster but also around the region. The Council therefore recognises the need to identify areas of land where aggregate minerals are likely to be available and extraction may be acceptable during the plan period. The allocated 'Areas of Search' are the most suitable and sustainable options for the aggregate industry to explore for, and possibly win and work, minerals during the life of the plan. These areas will assist the extractive industry by guiding the development of mineral resources toward what we consider our best options for exploration. Applicants are therefore encouraged to look at these areas first to help address the shortfall in the required amount of sharp sand and gravel required to meet the sub-regional apportionment. Any resulting applications contributing toward sharp sand and gravel reserves will be dealt with positively in accordance with current policy and legislation. Applications for mineral extraction outside these areas will be required to provide evidence on the quality and quantity of material to be extracted, economic need for the product and show how the material will contribute toward known sharp sand and gravel shortfalls. Applications

²⁵ Source of sites information: [2017 Local Aggregates Assessment](#)

²⁶ Source of sites information: [2017 Local Aggregates Assessment](#)

with innovative approaches to the manufacture of sharp sand using recycled material and soft sand will also be favourably received. *It will be assumed the applicant has made every effort to secure mineral and surface rights prior to submission of a proposal. All new sites in 'Areas of Search' will be required to submit a valid application for mineral extraction and any associated development.*

Table 13: 'Areas of Search' for Minerals

Ref. No.	Site ²⁷ / Area and Location	Mineral	Type
5.	Land to the west of Bawtry (north of the A631 and west of the A638)	Sand and Gravel	Extensive Areas of Search
47.1	Land between the M18 and Gatewood Lane (north east of junction 4)		
50	Land to the East of the M18 (south of junction 4)		
n/a	Land adjacent to Warmsworth Quarry off Doncaster Road between Warmsworth and Conisbrough	Industrial Limestone (Dolomite)	Area of Search (industrial mineral)

Industrial Minerals and Building Stone

- 14.51. The Council will ensure a steady and adequate supply of industrial minerals by supporting applications that contribute to the local and national economy, but they must still address and mitigate all identified local impacts. The Council will also support small scale building stone extraction as part of larger aggregate quarries, or relic quarries especially where the material is required to support local or national heritage projects.

Safeguarded Ancillary Minerals Infrastructure

- 14.52. The Local Plan is required to safeguard existing or potential infrastructure support facilities used for transport, storage, handling and processing of minerals. There is currently one working wharf in Doncaster which is used on an ad-hoc basis for the transport of magnesian limestone. This wharf is located on the River Don at Cadeby Quarry. Government policy also states that consideration should be given to sites which are needed for the processing and re-distribution of aggregate. Sites (with extant permission) have therefore been identified on the Policies Map. These sites will be safeguarded (including the consideration of a 250m buffer where appropriate) from other forms of development that may hinder their functionality. Consideration will be given as to whether a site still functions as intended and alternative uses may be considered if it outweighs the existing benefits and there is no reasonable prospect of the site being used for ancillary minerals infrastructure in the foreseeable future.

Table 14: Safeguarded Ancillary Minerals Infrastructure

Ref. No.	Location	Type (Safeguarded Ancillary Minerals Infrastructure)	Notes
001	Kirk Sandall	Handling and Processing	Located within existing employment policy area
002	Auckley	Concrete Production	Located within former mineral site
003	Finningley	Handling and Processing - Bagging Plant	Adjacent Finningley Quarry

²⁷ Source of sites information: [2017 Local Aggregates Assessment](#)

004	Finningley	Handling and Processing - Recycling	Located within Finningley Quarry mineral site
005	Kirk Sandall	Concrete Batching	Located within existing employment policy area
006	Stainton	Concrete Products, Batching and Processing	Located within Holme Hall Quarry mineral site (Greenbelt)
007	Rossington	Concrete Production	Located within existing employment policy area
008	Ten Pound Walk, Doncaster	Handling and Processing - recycled rail ballast	Located within existing employment policy area
009	Cadeby Quarry	Wharf	Located within existing permitted quarry boundary

Mineral Safeguarding Areas

- 14.53. Mineral Safeguarding Areas (see [Table 15](#) below) are areas of known mineral resources that are considered to be of sufficient economic or conservation value to warrant protection beyond the plan period. We are required through national planning policy to consider and safeguard minerals that are an important national, regional and local resource. These minerals have a fundamental role in underpinning the local economy by providing aggregate for construction, dimension stone for prestige buildings and minerals for industry. Mineral resources are finite; therefore it is essential that a sustainable approach is used to ensure that there is sufficient supply in the future. Doncaster's Mineral Safeguarding Areas have been developed using an agreed methodology which assesses the best available geological and mineral resource information against a variety of issues and constraints modified from our sustainability appraisal criteria.
- 14.54. The entire Borough is underlain by minerals of varying economic value. Doncaster has considerable mineral resources within the Magnesian Limestone ridge – between Barnsdale Bar in the north and Stainton in the south. The east of Doncaster, between Thorne and Bawtry, sits on the Sherwood sandstone bedrock and contains deposits of both alluvial and post-glacial sands and gravels as well as soft sand. Shallow coal is found in the western part of the Borough near Mexborough.
- 14.55. Mineral Safeguarding Areas (and the 250m buffer zones where relevant) are identified to prevent the sterilisation of shallow coal, crushed rock aggregate, sand and gravel and industrial limestone resources during and beyond the plan period. They are also identified under some developed / sterilised areas to allow for the consideration of prior extraction of mineral should this be appropriate as part of the redevelopment scheme. Permitted development, minor householder applications and temporary development will not require consideration. Development proposals allocated within the Local Plan are deemed to be of greater economic importance and have been allocated over the Mineral Safeguarding Area. In line with national policy²⁸ persons or business's considering introducing a new land-use within a safeguarding area will be responsible for managing the impact of the new land-use. Doncaster's Mineral Safeguarding Areas have been developed using an agreed methodology which assesses the best available geological and mineral resource information against a variety of issues and constraints modified from our sustainability appraisal criteria. *Within these areas non-mineral development proposals will be required to provide a geological report / mineral survey identifying the extent and quality of the mineral and identify and consider realistic opportunities*

²⁸ NPPF 2019 'agent of change principle'

for mineral extraction prior to development. Proposals for temporary, permitted or minor development (see below) are not required to consider the impact of mineral sterilisation.

Safeguarding exemption criteria:

- infilling within a settlement
- householder applications within the curtilage of a property
- advertisement applications
- reserved matters applications
- applications for new and/or improved access
- minor extensions and temporary development
- agricultural buildings adjacent to farmsteads
- minor works such as fences, bus shelters, walls, gates and access
- amendments to current permissions
- changes of use
- applications for development on land already allocated in the adopted local plan
- listed building consent
- applications for trees or hedgerow removal
- prior notification for telecommunications, forestry, agriculture and demolition
- certificates of lawfulness of existing development and
- certificate of lawfulness of proposed use development

- 14.56. Development proposals in urban Mineral Safeguarding Areas should always assess the viability of pre-development pre-extraction. A good example is Mexborough, a Main Town that sits on safeguarded shallow coal field. Development proposals may find it financially beneficial to pre-extract shallow coal as part of ground preparation and civil engineering works. Importantly, however projects proposing incidental extraction should always include interim reclamation proposals in case the primary development is delayed or fails to be delivered.
- 14.57. Although there is no presumption in favour of extraction of coal the Local Plan designates a safeguarding area around the shallow coal reserves to the west of the Borough in line with national guidance.

Industrial Minerals Safeguarded Area

- 14.58. The 'British Geological Survey' places considerable economic importance on industrial dolomite due to its restricted distribution – with working quarries located in Durham, South Yorkshire (Doncaster) and Derbyshire. The British Geological Survey regard 'Permian dolomites as the main source of dolomite in the UK and are a resource of national and regional importance. Ensuring supply during and beyond the plan period is therefore of strategic importance'. As a mineral planning authority (in line with national policy) the Council will plan for industrial minerals by cooperating with other authorities to ensure a steady and adequate provision, support safeguarding / stockpiling important locally sourced minerals and encourage investment in existing plant equipment by allowing for the maintenance of reserves to support appropriate investment. An 'Industrial Mineral' 'area of search' (see [Table 13](#)) and safeguarding area (see [Table 15](#)) is identified on the area of land to west of Warmsworth Quarry.

Building Stone Safeguarded Area

- 14.59. National planning policy requires us to consider small scale building and roofing stone sources, including their need for the repair of heritage assets. In Doncaster building stone (dimension stone) is produced as a by-product of the aggregate industry, with one site producing both dimension stone and aggregate and another site solely producing dimension stone, but with extant permission for aggregate. The production of hand-worked quality building stone is increasingly rare; therefore dormant / disused quarries (with extant permission) have been identified and safeguarded on the Policies Map. Importantly these sites have historically

produced material for use in prestige and restoration projects. Where appropriate the Council will support re-opening of historic building stone quarries that are required to facilitate the conservation of a heritage asset, subject to other policy considerations.

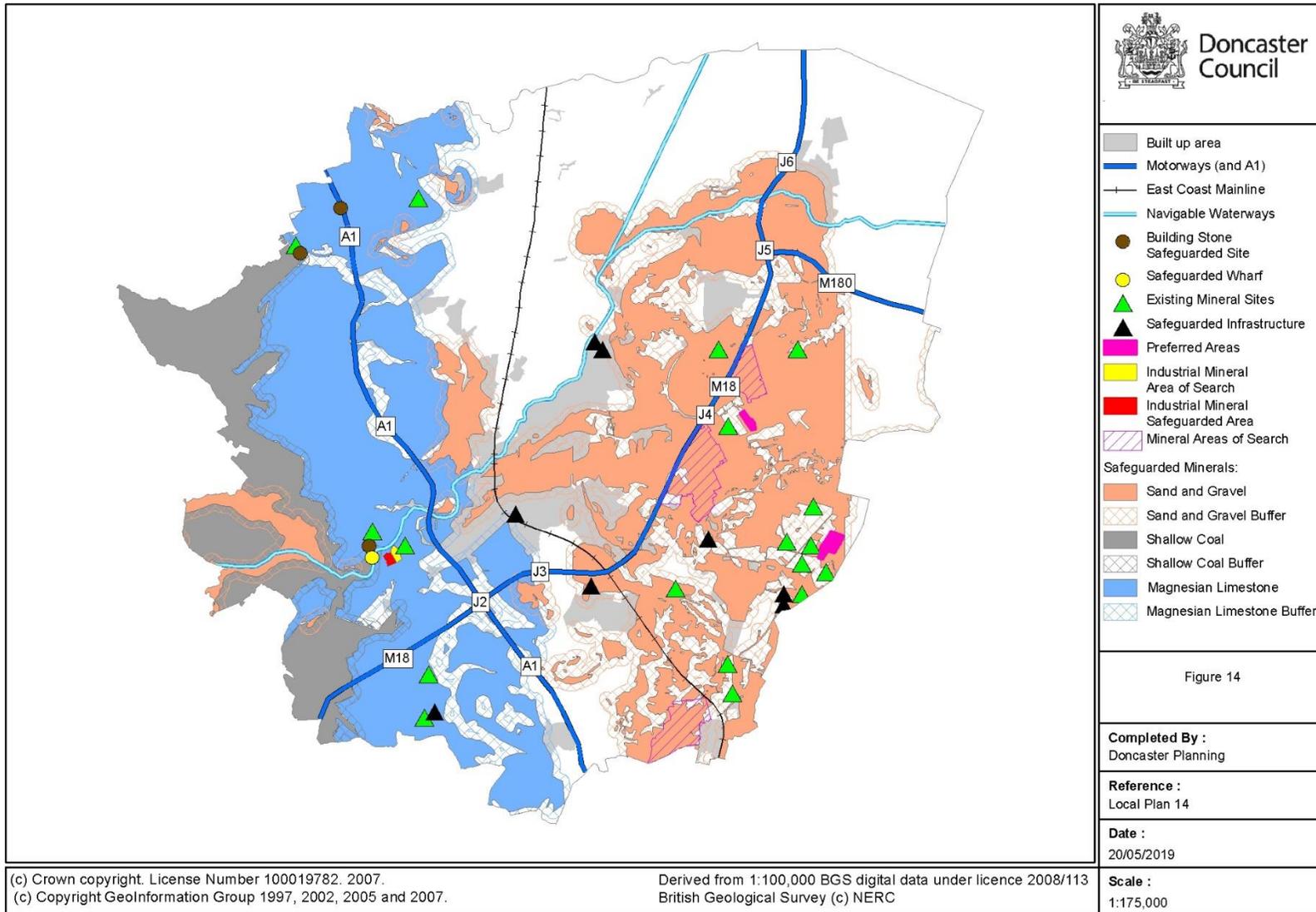
Table 15: Mineral Safeguarding Area Proposals

Site ²⁹ / Area and Location	Mineral	Type
Land to the east of Doncaster between Thorne and Bawtry	Sand and Gravel	Safeguarded Area
The Limestone Ridge between Skelbrooke to the north and Stainton in the south	Magnesian Limestone	
Shallow Coal in the vicinity of Mexborough, between Clayton in the north and Maltby in the south	Shallow coal	
Land to the west of Warmsworth quarry, off Doncaster Road between Warmsworth and Conisbrough	Industrial Limestone (Dolomite)	Industrial mineral Safeguarded Area
Cadeby Quarry	Cadeby Stone (Magnesian Limestone)	Building Stone Safeguarded area
Hazel Lane Quarry	Magnesian Limestone	
Park Nook Quarry	Magnesian Limestone	

- 14.60. The policy will ensure that minerals are considered and safeguarded from inappropriate development beyond the plan period. There is no presumption that the extraction of minerals in mineral safeguarding areas is, or will be, environmentally acceptable, now or in the near future, but that a resource is accounted for during and beyond the plan period. *Applications for mineral extraction within the Mineral Safeguarding Area will be required to provide evidence justifying the exceptional economic, environmental and social benefits of the proposal.* Non-mineral development allocations, proposals and regeneration projects in urban areas with known mineral resources will be required to consider realistic opportunities for extraction prior to development.
- 14.61. Within the shallow coal mineral safeguarding area proposals for coal washing schemes, or prior extraction of shallow coal reserves as part of other development proposals, will be supported in line with national policy.

²⁹ Source of sites information: [2017 Local Aggregates Assessment](#)

Figure 14: Minerals Resources Key Diagram



Policy 63: Minerals Development Proposals, Borrow Pits and Incidental Extraction

Proposals for mineral development including aggregate extraction (in preferred areas and areas of search), underground mining and hydrocarbon exploration, appraisal and development (including production) will be supported where all impacts are addressed and appropriately mitigated in accordance with policies in the Local Plan, national policy and planning practice guidance³⁰.

Incidental mineral extraction and borrow pits will be supported where it can be demonstrated that:

- A) the use of reclaimed, recycled or waste material is considered in the first instance and is not practical or suitable and the use of the mineral would not constitute an inappropriate use of high quality material;
- B) the borrow pit is short term and will ultimately provide either a clear amenity, environmental or local economic benefit;
- C) the borrow pit is geographically well related to the project so the mineral can be transported with minimal use of the public highway;
- D) the borrow pit is restored to an approved restoration scheme within project timescale and inert waste arising extracted from the construction project are utilised in restoration works; and,
- E) incidental extraction will only be supported where mineral is extracted consistent with the purpose of development and there is a proven need for the mineral.

Explanation

- 14.62. As minerals development is complex it is recommended applicants seek advice from the planning authority prior to submitting an application³¹. All applications for mineral extraction will be assessed on their merits, including the assessing whether there is a need for the mineral. Pre-application discussions will help identify if the proposal is acceptable in principle, ensure policy compliance, identify what is required as part of a scheme of working and help identify if an Environmental Assessment is required. Applicants should refer to all the requirements in the online planning practice guidance notes, especially the ones relating to assessing environmental impacts from minerals extraction, and adequately mitigate all the impacts identified. It should be noted there are areas in Doncaster where minerals extraction, quarrying, and oil and gas exploitation may not be permitted by the Environment Agency (EA) - applicants should contact the EA in parallel with a submitted planning application to ensure the appropriate licenses and permits are in place.
- 14.63. The numerous policies within the Local Plan, associated national policy and planning practice guidance will ensure minerals development takes account of the location, siting and design of surface development and provide for a high degree of protection for the environment and local communities. Proposals which may damage the integrity of Thorne Moor SAC, Hatfield Moor SAC or Thorne and Hatfield Moors SPA will not be supported in line with Policy 31.
- 14.64. Borrow pits are temporary mineral workings located adjacent to a major construction site and used to supply a specific project. They can be an appropriate way of providing locally sourced material for major construction projects without the need for long distance transportation. However, other sources of bulk fill material, such as construction and demolition waste or colliery spoil, should always be considered in the first instance.
- 14.65. Incidental mineral extraction involves removal of mineral as a secondary part of 'Non-mineral' development. Incidental extraction promotes the sustainable use of minerals that may

³⁰ <https://www.gov.uk/guidance/minerals>

³¹ A 'Good Practice Guide for Developers and Agents' is available online for information.

otherwise be lost or sterilised. Proposals for borrow pits and incidental extraction should aim to use the material in a sustainable manner and extract the minimum amount of mineral consistent with the nature of development. Proposals for borrow pits or incidental mineral extraction will generally be supported subject to accordance with other relevant Local Plan policies.

Policy 64: Reclamation of Mineral Sites (Restoration and Aftercare)

Proposals for mineral extraction will be supported where they include a phased sequence of extraction, restoration, reclamation, and implementation of the planned aftercare, specifically benefitting climate change mitigation, biodiversity, our green infrastructure network, informal recreation, local agriculture land and/or geodiversity.

- A)** Mineral extraction sites within biodiversity opportunity areas will be expected to direct reclamation towards the UK Biodiversity Action Plan priority habitats indicated in Policy [30](#) as a priority for that area.
- B)** Proposals will need to demonstrate that:
1. the surrounding landform and landscape impacts are taken into account and appropriately mitigated;
 2. the requirements for the reinstatement of the lost or damaged habitat / landscape type, or provision of new habitat types have been fully considered;
 3. an appropriate aftercare period is in place in order to ensure successful restoration;
 4. sufficient consideration has been given to long term after-use of the site when designing the restoration proposals;
 5. measures are in place to ensure that the restoration is technically and economically feasible, and can be successfully completed; and
 6. where feasible geological features are retained for scientific study and local appreciation.

Explanation

- 14.66. The policy is designed to ensure restoration proposals maintain or enhance the quality of the land providing long term community and environmental benefit and achieve a net gain in biodiversity in line with Policies [30](#) and [31](#).
- 14.67. Restoration and aftercare proposals should take into account the phases of working and long term after use of the site in order to determine the best approach to maintain or enhance the long term quality of the land and surrounding landscape. The restored land should provide for a long term living asset. Reclamation provides an ideal opportunity to create or enhance sites for nature by delivering UK BAP priority habitats and re-establishing ecological networks and locally important and nationally protected species. National planning policy stipulates that restoration proposals should be carried out to a high environmental standard and also ensures the provision of new habitats contributes towards an integrated biodiversity network. Alternative restoration proposals that conform to other Local Plan policy designations and the surrounding landscape will be considered on their merits.
- 14.68. The aftercare scheme should cover the appropriate steps required to ensure successful restoration for the determined period. The scheme will need to be agreed with the Council and include:
- a map identifying all the areas subject to aftercare management.
 - a strategy of commitments (including soils and vegetation establishment and management, secondary treatments, drainage, irrigation and watering) for the determined

period.

- 14.69. Although the guidance to national policy stipulates the requirement for the provision of an outline strategy of commitments for a five year aftercare period, and a detailed programme for the forthcoming year, there may be some circumstances where specialised habitats may require longer periods to become established. Where necessary the Council will require an additional aftercare period secured by a planning obligation rather than a condition. It may also therefore benefit the mineral company to find partners from local wildlife trusts or organisations to ensure the long term success of the restoration.

Policy 65: Providing for Energy Minerals³² (on-shore Gas and Oil (Hydrocarbons))

'Petroleum Exploration and Development Licence' (PEDL) areas and hydrocarbon sites are identified on the Policies Map for information.

Applications for the exploration, appraisal and development (including production) of on-shore gas and oil in licenced areas will be determined in line with National Policy, Guidance and relevant policies within the Local Plan.

Explanation

- 14.70. In line with national guidance 'Petroleum Exploration and Development Licences' and permitted hydrocarbon sites will be shown on the Policies Map for information.
- 14.71. The Government awards PEDLs to operators to give exclusive access to operators to 'search, bore for and get' oil and gas resources which are owned by the Crown. The award of the licence is to help ensure maximum use of a natural resource. Operators are still required to get landowner consent, planning permission and other regulatory consents as necessary. The online 'Onshore Oil and Gas Activity' interactive map provides information on licence references, ownership, start date, status, size, and licence end date.
- 14.72. National planning policy states that both *conventional and unconventional hydrocarbons* (gas and oil) are minerals of national and local importance and that Minerals Plans (i.e. the Local Plan) should include policies for their extraction. This includes applications for both conventional and unconventional hydrocarbons³³. Applications for hydrocarbon exploration, appraisal or production, will only be acceptable in areas where the Oil and Gas Authority³⁴ have issued a (PEDL) licence under the Petroleum Act 1998 (a Petroleum Licence). Hydrocarbon applications will be determined in line with national policy, planning practice guidance and relevant policies in this plan. Applicants are encouraged to engage with the planning authority and local community at the earliest opportunity to ensure all potential impacts are addressed and mitigated at each separate planning application stage. Applications which include (or may include) proposals for hydraulic fracturing will also be required to produce an Environmental Impact Assessment (EIA). Proposals which may damage the integrity of Thorne Moor SAC, Hatfield Moor SAC or Thorne and Hatfield Moors SPA will not be supported in line with Policy [31](#).
- 14.73. When determining applications the Council will consult and work with all the relevant key regulators and organisations.

³² NPPG Paragraph: 106 Reference ID: 27-106-20140306. Paragraph: 107 Reference ID: 27-107-20140306

³³ National Planning Policy Framework paragraphs 209 to 211

³⁴ Formerly Department of Energy and Climate Change

14.74. Applications for underground gas storage and carbon storage will also be considered against national policy and guidance, and relevant policies within the Local Plan.

Peat and other minerals

14.75. Peat is an economically important mineral resource and Thorne and Hatfield Moors are the largest lowland peat resources in the country. These deposits, however, occur within internationally designated conservation areas where, in line with national guidance, peat extraction (other than as part of on-site restoration) will not be supported. However, where peat is found in areas outside the moors, such as the land to the north of the West Moor link road at junction 4 of the M18, pre-development extraction may be considered as part of a development, re-development / regeneration project.

14.76. Applications for the extraction of other minerals (for example, coal and clay) will be considered on their merits in line with national policy, guidance, relevant policies within this Plan and the need for the mineral.



Chapter 15

Implementation and Monitoring



Chapter 15: Implementation and Monitoring

Introduction

- 15.1. National planning policy highlights that pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. In preparing the Local Plan care has been taken to ensure it is deliverable. This chapter sets out the Local Plan's approach to seeking developer contributions required to ensure mitigation of harm to make otherwise unacceptable development acceptable in planning terms. Policy is also presented to stress that the sites and the scale of development identified in the Plan should not be subject to such a scale of obligations and policy requirements that their ability to be developed viably is threatened.
- 15.2. Review and monitoring are key aspects of the planning system with emphasis on delivering sustainable development and sustainable communities. They are crucial to the successful delivery of the vision and strategic objectives set out for the Local Plan. Monitoring and reviewing proposals set out in the Local Plan will indicate what impact the policies are having in respect of national, regional and local policy targets and other specific targets set out in the Local Plan. They will also indicate whether policies need adjusting or replacing because they are not working as intended, or whether they need to be changed in the light of changes to national or regional policy.

Policy 66: Developer Contributions (Strategic Policy)

It is important that new proposals are planned in step with the necessary supporting infrastructure, and can make appropriate contributions towards new infrastructure as required, in order to deliver sustainable development. However, developments should not be subject to such a scale of developer contributions or policy requirements that development viability is put at risk. To help ensure this balance is achieved, proposals will be expected to accord with the following:

- A)** Where necessary, directly related to the development, and fair and reasonable in scale and kind, developer contributions will be sought to mitigate the impacts of development through:
1. direct provision on site (e.g. for on-site affordable housing, education facilities, biodiversity net gain, open space, or sustainable drainage schemes);
 2. provision off site, to ensure the development can be delivered in line with other policy objectives, and to a safe and satisfactory standard (such as off-site affordable housing, education facilities, biodiversity net gain, flood mitigation, or highways improvements); and
 3. contributions towards softer interventions to ensure the benefits of the development are maximised by local communities (such as skills and training programmes including local labour agreements).
- B)** Where infrastructure is to be provided either on or off site, provision for its long-term maintenance will be required (which may include its adoption either by the Council or a third party, subject to the provision of appropriate maintenance funding from the developer).
- C)** To address developer requirements as a whole, where development proposals on a large composite or naturally defined area are sub divided into multiple applications (or phases) over time, planning applications which form part of a more substantial proposed development, on the same or adjoining land will be treated as one application for the whole development.

Explanation

- 15.3. Developer contributions (sometimes referred to as ‘planning obligations’) assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. It is important that developments adequately deal with the resultant impact on our physical, social and green infrastructure. Developers may be asked to provide contributions for infrastructure in several ways. This may be by way of the Community Infrastructure Levy (although not being progressed by the Council at the time of Plan adoption) and/ or planning obligations in the form of Section 106 agreements and section 278 highway agreements. Developers will also have to comply with any conditions attached to their planning permission.
- 15.4. Should the Council choose to implement the Community Infrastructure Levy in the future, then the approach to developer contributions towards site specific mitigation, and more general infrastructure funding, will need to be clarified through the Regulation 123 List that the Council is advised to publish alongside an adopted Community Infrastructure Levy Charging Schedule. Section 106 planning obligations will remain in force for regulating development, on-site mitigation, delivering affordable housing and mitigating the impacts of development that does not fall into the Levy. They cannot be used for general contributions to infrastructure funding; such an approach would require the introduction of the Levy.
- 15.5. Given developer contributions under Section 106 are negotiated based on certain site size thresholds, for example affordable housing contributions are normally sought from residential schemes of 15+ units, it is important to safeguard against larger sites being split into smaller phases and therefore below a certain contribution requirement as an attempt to circumnavigate the policy. This also applies to contributions for public open space and education.
- 15.6. Section 278 Agreements, under the Highways Act 1980, are an agreement for highway works to be delivered by the developer respective of the highways and transport works needed as a result of the development. The management and payment for such projects is either by the developer contracting the Council or private works operator, provided that suitable permission and inspections are sought and paid for by the developer and provided by the Council. Section 278 works will continue to play an important role in the delivery of development highways infrastructure, particularly for single scheme and financier projects.
- 15.7. Mechanisms must be provided for appropriate highway maintenance for an agreed time period after the development has been implemented, to include traffic signal and highway funding which may be via developer contributions, appropriate to the scale and location of the development. Likewise, other policies in the Local Plan require provision of Public Open Space or Sustainable Drainage Systems where their long term maintenance will need to be managed.

Policy 67: Development Viability (Strategic Policy)

Where the applicant can demonstrate that particular circumstances justify the need for a Viability Appraisal, the Council will take a pragmatic and flexible approach to planning obligations and consider their genuine impact on viability of development proposals on an independent and case by case basis, at the applicant’s expense, and in line with the following principles:

- A)** Development which is unable to make the full contribution at the point at which the application is submitted may be supported where:
- 1.** a robust and fit for purpose viability assessment shows that the full contribution would make the development unviable;
 - 2.** the possibilities for reduced, deferred or phased contributions have been fully explored; and,
 - 3.** it can be demonstrated that the wider benefits of the scheme outweigh its lower level of contribution.

- B)** Where a lower level of contribution is agreed, this may be subject to reassessment once the development commences and/or any other suitable trigger point(s) as appropriate and agreed between the Council and the applicant.

Explanation

- 15.8. National policy states that contributions expected from developers towards infrastructure should be set out in local plans and that such policy requirements should not undermine the deliverability of the plan. This upfront approach therefore ensures costs associated with providing infrastructure and other development costs can be factored into land transactions between developers and landowners and therefore negating the likely occurrences of viability being at issue. Testing policies as part of the plan-making stage therefore negates the need for site specific viability assessments as part of subsequent planning applications in the majority of circumstances.
- 15.9. The Council is therefore required to assess the cumulative impact on development viability in the Borough from national and local standards as well as any Local Plan policies which require a cost to the developer. The Council's evidence base on viability' (Doncaster Local Plan Viability Testing 2016 and 2019 Update) has been independently prepared in accordance with all the relevant guidance. The findings have led to direct changes to some of the policies in the local plan, such as the affordable housing policy requirement, in the interests of ensuring viability and deliverability of the plan).
- 15.10. The applicant should refer back to the Council's viability testing that informed the Local Plan and provide evidence for what circumstances have changed since then that justify a site specific appraisal to be undertaken as part of the planning application. Any viability appraisal is to be prepared at the applicant's expense and will be published as part of the planning file. The Council has protocols in place to ensure that they are then independently verified. Where an applicant is able to demonstrate to the satisfaction of the Council that the planning obligation(s) would cause the development to be unviable, the Council may need to be flexible. Assessing viability should lead to an understanding of the scale of planning obligations which are appropriate. However, national planning policy is clear that where safeguards are necessary to make a particular scheme acceptable in planning terms, and these safeguards cannot be secured, planning permission should not be granted for unacceptable development.
- 15.11. The viability of any development may change in the future given the time lapse often seen between a planning application being determined, and a start on site, but especially so for larger development proposals which may take many years to commence and build out over a timeframe when invariably market conditions will be different and/or infrastructure needs may have changed. The policy allows for the necessary 'checks and balances' to be put in place to review the viability at suitable trigger points over the lifetime of the build to ensure any contributions not viable at the point of determination, can be realised should the viability of the development prove to be different to that set out in the initially appraisal. This is considered to be in line with best practice and provides the flexibility to ensure development is not put at risk and can be delivered now, but that the benefits to the wider community may still be achieved at some point in the future.

Monitoring

The Council will regularly assess the performance and effectiveness of the Local Plan based on relevant indicators. The Council will produce an Annual Monitoring Report which will be used to

inform any change to policies or additional actions considered to be required. All information will be made publically available.

The Annual Monitoring Report will

- A)** Monitor Progress of the Local Plan against a set of indicators
- B)** Report any activity in relation to the duty to co-operate
- C)** Provide up to date details of the implementation of neighbourhood plans
- D)** Provide details of any updates to evidence base documents.
- E)** Determine if there is any need to undertake a partial or full review of the Local Plan

- 15.12. The Council will produce an 'Annual Monitoring Report' that will assess the progress of the Local Plan against the milestones set out in the 'Local Development Scheme' and the extent to which the policies are being achieved and targets met.
- 15.13. It is likely that during the course of the Local Plan circumstances that have a bearing on development will change. The economy will evolve and there may be new laws and advice from central Government. It is essential that the Local Plan is flexible and able to respond to changed circumstances. It is important that the Council undertakes regular monitoring of the effectiveness of the Local Plan to identify and actions required to retain its currency and validity. The Annual Monitoring Report will track the progress of the Local Plan in meeting the Plan's objectives and the implementation of its policies.
- 15.14. Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out what information the reports must contain. The Local Plan's monitoring indicators are set out in Appendix [12](#) have been developed to conform with national guidance and local relevance.



Chapter 16

Spatial Proposals



Chapter 16: Spatial Proposals

Introduction

- 16.1. This Chapter sets out proposals for new land-use allocations in the Borough’s settlements and growth areas together with any area specific policies. It follows the sequence of the Local Plan’s Settlement Hierarchy (see Policy 2).

Topic Papers will be issued at Plan Submission explaining the housing, employment and retail proposals in this Chapter.

<u>Doncaster Main Urban Area:</u> including Doncaster town centre, Balby/ Woodfield, Belle Vue, Bentley, Bessacarr, Cantley, Clay Lane, Cusworth, Edenthorpe, Hexthorpe, Hyde Park, Kirk Sandall, Intake, Richmond Hill, Scawsby, Scawthorpe, Warmsworth and Wheatley.	
<u>Main Towns:</u> <u>Adwick & Woodlands</u> <u>Armthorpe</u> <u>Conisbrough & Denaby</u> <u>Dunscroft, Dunsville, Hatfield & Stainforth</u>	<u>Mexborough</u> <u>Rossington</u> <u>Thorne & Moorends</u>
<u>Service Towns and Villages:</u> <u>Askern</u> <u>Auckley & Hayfield Green</u> <u>Barnburgh & Harlington</u> <u>Barnby Dun</u> <u>Bawtry</u>	<u>Carcroft & Skellow</u> <u>Edlington</u> <u>Finningley</u> <u>Sprotbrough</u> <u>Tickhill</u>

Doncaster Main Urban Area (MUA)

Settlement Profile

- 16.2. Policy 2 defines this area as the contiguous built-up area of Doncaster comprising the town centre and a number of distinct but connected surrounding districts including Balby/ Woodfield, Belle Vue, Bentley, Bessacarr, Cantley, Clay Lane, Cusworth, Edenthorpe, Hexthorpe, Hyde Park, Kirk Sandall, Intake, Richmond Hill, Scawsby, Scawthorpe, Warmsworth and Wheatley. With the exception of the boundary between Warmsworth (MUA) and Edlington, this Main Urban Area is separated and disconnected from other settlements by parts of the Green Belt in the west, or the countryside in the east.
- 16.3. The Main Urban Area has the largest population and best service provision in the borough. Doncaster town centre is a significant sub regional centre with excellent shopping provision, including the Frenchgate Centre (a modern indoor shopping centre), Doncaster’s markets and high street shopping – as well as a number of bars and restaurants.
- 16.4. The Main Urban Area, outside of the town centre, is comprised of a number of separate ‘districts’ which each have their own provision of services, in addition to being within convenient travelling distance of the town centre.
- 16.5. Central Doncaster is home to Doncaster railway station, the Borough’s main railway station, with trains serving local, regional and national stations including Sheffield, Rotherham, Leeds, Hull, York, Newcastle, Edinburgh and London. Additionally, two districts (Bentley and Kirk Sandall) also have local train stations which are served by local stopping services. Doncaster bus interchange is also located here, with regular local and regional services, as well as being

served by national coach carriers.

- 16.6. The Borough's main roads, which lead out to various surrounding settlements, converge in the Main Urban Area, whilst the M18 and A1(M) largely circumvent the settlement, with numerous easily accessible points. From here, there is access to the national motorway network, including the M1, M62 and M180. The M18 also connects the Main Urban Area to the Airport via the Great Yorkshire Way.
- 16.7. The Main Urban Area is the location of a number of important open spaces, entertainment and leisure venues. This includes Doncaster Common, Town Fields, Sandall Beat Wood, Cantley Park and Lakeside – a successful mixed residential, commercial, leisure and retail development built around a man-made lake - where Doncaster Dome, Lakeside Village shopping outlet, the HS2 College and the Keepmoat Stadium (home to Doncaster Rovers F.C.) are also located. Additionally, Doncaster Racecourse, home to the renowned classic horse race, the St Ledger, and the Yorkshire Wildlife Park are also located in or on the edge of the Main Urban Area.
- 16.8. Recent investment has been made in the town centre to develop a Civic and Cultural Quarter, which will comprise of the restaurants / bars, a cinema, the Cast theatre, and a new museum, innovatively designed to house an existing former girls school within it. A number of significant infrastructure projects have recently completed or are under construction including widening of White Rose Way (the main route into town from J3 of the M18) and the Great Yorkshire Way, which links J3 of the M18 to Auckley – Hayfield Green (and consequently, Doncaster – Sheffield Airport).
- 16.9. Current large scale housing developments include Manor Farm, Bessacarr; Carr Lodge, Woodfield; McCormicks, Wheatley Hall Road; and Lakeside/Belle Vue. Despite the decline in heavy industry and the trend in recent years for new employment sites (particularly logistics) to be developed closer to motorway junctions, the Main Urban Area continues to provide major employment opportunities particularly in retail and public services but also in industrial and commercial premises such as those at Doncaster Carr, Balby Carr, Lakeside, Kirk Sandal and Wheatley Hall Road.
- 16.10. There are a number of constraints in the Main Urban Area, which surrounds the urban area to the west, and areas of flood risk along the River Don and to the north in the Bentley area in particular.

Settlement Role and Function (in the Local Plan)

- 16.11. The Local Plan aims to strengthen this area's role in providing services for the whole Borough and beyond. It will be the main focus for development in the Borough (Policy 2), including housing, retail, leisure, cultural, office and other employment development with stronger links to national transport networks and enhanced public transport provision to better connect the town centre transport interchanges with the rest of the Borough and beyond.
- 16.12. The town centre is recognised as a sub-regionally important centre at the top of Doncaster's retail hierarchy. Policies seek to protect its vibrancy and vitality and to increase its attractiveness, accessibility and the range and quality of its businesses, homes, cultural, education and entertainment services. Other centres across the area are also protected and supported.
- 16.13. Reflecting its role as the most sustainable location in the Borough with the largest amount of the Borough's population, the Main Urban Area will be the main location for housing growth in the plan period. In total, the area will deliver between 50 – 55% of the Borough's overall housing requirement in a variety of locations, which includes 60 – 70% of the economic uplift for the Borough being delivered. In order to meet this requirement, a number of urban sites are allocated, as well as some greenfield extension sites. This is necessary given some of the aforementioned constraints on land in this location. Viability, particularly in respect of housing requiring flood mitigation, continues to be an issue. Due to flood risk on otherwise suitable

sites, some 'reserve sites' will also be earmarked in this location, which are suitable subject to constraints being overcome (but not part of the allocated supply).

- 16.14. The Main Urban Area straddles the East Coast Main Line and so its western edge is bounded by Green Belt whilst its eastern edge is bounded by Countryside outside the Green Belt. The river corridor and northern parts of the area lie within Environment Agency designated flood zones 2 and 3 but with existing flood defences. The river and navigation, rail lines, motorways, common land and other important open spaces and nationally important habitats provide physical constraints to outward expansion of the Main Urban Area in a number of directions. Therefore, it is necessary for urban expansions into land previously designated as Green Belt and/or in the Countryside in order to accommodate fully the planned level of housing growth. Opportunities for urban extensions have been identified at Warmsworth, Balby, Edenthorpe, Wheatley and Cantley in addition to the on-going urban extensions at Bessacarr (Manor Farm) and Balby (Carr Lodge).
- 16.15. Major employment sites in the area include Balby Carr, Doncaster Carr, Kirk Sandal, Lakeside, Shaw Lane, Wheatley Hall Road and York Road, which will all be protected and supported for employment uses.

Neighbourhood Planning

- 16.16. At the time of writing, the Edenthorpe Neighbourhood Plan is being prepared, as is a Neighbourhood Plan for Sprotbrough, which includes in its neighbourhood area land east of the A1(M), which is part of the Main Urban Area.

Employment Allocations (Policy 4)

- 16.17. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough. [Table 4](#) allocates two sites in the Main Urban Area totalling 14 hectares, both in Balby.
- 16.18. As at the 1st April 2018, there is 20.79 ha with permission in the Main Urban Area.

Table E1: Allocations with planning permission (as at 1st April 2018)

Site ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period	
984	Former McCormick Tractors International, Wheatley Hall Road, Wheatley		41.41	Outline for a mixed use scheme	B1/B2/B8/Other	9.50	9.50
1096	Land at Marshgate, Doncaster		5.13	Outline	B1/B2/B8	2.40	2.40
1098	Land off Little Lane, Clay Lane, Doncaster		2.53	Outline	B2	2.53	2.53
1101	Parkside Industrial Estate, Wheatley Hall Road, Wheatley		5.94	Full	B2	4.91	4.91
1110	Marshgate Depot, Friars Gate, Doncaster		2.82	Full	B1/B2	1.45	1.45

Employment Policy Areas (Policy 5)

- 16.19. Existing employment sites in this area include:
- Doncaster and Balby Carr including Lakeside – established and growing employment areas with a range of sites still to be developed. The area benefits from access to the urban area and the strategic road network.

- Wheatley Hall Road – mix of existing uses including car showrooms and storage. Some brownfield sites, including the former McCormick Tractors site which has planning permission for a mixed use scheme.
- Kirk Sandall Industrial Estate – established area with a mix of small and medium sized businesses with good local access.
- Shaw Lane Industrial Estate – established area with a mix of small and medium sized businesses with good local access.
- Bentley Road – established area with a mix of smaller businesses.
- Clayfield Industrial Estate - established area with a mix of small and medium sized businesses with good local access

Housing Allocations (Policy 6)

- 16.20. Policy 3 includes a target that at least 50% of the Borough total, or 6,805 - 7,315 new houses, is allocated to this area. Actual allocations for the first 15 years for the Main Urban Area equate to 7,211 new dwellings which is 55% of the Borough's allocated housing requirement made up as per the following.
- 16.21. As at 1st April 2018 there are permissions for 3,748 dwellings. All of this capacity is deliverable and/or achievable in the plan period (3,658 units in the first 15 years) and follows some discounting of capacity for specific permissions where necessary for non-delivery. Additional allocations are made totalling 3,844 new houses, although a small element of this supply (151 dwellings) is on a very large urban extension site (Carr Lodge, Balby) which will still be developing beyond the plan period. Anticipated delivery from these allocations by the end of the plan period equates to 3,693 new homes (of which 3,553 units are within the first 15 years). The plan therefore identifies specific sites as allocations totalling 7,592 new homes with supply from these sites in the first 15 years totalling 7,211 (or 7,441 by the end of the plan period in 2035).
- 16.22. Reserve development sites could contribute an additional supply of 749 new homes for the settlement (all in the Bentley area) providing viable flood risk mitigation solutions can be identified and in accordance with Policy 58 including the requirement to pass the flood risk sequential and exceptions tests. Further significant and additional housing supply is anticipated from residential elements of Brownfield sites contained in the Urban Centre Masterplan and as per Policy 69 which are likely to include some high density residential schemes.

A Topic Paper will be issued at Plan Submission explaining in further detail housing land supply issues

Table H1(A): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
544	The Maltings Timber Limited, Doncaster Road, Kirk Sandall	1.17	Full	Not Started	80	55	55	0	0	0	0
555	Land Off Grove Road, Kirk Sandall	2.59	Full	Started	96	96	96	0	0	0	0
686	123, 123a, 125, 129a and 131 Balby Road, Balby	0.02	Full	Not Started	5	5	5	0	0	0	0
712	12 Avenue Road, Wheatley	0.12	Full	Not Started	6	6	6	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
792	Land to the Rear of Eden Grove Road, Edenthorpe	0.27	Full	Not Started	9	9	9	0	0	0	0
797	Land At Doncaster Football Ground, Bawtry Road, Doncaster	3.38	Full	Started	152	60	60	0	0	0	0
838	Kirk Street/Ramsden Road/Eden Grove	21.30	Full	Not Started	930	930	140	350	350	90	0
841	Waterdale, Doncaster	12.20	Full	Started	132	46	46	0	0	0	0
843	Manor Farm, Bessacarr	72.08	Full	Started	1,106	965	350	350	265	0	0
862	125A, 127, 127A, 129 & 131A Balby Road, Balby	0.02	Full	Started	10	10	10	0	0	0	0
885	Hill Crest, Barnsley Road, Scawsby	0.18	Full	Started	5	5	5	0	0	0	0
886	Oswin Avenue, Balby	0.25	Full	Not Started	22	22	22	0	0	0	0
897	Princegate House, Princegate, Doncaster	0.07	Full	Not Started	8	8	8	0	0	0	0
902	Snooker Club, 21 - 27 St Sepulchre Gate, Doncaster	0.05	Full	Not Started	6	6	6	0	0	0	0
906	Denison House, 15 South Parade, Doncaster	0.16	Full	Not Started	11	11	11	0	0	0	0
916	Belmont Works, 3 Havelock Road, Balby	0.10	Outline	Not Started	8	8	8	0	0	0	0
921	DMBC, Nether Hall, Nether Hall Road, Doncaster	0.28	Full	Started	14	12	12	0	0	0	0
923	Electricity Sub Station, Young Street, Doncaster	0.03	Full	Not Started	10	10	10	0	0	0	0
926	Doncaster Industry Park, Scawthorpe	5.78	Full	Started	203	128	128	0	0	0	0
943	The Maltings, Doncaster Road, Kirk Sandall	0.37	Full	Started	12	6	6	0	0	0	0
953	Plots 13 And 14 Lakeside,	5.55	Full	Started	147	147	147	0	0	0	0
959	13 - 17 Cleveland Street, Doncaster	0.03	Full	Not Started	9	9	9	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
967	Danum House, St Sepulchre Gate, Doncaster	0.23	Full	Started	78	78	78	0	0	0	0
972	Land To North Of Gowdall Green, Bentley	0.12	Full	Not Started	10	10	10	0	0	0	0
974	Diamond Carwash, Carr House Road, Hyde Park,	0.17	Full	Started	8	8	8	0	0	0	0
979	Units 1 To 3, Scawthorpe Hall, The Sycamores, Scawthorpe	0.35	Full	Not Started	5	5	5	0	0	0	0
980	Doncaster Racecourse, Leger Way, Intake	2.38	Outline	Not Started	80	80	80	0	0	0	0
981	4-29 Bristol Grove, 4-18 (evens) Exeter Road, 6-12 (evens) Parkway South, 4-18 And 24-30 (evens) Winchester Avenue, Wheatley	1.93	Full	Started	80	70	70	0	0	0	0
983	4 Kings Road, Wheatley	0.04	COU	Not Started	5	5	5	0	0	0	0
984	Former McCormick Tractors International, Wheatley Hall Road, Wheatley	41.41	Outline	Not Started	600	600	280	320	0	0	0
986	170 Beckett Road, Wheatley	0.05	Full	Started	8	8	8	0	0	0	0
990	Ivor Grove, Balby	1.48	Full	Not Started	50	50	50	0	0	0	0
993	Crystals, 20 Market Place, Doncaster	0.05	Full	Started	9	9	9	0	0	0	0
1059	Cherry Grange, Pickering Road, Bentley	0.34	Full	Not Started	16	16	16	0	0	0	0
1061	Rosedene Services, Sunnyside, Edenthorpe	0.35	Full	Started	14	8	8	0	0	0	0
1070	24 Avenue Road, Wheatley	0.06	Full	Not Started	11	11	11	0	0	0	0
1071	1 Scot Lane, Doncaster	0.03	COU	Not Started	10	10	10	0	0	0	0
1074	St Peters House, Princes Street, Doncaster	0.09	Prior	Not Started	51	51	51	0	0	0	0
1075	Land At End of Layden Drive, Scawsby	0.45	Full	Not Started	9	9	9	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
1077	Units 1 To 2 Queens Court, Rowan Garth, Bentley	0.23	Full	Not Started	9	9	9	0	0	0	0
1081	Cedar Adult Centre, Warde Avenue, Balby	0.71	Full	Not Started	25	25	25	0	0	0	0
1083	72 & 74 Thorne Road, Edenthorpe	0.45	Full	Started	8	8	8	0	0	0	0
1084	Prudential Chambers, 4 Silver Street, Doncaster	0.01	Prior	Not Started	6	6	6	0	0	0	0
1085	7 - 9 Scot Lane, Doncaster	0.03	COU	Not Started	9	9	9	0	0	0	0
1086	Site Of Former Westminster Club, Westminster Crescent, Intake	0.49	Full	Not Started	23	23	23	0	0	0	0
1091	1 Albion Place, South Parade, Doncaster	0.04	Prior	Started	5	5	5	0	0	0	0
1092	Consort House, Waterdale, Doncaster	0.10	Prior	Not Started	65	65	65	0	0	0	0
1093	Old Guildhall Yard Building, Old Guildhall Yard, Doncaster	0.04	Prior	Not Started	10	10	10	0	0	0	0
1094	1 Thorne Road, Doncaster	0.03	Prior	Not Started	6	6	6	0	0	0	0
TOTALS					4,191	3,748	2,023	1,020	615	90	0

Table H2(A): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
033	Land adj. 163 Sheffield Road, Warmsworth	4.39	112	0	112	0	0	0
111	Land at Stevens Road, Balby	2.47	69	0	69	0	0	0
115	Alverley Lane, Balby	6.74	150	0	150	0	0	0
148	Loversall Land, Weston Road, Balby	3.29	92	70	22	0	0	0
164/430	Land East of Warning Tongue Lane (1)	11.06	275	70	175	30	0	0
241	Land to the East of Mere Lane, Edenthorpe	46.33	600	210	350	40	0	0
253	Former Bloodstock Sales Site, Carr House Road, Hyde Park	1.74	66	66	0	0	0	0
255	Former Hungerhill Business Park, Thorne Road, Edenthorpe	28.98	542	0	350	192	0	0
261	Plot 5A, off Carolina Way / Lakeside Boulevard	1.99	53	53	0	0	0	0
262	Plot 6, Lakeside Boulevard	3.11	123	70	53	0	0	0

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
350/407	Rose Hill/The Avenue, Cantley	6.71	166	70	96	0	0	0
432	Former Wheatley Hills Middle School, Leger Way	5.41	134	70	64	0	0	0
833	Sandy Lane, Doncaster	1.30	39	39	0	0	0	0
835	Warmsworth Reservoir, Warmsworth	0.6	23	23	0	0	0	0
836	Carr Lodge, Land South Of Woodfield Way, Woodfield	45.72	1,131	140	350	350	140	151
1041	Balby Archives, King Edward Road, Doncaster	0.47	15	15	0	0	0	0
1042	Former Nightingale School Site, Balby	1.64	49	49	0	0	0	0
1046	Land at Cross Bank, Balby	4.89	137	70	67	0	0	0
1049	The Cusworth Centre, Cusworth Lane	0.86	26	26	0	0	0	0
1052	Stanley House and Rosemead House, Balby	0.89	26	26	0	0	0	0
1053	Don View, Thellusson Avenue, Scawsby	0.5	16	16	0	0	0	0
TOTALS			3,844	1,083	1,858	612	140	151

Table H3(A): Reserve Development Sites

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)
399	Pickering Road, Bentley	1.33	36
495/1116	Bentley Rostholme, Bentley	25.14	622
497	Dons Rugby Ground, Bentley	3.25	91
TOTAL			749

Town and Other Centres

- 16.23. As a 'Sub-Regional Centre', Doncaster Town Centre will continue to provide the main focus for most new retail, offices, leisure, cultural and tourist facilities. Doncaster town centre will continue to be developed as a thriving and accessible shopping, commercial and leisure destination of regional importance with a broader range of high order services, businesses, homes and cultural, entertainment and education facilities. The historic core of the town will be protected and enhanced, including the character and the setting of its heritage assets such as the Mansion House, St. George's Minster, Christ Church and the Corn Exchange. Linkages between the main shopping areas (e.g. Frenchgate Centre) and the historic waterfront will be enhanced.
- 16.24. Shops and services to meet day-to-day needs will be directed towards the defined 'District Centre' of Bentley and the 'Local Centres' at Balby, Bessacarr, Cantley, Edenthorpe, Intake, Scawsby, Scawthorpe and Woodfield Plantation will serve more day-to-day needs for each community.
- 16.25. The emerging education and training hub around the town centre and Lakeside will have developed into a centre of excellence, offering a diverse range of academic and vocational qualifications across priority sectors such as rail engineering.
- 16.26. Proposals in Doncaster Town Centre will be considered against the following Policy.

Policy 68: Doncaster Town Centre (Strategic Policy)

New development in Doncaster town centre will be supported where it helps improve the centre as a thriving and accessible shopping, commercial and leisure destination of regional importance with a broader range of high quality services and businesses, homes and excellent cultural, entertainment and education facilities.

Major development opportunities will be directed towards Waterfront, Marshgate, Civic and Business District, Waterdale, Minster Canalside, the Markets and St Sepulchre Gate West areas of the town centre, as defined on the Policies Map.

Proposals will be supported where relevant, which:

- A) revitalise the Waterdale shopping centre as a predominately retail-led, mixed-use development complementary to the existing retail provision in the town centre, acting as a strong axis between the Civic and Cultural Quarter and primary shopping frontages.
- B) transform the Colonnades shopping centre into a vibrant commercial destination (including an upgrade of the existing built fabric to provide high quality office and retail space, public space and improved linkages to other parts of the town centre).
- C) support the expansion and growth of education and research facilities particularly at Waterfront and the Civic and Business District, with a view to achieving independent university status and developing strong links with knowledge-based facilities (e.g. Doncaster College) and industries, such as rail engineering.
- D) transform the Minster canalside and waterfront area into a vibrant mixed-use destination in its own right, framed with higher density development, a hierarchy of greenspaces and a mix of small-scale ancillary uses focused around the marina and canalside.
- E) provide better opportunities for the independent and specialist retail and commercial sectors, particularly around Hallgate, the market and in the Lower Wheatley, Copley Road and Nether Hall Road areas.
- F) create high-quality streets, public spaces and routes which are safe to walk and cycle between key destinations, particularly at Doncaster Waterfront, Waterdale, Doncaster Market, Marshgate, Doncaster Minster and St Sepulchre Gate West, including where appropriate tree-lined boulevards, parks and canal-side walkways.
- G) bring about environmental improvements to the character and appearance of the streetscape, especially at the station gateway, Hall Gate Triangle, Copley Road/Nether Hall Road, Spring Gardens/Duke Street, Silver Street and the Minster quarter.
- H) create inviting and safe places for pedestrians, cyclists and disabled people, with special emphasis on reducing the severance caused by the Trafford Way/Church Way/Cleveland Street corridor and improving links to Balby Island, Doncaster Minister, St Sepulchre Gate West (including the railway station), Doncaster Waterfront, Lower Wheatley, Hyde Park and Doncaster Lakeside.
- I) create a more attractive mix of day time, evening and night time uses such as restaurants, bars, cafes and cultural facilities, with special emphasis on supporting tourism, particularly at the Markets and in the Civic and Business Quarter and Waterdale areas.
- J) encourage the retention and restoration of traditional shop fronts in the interests of preserving and enhancing the historical character of the town centre, using original features

where possible.

New development should seek to create a traditional street environment around Trafford Way/Church Way (A630) with surrounding streets engaging with the highway and public realm, enhanced tree planting, crossing facilities, footway widening, public realm improvements and buildings lining the street. To allow greater ease of movement across the town centre and reduce the severance caused by the A630, especially at key nodal points, such as the Minister quarter, railway station, waterfront and dual carriageway roundabouts.

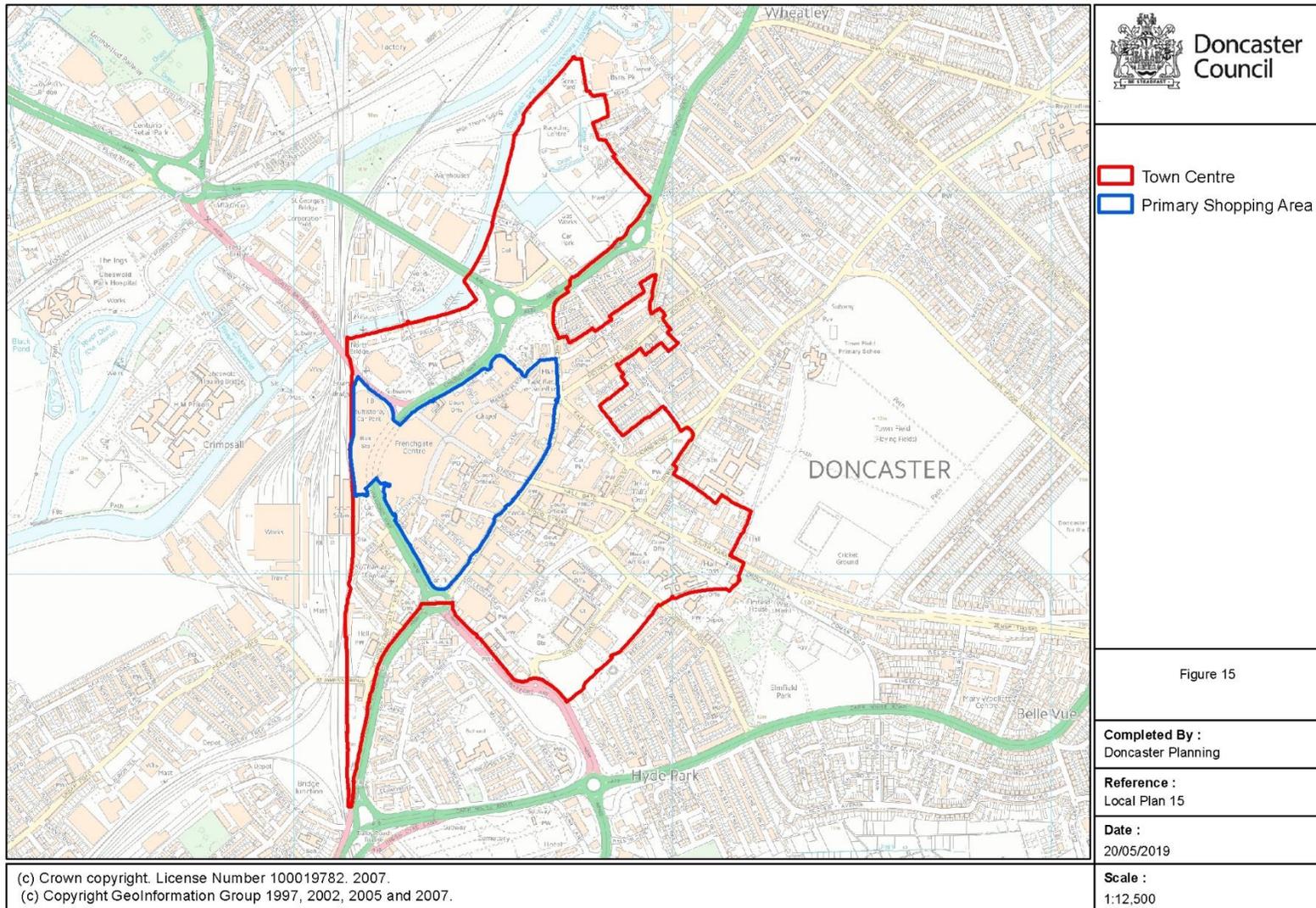
Explanation

- 16.27. Doncaster is an important sub-regional centre and serves a wide catchment area. Its continued success is vital to the future prosperity of the borough and the sub-region as a whole.
- 16.28. Doncaster town centre remains the focal point of the borough and fulfils an important role as a centre of employment and community life. It is centrally located in the heart of the Borough and offers frequent bus and rail services to other major sub-regional centres such as Sheffield, Barnsley, Rotherham, York, Leeds and surrounding communities.
- 16.29. Policies [2](#) and [3](#) of the Local Plan's Strategy seeks to focus major growth and new development (including high-density housing, high quality office accommodation and retail and leisure developments and other travel-generating uses) within and around the town centre to support its role as a major sub-regional centre and promote the regeneration of brownfield sites.
- 16.30. [Figure 15](#) below shows the general extent of the town centre. It also identifies some of its key assets (e.g. railway station, waterways and shopping centres) and development and opportunity sites. Detailed boundaries are shown on the Policies Map
- 16.31. Doncaster town centre is relatively healthy with a good mix of national multiples, independent businesses and retail services such as department stores, market trading and wholesalers.
- 16.32. The primary shopping area is reasonably compact, pedestrian-friendly and has good public transport connections. However, there is a spatial imbalance in performance across the town centre with the primary shopping area focused in the west around the Frenchgate Centre and surrounding pedestrianised streets (St Sepulchre Gate West, Frenchgate, High Street, Baxtergate and Market Place, with a considerably lower level of activity within the secondary shopping frontages in the east and south around Waterdale and surrounding streets. Other challenges include falling pedestrian footfall outside of the Frenchgate Centre, high vacancy rates within secondary shopping areas, shortage of greenspace, limited convenience provision (e.g. national foodstore operators), lack of large floorplates and an over concentration of pubs and bars in certain areas. There is also an under-representation of high quality restaurants, cafes and national food and beverage operators.
- 16.33. Immediately beyond the Primary Shopping Area are significant areas of brownfield and underused land (including Doncaster Waterfront, Marshgate and St Sepulchre Gate West) offering significant redevelopment potential in line with the principles set out in Policy [68](#).
- 16.34. The overall aim of the policy is to ensure that the town centre remains vibrant, attractive, accessible and welcoming place to everyone with a more diverse mix of uses and activities throughout the day, evening and night (including independent shops and businesses). The aim is to have a coherent pattern of streets and spaces framed with high quality buildings and greenspaces, consistent with its role as a major sub-regional centre.
- 16.35. Doncaster town centre has retained much of its historic street fabric, including the medieval street pattern around High Street, Hall Gate, French Gate and the Market Place and a number of Georgian and early Victorian streets, such as South Parade and Priory Place. Notable

historic buildings include the grade 1 listed St George's Church (known as Doncaster Minster) which was built on the site of the original Roman fort/castle and the grade 1 listed Mansion House, one of only three surviving examples in England.

- 16.36. Policy [68](#) also proposes the development of a great urban street along Trafford Way/Church Way lined with high quality buildings that front onto the street, allowing ease of movement of traffic and pedestrians and the release of development parcels along its edge, whilst retaining existing capacity within the strategic road network. The downgrading of Church Way/Trafford Way present opportunities to overcome the severance of the inner ring road and re-connect the town centre with outlying areas, such as Waterfront, Marshgate, St Sepulchre Gate West, Balby Island/Hexthorpe and the railway station. Improvement measures could include enhanced signposting, multi-functional spaces and pedestrian priority crossing measures. Trafford Way/Church Way is heavily trafficked and often congested, creating a hostile pedestrian environment. In addition, other public realm improvements will be sought at key gateways such as public art / sculptures / civic spaces.
- 16.37. This policy will help implement the proposals outlined the Doncaster Urban Centre Masterplan Framework, which sets out a long term vision and a set of guiding principles to maximise development opportunities within the town centre over the plan period.

Figure 15: Doncaster Town Centre



Policy 69: Key Doncaster Town Centre and Main Urban Area Mixed-Use Sites (Strategic Policy)

The following key sites (as identified on the Policies Map) will be developed in accordance with the principles below, the development requirements set out in Appendix 2 and other relevant Local Plan policies:

1	Doncaster Markets	<p>The markets area will be remodelled and refurbished to create a more outward-facing development and improve links to other parts of the town centre such as Copley Road and Netherhall Road. This will involve the rationalisation of existing market stalls, the introduction of multi-purpose internal and external space and the creation of new enterprise space including pop-up shops.</p> <p>A new urban walkway will be created through the existing surface car park and along High Fishergate to connect the markets with the Minster riverside and waterfront. The remainder of the site will be retained primarily as a surface-level car park. New development will frame/enclose High Fishergate and the northern side of the markets square. Live frontages along the new street will accommodate flexible enterprise space, shops and restaurants.</p>
2	Minster Canalside	<p>The aim is to transform this area into a vibrant waterside quarter that reinforces and celebrates the minster (St George’s Church) and its relationship with the waterfront and the rest of the town centre, acting as the gateway between the retail core, transport interchange and canal-side. New development and public routes will be located on both sides of the canal and linkages improved between the Minster and the canal.</p> <p>Housing and commercial uses such as offices and small scale retail and leisure facilities such as bars and restaurants will be supported.</p> <p>The public realm will be enhanced to improve linkages to the canalside and waterfront, in particular Church View and Grey Friars Road will be re-classified to create a more attractive pedestrian environment.</p>
3	Waterdale Precinct	<p>The site will be refurbished and redeveloped as a predominantly retail location, alongside a broader mix of leisure and tourism uses such as restaurants, cafes and bars, befitting its location adjacent to the Civic and Business District and primary shopping area.</p> <p>Redevelopment could deliver a new anchor supermarket along with complementary uses such as leisure, offices and shops and a reconfigured street pattern. Residential uses above the ground-floor will be supported</p>
4	Civic and Business District	<p>The area will become a focus of major new civic, cultural, educational, office and commercial investment. The aim is for the area to become a ‘central business district’ that will build on existing civic developments and bring the Waterdale Shopping Centre into the area.</p> <p>The design of the public realm should be of the highest quality. Future development will include:</p> <ul style="list-style-type: none"> • grade-A office facilities; • education facilities; • a new central library and resource centre; • complementary leisure uses, such as bars and restaurants; • a mix of high-density housing; and • additional parking provision.

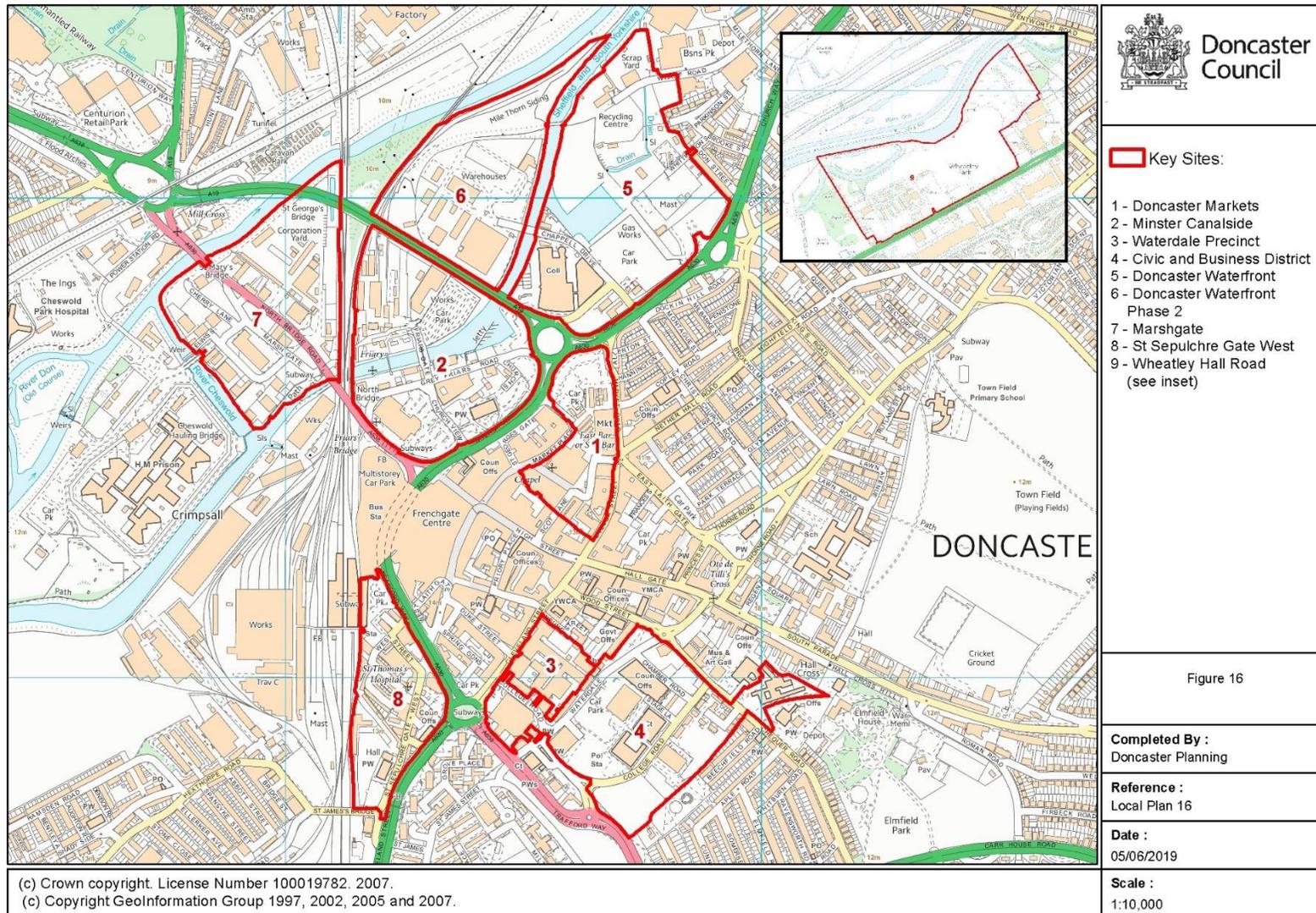
		<p>Hotel and conferencing facilities will also be supported within this location.</p> <p>Development will be expected to follow the high architectural standard and quality public realm delivered in the earlier phases of the scheme.</p>
5	Doncaster Waterfront	<p>The waterfront area will become a thriving and attractive high density waterside neighbourhood, representing a natural extension of the town centre. It will support a variety of uses and activities such as modern waterfront living, student accommodation, employment, education and learning, centred on the marina and a high quality public realm.</p> <p>New and improved pedestrian and cycle links, crossing facilities and greenspaces (including a new urban park and footbridge over the river Don) will also be created, connecting the waterfront with the rest of the town centre.</p> <p>Small-scale retail and leisure facilities serving the day-to-day needs of the neighbourhood will be supported (especially around the marina), so long as they do not compete with existing retail uses within the primary shopping area or harm the vitality and viability of the town centre.</p> <p>Accepted uses also include commercial, health, recreation and community facilities.</p>
6	Doncaster Waterfront Phase 2 (Waterfront West)	<p>This area will become a longer term extension to Waterfront Phase 1 which connects well to the town centre. Proposals for commercial, health, recreational facilities, residential and associated waterside developments will provide additional capacity for growth following development of Phase 1.</p>
7	Marshgate	<p>This area will become a well-integrated, high-density mixed-use development that rediscovers its role as a gateway to Doncaster town centre and improves access to the waterside, with good quality architecture, safe and attractive streets and public spaces.</p> <p>Housing and commercial uses such as offices and small-scale retail and community facilities will be supported. Leisure uses may also be supported provided they complement the existing town centre offer and do not harm its vitality and viability.</p> <p>Development of the site will also support ecological networks alongside the waterways and provide informal recreation routes offering excellent access to the nearby countryside.</p>
8	St Sepulchre Gate West	<p>This opportunity area will become a town gateway with new landmark mixed-use development which capitalise upon its location close to the retail core and railway station. A reinvigorated and bustling, high-density urban quarter will be created with safe and vibrant streets and spaces. This will involve the relocation of existing car parking, the provision of a new station forecourt public space (including new pedestrian routes) and enhancements to the façades/entrances to Frenchgate shopping centre and other key buildings along St Sepulchre Gate West.</p> <p>The station forecourt will be transformed into a dynamic urban square which will provide a strong sense of arrival and directs visitors to the primary shopping area across an improved Trafford Way (A630). New office and hotel development will be sought around this gateway space.</p> <p>High-density housing and greenspaces will be supported to create activity and focus around St James's Church.</p>

		Existing buildings and facilities such as shops, pubs and other community uses which contribute to the vitality and character of this area will be retained and, where possible, enhanced. Any significant redevelopment of this area will need to explore opportunities to improve connections to and from the town centre across the dual carriageway (Trafford Way/Church Way) and the railway station.
9	Wheatley Hall Road	This area is the former McCormick Tractor site and will become well-integrated and designed mixed-use development that recognises its important role along one of the main routes into Doncaster town centre. Housing and commercial uses such as employment (excluding offices) and community uses will be supported including small scale retail and leisure facilities such as a foodstore, bars and restaurants and health related uses such as health centre, doctor, crèche. Smaller scale trade counter/roadside uses will be acceptable. New development should seek to provide high quality open space, improve access to the canal and have regard to the ecological issues on the site particularly alongside the waterway.

Explanation

- 16.38. This policy identifies the key development sites within the main urban area of Doncaster and its town centre (as shown on the Policies Map) where significant redevelopment and mixed-use regeneration is planned and outlines the uses and activities that will be supported within these locations.
- 16.39. The town centre masterplan aims to re-connect the Waterfront with the rest of the town centre, transforming the areas along the banks of the river Don and South Yorkshire Navigation Canal into vibrant and distinctive mixed-use neighbourhoods where people can come to live, work, learn and relax. Developments within Marshgate and Waterfront (see [Figure 16](#) below) will be focussed on high-density urban living, education and learning and business space with associated open space alongside the waterfront and ancillary services such as local shops and businesses. These facilities will help Doncaster to become an education hub of regional and national significance.
- 16.40. There are a number of other opportunities to redevelop run down and underutilised areas on the fringes of the town centre such as the market car park, former Council land (Civic and Business Quarter) and the area around the railway station and bus interchange (St Sepulchre Gate West). In addition, major interventions are needed to improve links between the town centre and neighbouring open spaces (e.g. Doncaster Racecourse) and key gateway sites leading into the urban centre from the motorway network.
- 16.41. The Civic and Business District (as shown on [Figure 16](#)) will become Doncaster's new central business district, inviting major office occupiers and entrepreneurs back into the town centre to benefit from proximity to shopping, leisure and other amenities. There are also opportunities for other major cultural and education facilities in this area.
- 16.42. These sites are at various stages of preparation and development and will require careful management over the 15 years and beyond. Many of these sites have firm commitments in terms of planning permission and public and private sector investment decisions.

Figure 16: Key Town Centre Sites and Main Urban Area Mixed-Use Sites



Main Towns

Role and Function

16.43. The seven Main Towns are the largest settlements in terms of size and population, and also have an excellent range of services for both their own populations and those of surrounding smaller settlements. Geographically, the Main Towns are spread across the Borough. These settlements are expected to be able to deliver their share of the baseline requirement, plus up to 10% of the economic uplift over the plan period (which will be expressed as a range). Not every settlement in this tier has to deliver at the top of its range – where some can deliver more it can help offset lower allocations in other locations (which may be necessary due to constraints or lack of available sites). Collectively, these settlements will deliver between 35 – 40% of the overall Borough requirement.

Adwick & Woodlands

Settlement Profile

16.44. Situated towards the north-east of the Borough, Adwick-le-Street grew considerably in the twentieth century from its original rural form to its current suburban form. A striking feature of this twentieth century development is Woodlands to the west of the settlement, which is an early example of a garden city layout, modelled on Ebenezer Howard's 'Garden Cities of Tomorrow'. Woodlands, to the west of Adwick, contains notable examples of early twentieth century domestic suburban architecture and is notable for its uniquely integrated open spaces.

16.45. Woodlands was developed for the workers of the nearby Brodsworth Colliery, which closed in 1990 and has since become part of a community woodland, as well as more recently seeing a housing site come forward on part of the land. The north-west of the settlement is now home to the large Redhouse Interchange distribution park, which, as with the rest of Adwick – Woodlands, has excellent access to the A1(M) (and links into the wider motorway network) at Junction 38. Adwick – Woodlands benefits from its own train station, situated on the Leeds to Doncaster line, with regular trains to Doncaster, Leeds and Sheffield.

Settlement Role and Function (in the Local Plan)

16.46. Adwick and Woodlands is designated as a Main Town, and has a housing target of 255 – 765 dwellings to meet both its baseline local need and a share of the Borough's economic uplift. In order to achieve this, land will be allocated which can accommodate 482 new dwellings (3.6% of the overall Borough allocation requirement). The former Brodsworth Colliery site provides a significant proportion (342 new homes or 71%) of the town's housing supply and is under construction. Smaller permissioned sites and a new allocation of a Greenfield urban site provide the remainder of the town's housing allocation.

16.47. In the retail hierarchy Adwick and Woodlands has a District Centre; proposals will be supported which protect, maintain and enhance its vitality and viability.

Employment Policy Areas (Policy 5)

16.48. Existing employment sites in this area include:

- Redhouse Interchange – large, now established area with mainly large distribution uses with excellent access on to the A1(M).

Housing Allocations (Policy 6)

16.49. Policy 3 includes a target for 255 - 765 new houses to be allocated to this area.

16.50. As at 1st April 2018 there are permissions for 437 dwellings on sites large enough to be allocated through the Local Plan (5+ units remaining). A further allocation for 45 new homes on a greenfield urban site brings the town's housing supply up to 482 new homes and is well within the town's allocation range without extensions on land designated as Green Belt and/or at risk of flooding.

Table H1(B): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
648	Land At Fern Bank, Adwick Le Street	0.16	Full	Started	8	8	8	0	0	0	0
898	Land South Of Malton Way, Adwick Le Street	2.50	Full	Started	85	24	24	0	0	0	0
944	Land On Part Of Former Brodsworth Colliery Site, Long Lands Lane, Adwick Le Street	13.04	Full	Started	342	342	175	167	0	0	0
961	Former Yorkshire Water Reservoir Site, Ridge Balk Lane, Woodlands	0.59	Full	Not Started	12	12	12	0	0	0	0
991	Land Adjoining 71/73 Bosworth Road, Adwick Le Street	0.11	Full	Not Started	6	6	6	0	0	0	0
1073	Land Off Malton Way, South Of Mc Donald's And North Of Destiny Phase One, Stretton Street, Adwick Le Street	1.34	Full	Started	31	31	31	0	0	0	0
1080	Junction Of Chadwick Road, Edwin	0.35	Full	Not Started	14	14	14	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)					
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period	
	Road, Quarry Lane, Woodlands											
TOTALS					498	437	270	167	0	0	0	

Table H2(B): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
460	Land off Lutterworth Drive, Adwick Le Street	1.68	45	45	0	0	0	0
TOTALS			45	45	0	0	0	0

Armthorpe

Settlement Profile

- 16.51. The former mining town of Armthorpe lies immediately to the east of the Main Urban Area. Originally an area dominated by agriculture, the settlement expanded in the late nineteenth and twentieth century around Markham Main pit, which closed in 1996. This has been superseded to some degree by new distribution centres which have been developed to the east of Armthorpe, at West Moor Park next to Junction 4 of the M18. The settlement has good access to the M18, and this will be further enhanced by proposed improvements to the West Moor Link road north of the settlement. The settlement retains good road links to central Doncaster.
- 16.52. Despite its close proximity to the Main Urban Area it has a strong independent community spirit reflected in the considerable work that has gone into the Armthorpe Neighbourhood Plan, which has now been adopted. Armthorpe has a thriving shopping centre and good quality leisure facilities and has been a popular housing market in recent years. This includes the former colliery, which was redeveloped for housing and formal and informal open space.

Settlement Role and Function (in the Local Plan)

- 16.53. Armthorpe is designated as a Main Town, and has a housing target of 420 – 930 dwellings to meet both its baseline local need and a share of the boroughs economic uplift. The Armthorpe Neighbourhood Plan allocated up to 985 dwellings, which means that the settlement can comfortably meet and surpass its requirement of up to 930 dwellings – 7% of the overall allocated borough supply. These allocated neighbourhood plan sites will be reflected in the Local Plan in addition to other site commitments in the area, which equal 1,049 in total (with the 119 units above the target forming part of the supply of units in the years 2033 – 35). The allocations are on both urban sites and greenfield extension sites.
- 16.54. In the retail hierarchy Armthorpe is a District Centre; proposals will be supported which protect, maintain and enhance its vitality and viability. There are two existing employment areas to the east of Armthorpe which are West Moor Park and Rands Lane. Employment uses will be supported on both sites.

Neighbourhood Planning

- 16.55. The Armthorpe Neighbourhood Plan was adopted in the context of the previous Core Strategy. Given Armthorpe has a recently adopted neighbourhood plan, the Local Plan will reflect the allocations made in that document.

Employment Allocations (Policy 4)

- 16.56. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough.
- 16.57. As at 1st April 2018, there are 43 ha with permission in Armthorpe.

Table E2: Allocations with planning permission (as at 1st April 2018)

Site ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
818	Land off Hatfield Lane, Armthorpe	12.61	Outline	B2	12.61	12.61
1099	Land south of Holme Wood Lane, Armthorpe	30.43	Outline	B8	30.42	30.42

Employment Policy Areas (Policy 5)

16.58. There are a number of existing employment sites including:

- West Moor Park - an expanding employment area which a range of businesses including nationally significant distribution warehousing and retail companies
- Rands Lane - adjacent to West Moor Park, established area with a mix of business uses.

Housing Allocations (Policy 6)

16.59. Policy 3 includes a target for 420 - 930 new houses to be allocated to this area.

16.60. As at 1st April 2018, there are permissions for 486 dwellings on sites large enough to be allocated through the Local Plan (5+ units remaining). This supply includes some of the sites identified as allocations through the Armthorpe Neighbourhood Plan. A further 563 units are proposed as allocations and reflect the balance of supply from the other two neighbourhood plan allocations which equate to 563 new dwellings bringing the town's identified housing supply up to 1,049 new homes.

Table H1(C): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
602	28 Cow House Lane, Armthorpe	0.26	Full	Not Started	7	7	7	0	0	0	0
914	Land Adjacent 2 Mill Street, Armthorpe	0.27	Full	Not Started	11	11	11	0	0	0	0
915	Land North Of Armthorpe Shopping Centre, Mill Street, Armthorpe	0.18	Outline	Not Started	8	8	8	0	0	0	0
945	Tadcaster Arms Hotel, Doncaster Road, Armthorpe	0.33	Full	Not Started	22	22	22	0	0	0	0
947	Former Blacks Equipment Limited, Barton Lane, Armthorpe	0.71	Full	Not Started	22	22	22	0	0	0	0
977	Viking Reclamations, Cow House Lane, Armthorpe	0.17	Outline	Not Started	10	10	10	0	0	0	0
1057/ANP1-1	Land On The East Side Of Hatfield Lane, Armthorpe	29.29	Outline	Not Started	400	400	280	120	0	0	0
1079	Armthorpe Shopping Centre, Mill Street, Armthorpe	0.82	Full	Not Started	6	6	6	0	0	0	0
TOTALS					486	486	366	120	0	0	0

Table H2(C): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
250/ANP1-2	Land West of Hatfield Lane, Armthorpe	24.47	400	140	260	0	0	0
ANP3	Barton Lane, Armthorpe	3.98	163 (capacity reduced from Armthorpe Neighbourhood Plan capacity of 185 units to reflect part of the allocation is covered by an extant permission (Ref: 947) and therefore included in the table above)	0	175	10	0	0
TOTALS			563	140	435	10	0	0

Conisbrough & Denaby

Settlement Profile

- 16.61. Conisbrough and Denaby are two adjacent settlements located in the Dearne Valley in the west of the Borough along the River Don. Conisbrough is famous for its medieval fortification, Conisbrough Castle, which dates back to the twelfth century and is now a major tourist attraction in the Borough. The settlement has grown from this historic centre, including notable twentieth century development to the west of Conisbrough.
- 16.62. Denaby, which lies between Conisbrough and Mexborough, developed as a settlement for workers of the nearby Denaby Main and Cadeby Main collieries. Since their closures in the later twentieth century, the settlement has been extensively redeveloped, with older terraced housing associated with the colliery replaced with more modern dwellings.
- 16.63. To the west of the settlement is the large Denaby Main industrial estate, which is one of the only employment areas of its type in this part of the Borough. The settlement also benefits from its own train station, with regular services to Doncaster, Rotherham and Sheffield, as well as frequent bus services, including an express service between Doncaster and Sheffield, via Rotherham.

Settlement Role and Function (in the Local Plan)

- 16.64. Conisbrough & Denaby is a Main Town and has a housing target of 465 – 975 to meet both its local baseline need and a share of the Borough's economic uplift. Land will be allocated to deliver 325 dwellings, in addition to existing commitments of 203 (528 in total or 4% of the overall borough allocation).
- 16.65. The Green Belt is tightly drawn around Conisbrough & Denaby, including on land between the two, known as The Craggs. Amongst the allocations in this location is a Green Belt allocation for 200 dwellings at Sheffield Road / Old Road.
- 16.66. In the retail hierarchy Conisbrough is a District Centre and Denaby Main a Local Centre. Proposals will be supported which protect, maintain and enhance the vitality and viability of these centres.
- 16.67. Denaby Industrial Estate, which previously benefited from Enterprise Zone status, is designated as an employment policy area (Policy [5](#)).

Employment Policy Areas (Policy [5](#))

- 16.68. Existing employment sites in the area include:
- Denaby Industrial Estate – established industrial area with a mix of large and medium businesses serving the local area as well as across the local authority area.

Housing Allocations (Policy [6](#))

- 16.69. Policy [3](#) includes a target for 465 – 975 new houses to be allocated to this area.
- 16.70. As at 1st April 2018, there are permissions for 203 dwellings on sites large enough to be allocated through the plan (5+ units remaining). Two additional housing allocations are made on greenfield urban extensions to the settlement at Hill Top Road, Denaby and Sheffield Road, Conisbrough. The latter provides 200 new homes on land that was formerly designated as Green Belt. Collectively these allocations provide a further housing supply for the town of 325 dwellings and an overall plan period housing supply of 528 new homes. A large brownfield Reserve Site capable of accommodating 325 further dwellings is identified at the former Earth

Centre, Conisbrough, and adjacent to the housing scheme under construction at time of Plan preparation on the former car park. The site is not within the Green Belt and any development will need to comply with Policy 58 including a successful pass of the flood risk sequential and exceptions tests as part of any planning application as the tests have not been passed through the plan-making stage.

Table H1(D): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
691	Former Earth Centre Car Park, Kilners Bridge, Denaby Main	6.63	Full	Started	175	144	144	0	0	0	0
844	Land Adj Balby Street Junior And Infant School, Crags Road, Denaby Main	0.76	Full	Started	36	8	8	0	0	0	0
1062	Conisbrough Methodist Church, Chapel Lane, Conisbrough	0.08	Full	Not Started	5	5	5	0	0	0	0
1063	Land At The Talisman, Chestnut Grove, Conisbrough	0.19	Full	Not Started	5	5	5	0	0	0	0
1082	Conisbrough Social Education Centre, Old Road, Conisbrough	1.18	Full	Not Started	41	41	41	0	0	0	0
TOTALS					262	203	203	0	0	0	0

Table H2(D): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
040	Land off Sheffield Road/ Old Road, Hilltop, Conisbrough	8.91	200	0	175	25	0	0
383	Hill Top Road, Denaby Main	6.12	125	0	125	0	0	0
TOTALS			325	0	300	25	0	0

Table H3(B): Reserve Development Sites

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)
256	Land South of Canal, Opposite Earth Centre, Conisbrough	13.14	325
TOTAL			325

Dunscroft, Dunsville, Hatfield & Stainforth

Settlement Profile

- 16.71. Dunscroft, Dunsville, Hatfield & Stainforth are four contiguous settlements to the east of the Borough. Collectively, they have the largest population in the Borough outside of the Main Urban Area, and the settlement is assessed as being one of the most sustainable in Doncaster. The settlement lies to the west of the M18, although currently has no direct access to the nearby Junction 5. This is proposed to be remedied as part of the Unity development – a 3,100 house mixed use development that has been granted outline permission on land which wraps around land associated with Hatfield Colliery, which last operated in 2015 (see Policy [70](#)).
- 16.72. In terms of geography, Stainforth lies to the north of the railway line and Hatfield station, with the other three settlements lying south of this. The Unity scheme when developed will lead to the settlement becoming more rounded in shape, and when fully developed will provide new housing, employment and other opportunities for the benefit of the wider community. There is one train station which serves the settlement, Hatfield station, with trains running to Doncaster, Sheffield and Hull via Scunthorpe.
- 16.73. Aside from the Main Urban Area, the settlement is the best provided for in terms of primary schools, and the settlement also has a good range of other services, including three centres and a number of neighbourhood shopping parades.

Settlement Role and Function (in the Local Plan)

- 16.74. Dunscroft, Dunsville, Hatfield & Stainforth are designated as a Main Town. The housing allocation range is between 575 – 1,085 new homes. The settlement already has planning approvals and consents that far exceed its combined local needs and economic growth shares, with a plan period supply of 1,860 from permissions, and a total supply of 4,053 units once allocations and supply beyond 2035 are factored in.
- 16.75. The main focus for both housing and employment growth in this location will be the Unity scheme, which when fully developed will deliver 3,100 new homes and 56ha of employment land, as well as a link road to Junction 5 of the M18, which will connect the area to the national motorway network and open up numerous opportunities for the settlement. This scheme is projected to be delivering beyond the current plan period, such is its scale, and this has been factored in to allocation calculations.
- 16.76. In addition to existing commitments in the settlement, there will also be new allocations on a greenfield site at Doncaster Road, and brownfield land at Cuckoo Lane – sites which are not constrained by flood risk or otherwise have extant permission.
- 16.77. In the retail hierarchy Hatfield, Stainforth and Dunscroft are Local Centres; proposals will be supported which protect, maintain and enhance their vitality and viability.

Neighbourhood Planning

- 16.78. Stainforth Parish Council are in the process of preparing a neighbourhood plan for the area. This is unlikely to be adopted before Local Plan adoption.

Employment Allocations (Policy [4](#))

- 16.79. Policy [3](#) includes a target for at least 481 hectares of employment land to be developed in the Borough.
- 16.80. As at 1st April 2018, there are 56 ha with permission in the Dunscroft, Dunsville, Hatfield & Stainforth which is the Unity regeneration scheme.

Table E3: Allocations with planning permission (as at 1st April 2018)

Site ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
418	Unity	428.37	Outline as part of a wider mixed use scheme	B1/B2/B8	56.00	33.60

Employment Policy Areas (Policy 5)

16.81. There are a number of existing employment sites including:

- Bootham Lane - established and area with a mix of business uses.
- Eco Park (off Bootham Lane)– more recent development of primarily industrial units.

Housing Allocations (Policy 6)

16.82. Policy 3 includes a target for 575-1,085 new houses to be allocated to this area.

16.83. As at 1st April 2018, there are permissions for 3,945 dwellings although a significant element of this (3,100 new homes) is on the mixed use Unity Project scheme which will still be developing long beyond this current plan period. Discounted plan period supply is therefore 1,860 new homes (1,720 in the first 15 years) from permissioned schemes which is well above the top of the settlement's housing allocation range. Two additional allocations contribute a further 108 new homes for the town on sustainable sites that are within the existing settlement limit, or on land no longer defensible as Countryside given planning decisions already taken on sites immediately adjacent and contributing towards the settlement's housing requirement already. At the end of the plan period, housing delivery on allocated sites will have equated to 1,968 new homes, with 1,828 dwellings in the first 15 years.

Table H1(E): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
418	The Unity Project, Hatfield-Stainforth	428.4	Outline	Not Started	3,100	3,100	175	350	350	140	2,085
794	Land at Former Industrial Estate, Briars Lane, Stainforth	4.1	Full	Started	152	152	105	47	0	0	0
890	Land R/O 67 - 79 South End, Station Road, Dunscroft	0.2	Full	Not Started	7	7	7	0	0	0	0
901	East Lane House, 60 East Lane, Stainforth	0.2	Full	Not Started	10	10	10	0	0	0	0
946	Land Off Station Road, Dunscroft	0.1	Outline	Not Started	5	5	5	0	0	0	0
957	Land At Kingsway, Stainforth	5.4	Full	Started	170	132	132	0	0	0	0
970	Land Off Doncaster Road, Hatfield	17.8	Outline	Not Started	400	400	245	155	0	0	0
989	Church Road, Stainforth	0.1	Full	Started	9	9	9	0	0	0	0
992	Millcroft House, Adjacent 5 Mill Croft, Stainforth	0.1	Full	Not Started	6	6	6	0	0	0	0
1058	Land Off Westminster Drive, Dunsville	3.4	Outline	Not Started	97	97	97	0	0	0	0
1068	Land At Former The Warrenne Youth	0.3	Full	Not Started	14	14	14	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)					
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period	
	Centre, Broadway, Duncroft											
1072	Spar Stores, 7 High Street, Hatfield	0.1	Full	Not Started	5	5	5	0	0	0	0	0
1090	Land Off Bootham Lane, Duncroft	1.7	Full	Started	59	8	8	0	0	0	0	0
TOTALS					4,034	3,945	818	552	350	140	2,085	

Table H2(E): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
170	Land at Doncaster Road, Hatfield	2	72	72	0	0	0	0
784	Cuckoo Lane, Hatfield	1.2	36	36	0	0	0	0
TOTALS			108	108	0	0	0	0

Policy 70: Unity Regeneration Project (Strategic Policy)

New mixed use development, between Stainforth, Dunsville, Duncroft and Hatfield, known as Unity and as shown on the Policies Map and Inset Map, will be supported requiring a co-ordinated, master planned approach to guide the delivery of new development and supporting infrastructure in accordance with the requirements set out below.

- A)** The on-going development of the Unity project will be in accordance with its planning permission and the requirements set out below to provide:
1. up to 1,015 new homes over the plan period, and up to 3,100 homes over the life of the development, with a minimum of 0.4 hectares of land made available for self-build homes*;
 2. up to 33.6 hectares over the plan period, and up to 56 hectares over the life of the development, of land for business, general industrial and storage and distribution uses, a training centre and energy related developments and associated education, technological and research facilities;
 3. a new local centre next to the railway station within which retail, education, commercial, healthcare/retirement uses, and community facilities will be supported;
 4. a new 2 form entry primary school on a 2.9 hectare sized site;
 5. green infrastructure delivering over 80 hectares of green space, retaining all existing watercourses and public rights of way and providing enhanced connections to the wider green space and rights of way network where practical;
 6. a landscape and biodiversity strategy that retains and enhances most existing landscape features and provides net gain for impacts on habitats;
 7. a new marina on the Stainforth and Keadby Canal with ancillary development;
 8. continued protection for, and enhancement of, the Hopyard Hay Meadow local wildlife site with appropriate landscape buffers connecting it to the wider countryside and with developments in its vicinity;
 9. a link road from junction 5 of the M18 motorway to serve the development and provide wider connectivity, its development coordinated with the delivery of new homes and employment; and

10. improvements to Hatfield and Stainforth railway station through contributions facilitating the delivery of improvements to passenger facilities, transport links and pedestrian facilities.

B) The visual openness of the Bootham Lane landfill site and surrounding area will be safeguarded and promoted; proposals that would enhance its landscape, amenity, countryside recreation, and biodiversity will be supported.

C) The lay-down area (as shown on [Figure 17](#)) will be a source of spoil to create development platforms (subject to satisfactory contamination investigations) and will then be subject to a restoration and after care scheme.

D) To secure regeneration of the former Hatfield Colliery site (as shown on the [Figure 17](#)) the site is potentially suitable for:

1. employment/industrial uses such as business, light industry and distribution/warehousing;
2. technological, manufacturing or research uses;
3. ancillary uses including local facilities provided that they are of a scale that is needed to serve the occupiers of the former Hatfield Colliery site; and
4. other uses, including leisure, which will be supported where they lead to the long term conservation of the grade II listed headstocks.

All uses will need to relate well to the emerging surrounding master plan for the Unity project and meet other relevant policies and requirements as set out in the plan.

E) No development shall take place that will prevent occupation of the gypsy and traveller sites located to the north of Station Road, Duncroft before an appropriate site of similar size, proportion and equivalent standard has been laid out and serviced to accommodate 20 gypsy and traveller pitches, and transferred to the Council or its nominee.

F) Proposals which materially affect the ability to deliver the developer obligations agreed under the original planning permission (15/01300/OUTA) will be expected to make developer obligations commensurate with the scale and nature of changes sought.

**The submission of the Reserved Matters application that includes the 500th home shall be accompanied by a proposal which identifies a site of at least 0.4 hectares suitable for the development of self-build houses and a design guide for the development of such plots.*

Explanation

16.84. Unity (formerly known as the DN7 Initiative) will be developed as a major mixed-use regeneration scheme (as shown in the indicative masterplan ([Figure 17](#)), indicative area schedule ([Table 16](#)) and Policies Map) over the next 30 years and will be supported with the principles set out above. The policy also seeks to assist the regeneration of the former colliery site including the listed headstocks to bring about the most sustainable and beneficial use of the area and compliment the development activities, investment and growth taking place in the adjacent Unity project areas. The quality of any development proposals must also be commensurate with the requirements of the wider project.

16.85. This policy forms part of a longer term vision to deliver significant growth and regeneration within the local communities of Hatfield, Stainforth, Duncroft and Dunsville, both within the plan period and beyond.

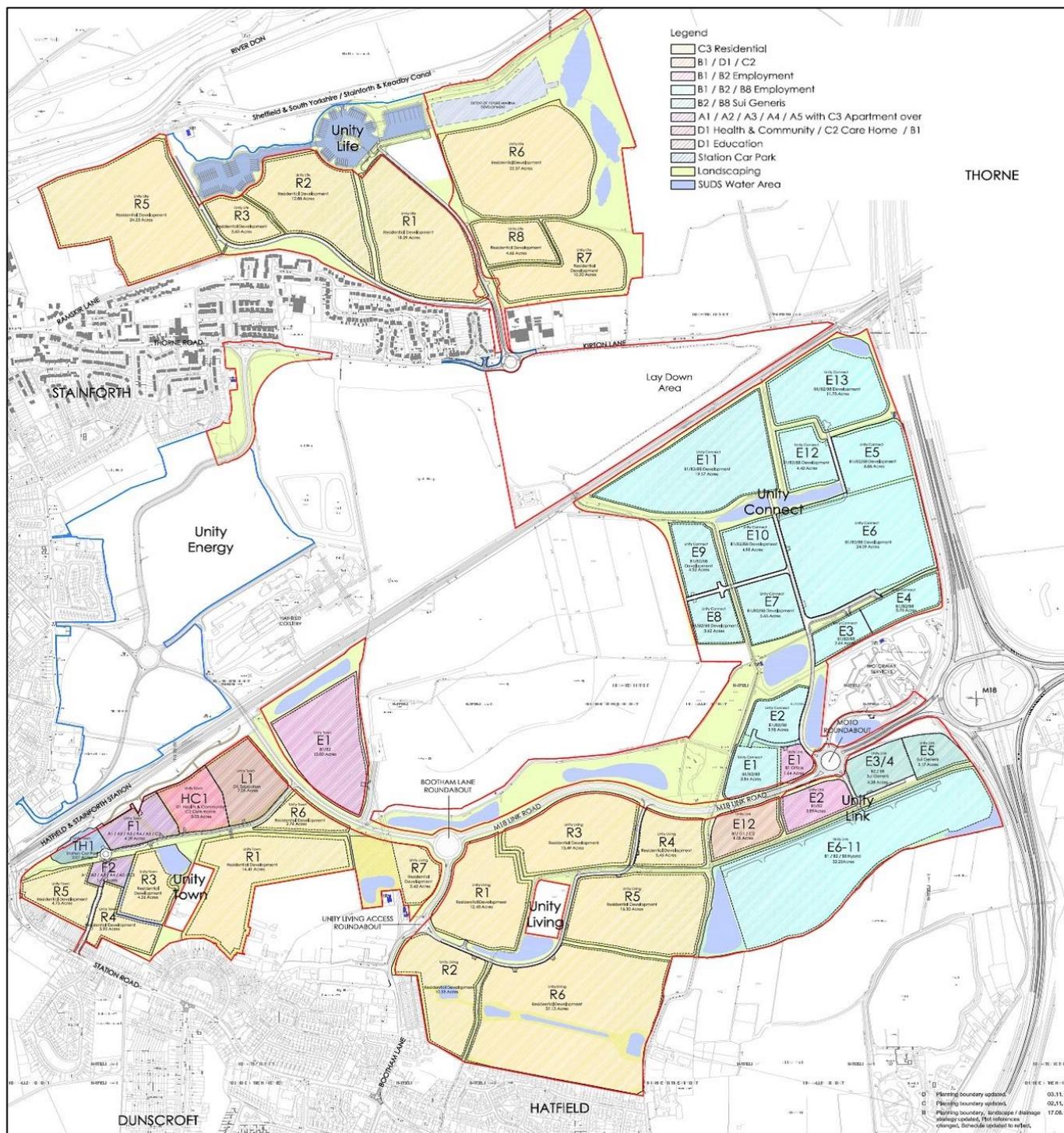
16.86. The detailed planning and delivery of the project will be co-ordinated through a public/private partnership arrangement through Planning Performance Agreements and implemented through

outline planning permission 15/01300/OUTA, including its conditions and agreed Section 106 obligations, as well as associated environmental statements, strategies and masterplans.

- 16.87. This project is the culmination of successful partnership working between developers, landowners, local community, elected members and government agencies. The scale of the project is such that it will not develop out entirely within the plan period but will continue to provide new homes and jobs well beyond. The project is identified within the Sheffield City Region Growth Plan as a 'priority site'.
- 16.88. A suite of obligations, contributions and incentives will be delivered through the Section 106 agreement with a regular review mechanism built in over the lifetime of the project. Such contributions include affordable housing, a new 2 form entry primary school, bus levy, park and ride facilities, a pedestrian footbridge over the railway line, train station upgrades, and a training centre and revenue for a centre manager over a period of 10 years.
- 16.89. Unity will provide a total of 3,100 homes but delivery is currently conditioned to no more than 1200 homes up to 2028 in line with the previous Development Plan for Doncaster. The Local Plan assumes a build-out rate for the project of 1,015 new homes within the plan period to 2035 (and 595 by 2028) so is significantly less than the condition allows for at present by around 50%. Nevertheless, we would support applications to vary this condition (and so increase the supply of land to address the target) provided:
- there is evidence (primarily from completions) that the number of houses sought could be delivered in the proposed new timescale; and
 - the proposed amendment would not undermine delivery against Local Plan targets for other towns and villages. We would expect any such amendments to be incremental as development progresses.
- 16.90. The principle and timing of the housing will be dependent upon the coordinated delivery of the proposed infrastructure (including the new link road) and the provision of jobs and services within the boundary of the scheme. There are also significant opportunities for further green infrastructure and leisure uses (such as a country park) on land to the south of the railway line, around the Bootham Lane Landfill Site, and north of the railway line (Colliery Tip), which was not subject to the outline planning application, or identified on the Masterplan, and is therefore additional to the 80 hectares as referenced in the Policy.
- 16.91. Any future development within the Unity/DN7 policy area must be subject to and include:
- a feasibility study to identify the opportunities and constraints for any proposed uses;
 - a heritage assessment of the potential impact of the development on the significance of any heritage assets affected (including an assessment of archaeological potential within the policy area and the setting of any heritage assets outside the policy area that might be impacted) and mitigation measures to address or reduce the identified heritage impacts
 - a phase 1 desktop study which will be required in support of any development where there is a risk of potential contamination;
 - a full ecological assessment of the entire site;
 - mitigation measures to improve accessibility to local services and public transport, for which developer contributions will be required; and
 - a travel plan alongside the transport assessment for this site in order to minimise the impact upon the strategic road network.
- 16.92. Located north of the railway line, adjacent to the former Hatfield Colliery, Unity Energy will provide 20.2 hectares of land for employment, potentially including energy focused employment uses. Details of proposals to be worked up and subject to possible energy sector partnership arrangements, access to funding and further viability/feasibility work.

- 16.93. Unity Energy has the potential to incorporate world-leading technology and associated research facilities and could help deliver a step change in the transition towards a low carbon economy and a more diverse workforce. The Council will seek to secure these opportunities as far as possible. With the closure of Hatfield Colliery, access to employment and skills and training for local people, businesses and inward investors are essential to the success of the area.
- 16.94. Part of the site has been used for coal mining activity. Due consideration will have to be given to this aspect and any required remediation measures will be identified and implemented in consultation with statutory bodies to ensure that the development is safe and stable for use. As the site is developed, updated ecological assessments and further detailed mitigation proposals will be required. It is also essential the existing bund between the development proposal and Stainforth is retained and appropriately enhanced to buffer the former colliery site from the adjacent community.
- 16.95. The headstocks of the former colliery are grade II listed and are of historic and technological interest due to their rarity and intactness as well as being a visual reminder of the former uses of the site. However, their security and upkeep is costly and at this point in time they do not have an obvious end use. They are considered heritage assets 'at risk'. Imaginative proposals that secured the long term conservation of these heritage assets will be encouraged and supported.
- 16.96. Development proposals, including the design guides for the Unity development subject to further detailed planning applications, will be expected to make use of opportunities to enhance or better reveal the significance of the heritage assets affected by, for example, incorporating sight-lines towards the listed headstocks or, in the case of the listed lock cottages, introduce a 'canalside' character to the adjacent Unity Life development.
- 16.97. The details of transport mitigation measures, funding, triggers and implementation will need to be agreed between partners prior to development.
- 16.98. The ownership and associated liabilities of the former Hatfield Colliery is currently with the Crown until formally claimed and therefore any delivery of development cannot be assured in the plan period and will not form part of the employment land requirement. Any potential land owner/applicant will be required to ensure that any proposed development seeks to conform to the guiding principles set out by this policy.

Figure 17: Unity Masterplan



Source: Unity Approved Outline Planning Application Reference: 15/01300/OUTA.

See below for Map showing area of Hatfield Colliery for the purposes of Policy [70](#).

Map showing Hatfield Colliery Area

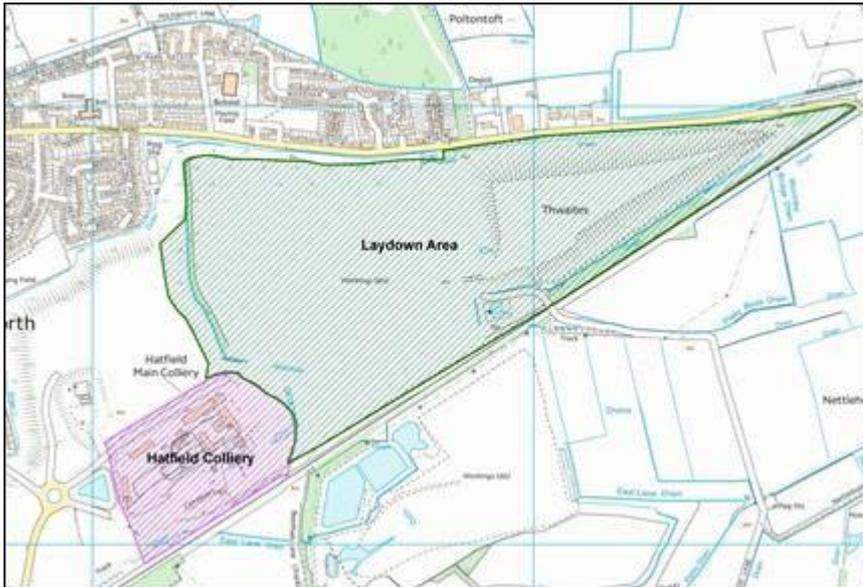


Table 16: Unity Indicative Area Schedule

Development Zone/ Use	Unity Town	Unity Living	Unity Link	Unity Connect	Unity Life	TOTAL
Residential (C3)	501 dwellings	1,167 dwellings	0	0	1,432 dwellings	3,100 dwellings
Shops/ Financial and Professional Services/ Restaurants and Cafes/ Drinking Establishments/ Hot Food Take-Away (A1/A2/A3/A4/A5)	2.45 net developable hectares	0	0	0	0	2.45 net developable hectares
Residential Institution - Care Home (C2) Health & Community (D1)	2.04 net developable hectares	0	0	0	0	2.04 net developable hectares
Business/ General Industrial (B1/B2)	5.26 net developable hectares	0	1.57 net developable hectares	0	0	6.83 net developable hectares
Business - Office (B1)	0	0	0.66 net developable hectares	0	0	0.66 net developable hectares
General Industrial/ Storage or Distribution & Sui Generis (B2/B8)	0	0	1.73 net developable hectares	0	0	1.73 net developable hectares
Sui Generis	0	0	1.28 net developable hectares	0	0	1.28 net developable hectares
Business/ General Industrial/ Storage or Distribution (B1/B2/B8 Hybrid)	0	0	13.05 net developable hectares	40.31 net developable hectares	0	53.36 net developable hectares
Education (D1)	2.86 net developable hectares	0	0	0	0	2.86 net developable hectares
Business/ Non Residential Institutions/ Residential Institutions (B1/D1/C2)	0	0	1.85 net developable hectares	0	0	1.85 net developable hectares
Station Car Park	0.84 net developable hectares	0	0	0	0	0.84 net developable hectares

Mexborough

Settlement Profile

- 16.99. Mexborough is a large market town on the western edge of the Borough, on the north side of the River Don / New Cut Canal and south of the River Dearne. The town grew mainly in the 18th - 20th centuries as the result of coal mining, quarrying, brickworks and the production of ceramics and was a busy railway junction. The settlement has a 'town centre', one of only three in the Borough (along with Doncaster and Thorne), and whilst this has relatively high vacancy levels, it serves an important wider catchment than just the town itself, including parts of the Dearne Valley outside the Borough. It is particularly closely related to the neighbouring Dearne towns of Conisbrough & Denaby, Swinton and Wath.
- 16.100. Higher order services include the Mexborough-Montagu Hospital which is one of the key hospitals in the Borough and also serves a much wider catchment. Mexborough also has a railway station on the Sheffield-Doncaster railway line with regular trains between the two, as well as to Rotherham and Meadowhall in between, and is served by a bus station.
- 16.101. Mexborough is a generally self-contained housing market and a number of smaller housing developments including housing renewal schemes have taken place in recent years. The only two large scale recent housing developments are those on the eastern edge of the town at Pastures Road and the Shimmer development at the former Mexborough Power Station. Both are under construction but affected by the proposed new route of HS2, which was announced in 2016. This is currently proposed to run across the east of the settlement, with the proposed HS2 line safeguarded as per the Government directive, thus constraining further development in this location at this time.
- 16.102. Additionally, Mexborough is surrounded by Green Belt, as well as the Borough boundary to the west and south west, and River Don / Don navigation to the south. This collectively means that if Mexborough is to deliver its housing requirement, the only considerable land is either a limited pool of urban sites, or the potential of Green Belt release to the north.

Settlement Role and Function (in the Local Plan)

- 16.103. Mexborough is designated as a Main Town, and has a housing target of dwellings to meet both its baseline local need and a share of the Borough's economic uplift. It has a housing range of 475 – 985. However, given the aforementioned constraints to growth and given the importance of the Green Belt to the west of the settlement in preventing Mexborough and Swinton (and consequently Doncaster and Rotherham) from merging, no urban extension is proposed. Mexborough is therefore only projected to deliver 310 new homes over the plan period and consequently will not contribute any houses towards the Borough's economic growth.
- 16.104. There is currently a possibility of a HS2 parkway station in Mexborough which, if realised, future local plans may wish to consider the opportunities that this would prevent for an urban extension associated with this transport hub. However, at present this remains an unknown.
- 16.105. In the retail hierarchy Mexborough is a Town Centre; proposals will be supported which protect, maintain and enhance its vitality and viability (Policy [71](#)). The town has capacity to be extended and enhanced, including retail facilities and new office development along the canalside with improved links to the railway station.

Employment Policy Areas (Policy [5](#))

- 16.106. There are two existing employment sites in Mexborough:
- Whitelea Grove – a range of businesses serving the local area.
 - Cliff Street – a range of businesses serving the local area.

16.107. There are also a number of sites across the Doncaster boundary in Wath-upon-Dearne.

Housing Allocations (Policy 6)

16.108. Policy 3 includes a target for 475 – 985 new houses to be allocated to this area.

16.109. As at 1st April 2018, there are permissions for 108 dwellings on sites large enough to allocate through the Local Plan (5+ units remaining). This is following the discounting of some permissioned capacity in light of HS2 Safeguarding Route and non-delivery of remaining supply on the Shimmer Estate. Three additional allocations provide the town with a housing supply of 202 dwellings bringing the settlement’s plan period allocated housing supply up to 310 new homes. This falls significantly short of the housing requirement by 165 dwellings compared to the bottom of the range. This shortfall has been made good through allocations towards the top of the range at the Doncaster Main Urban Area and some of the other Main Towns in accordance with Policy 3.

16.110. Nationally there is some political uncertainty in respect to the HS2 and whether or not the infrastructure project will be delivered. Despite this, the Safeguarding Direction has to be respected until or unless instructed otherwise. Therefore, the plan identifies 3 additional Reserve Sites which are directly constrained by the proposed route of HS2. Were it not for this Direction it is likely they would have been allocated to help provide the majority of the shortfall required to meet the town’s baseline housing requirement. These sites have potential capacity for a further 242 new homes for the town. Their identification as Reserve Sites provides flexibility and a level of planning policy certainty should the route of HS2 not be confirmed as progressing at some point during the plan period.

Table H1(F): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
632	North Gate Working Mens Club, North Gate, Mexborough	0.1	Full	Started	6	6	6	0	0	0	0
678	Land Off Pastures Road, Mexborough	1.22	Full	Started	55	5	5	0	0	0	0
687	The Embankment, Leach Lane Industrial Estate, Leach Lane, Mexborough	0.55	Full	Not Started	24	24	24	0	0	0	0
850	Land At Alagu Close, Off Highwoods Road, Mexborough	0.24	Outline	Not Started	9	9	9	0	0	0	0
894	Former Nurses Home, Cemetery Road, Mexborough	0.29	Outline	Not Started	9	9	9	0	0	0	0
922	Garage Site, Maple Road, Mexborough	0.21	Full	Not Started	5	5	5	0	0	0	0
927	Land On The North West Side Of Pastures Road, Mexborough	4.56	Full	Started	147	37	37	0	0	0	0
960	The Highwoods, Elm Road, Mexborough	0.17	Full	Not Started	13	13	13	0	0	0	0
TOTALS					268	108	108	0	0	0	0

Table H2(F): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
155	Site 'A', Leach Lane Industrial Estate, Mexborough	0.58	16	16	0	0	0	0
414	Windhill, Windhill Avenue, Mexborough	3.33	112	0	112	0	0	0
1048	Schofield Street, Mexborough	2.45	74	0	74	0	0	0
TOTALS			202	16	186	0	0	0

Table H3(C): Reserve Development Sites

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)
154	Clayfield Avenue, Mexborough	6.1	151
500	Bull Green, Mexborough	1.78	52
839	Mexborough Power Station, Mexborough	4.99	39
TOTAL			242

Policy 71: Mexborough Town Centre

Mexborough town centre will be a thriving and distinctive shopping and leisure destination serving the south-west of Doncaster and adjoining parts of the Dearne Valley and beyond. The town centre will be extended and enhanced to accommodate new and improved retail facilities, new office accommodation, canal-side housing development and better links to Mexborough railway station, with clearly defined spaces. The historic character of the town centre will be preserved and enhanced through high quality infill development.

Within Mexborough town centre, as defined on the Policies Map, proposals will be supported where relevant, which:

- A.** explore opportunities to create a more enclosed, dense and compact urban form, especially within close proximity to key routes (e.g. A6023) and the primary shopping area;
- B.** improve existing retail provision, including a new retail supermarket anchor in the heart of the centre;
- C.** bring about environmental improvements (including tree planting, street furniture, signage and new public spaces) to enhance the streetscape and encourage social interaction, particularly at High Street, Bank Street and York Square;
- D.** retain and sympathetically restore, Mexborough's historic buildings (particularly in the Conservation Area);
- E.** encourage the retention and restoration of traditional shop fronts in the interests of preserving and enhancing the historical character of the town centre, using original features where possible;
- F.** improve pedestrian/cycle links between the primary shopping area and surrounding areas, particularly the bus and railway stations, Montagu Hospital and Sheffield and South Yorkshire Navigation Canal;

- G.** open up public access and promote active travel to key views to the waterfront/canal side, particularly across the dual carriageway (Greens Way);
- H.** introduce traffic calming measures along Greens Way to reduce and control vehicle speeds and protect the safety of pedestrians and cyclists;
- I.** provide active frontages at ground floor level, particularly along Greens Way, Station Road, John Street and West Street, wherever possible;
- J.** enhance the sense of arrival at key gateway sites around the edges and entry points into the town centre such as the Greens Way (Doncaster Road), A6022 (Bridge Street), Adwick Road and Station Road; and
- K.** support the rationalisation of existing car parks and refurbishment of the multi-storey car park and adjoining sites through sensitive redevelopment.

Proposals to change the use of a unit from a shop to a residential, community or business use within the conservation area (as shown on the Policies Map) should be designed in a way that is sympathetic to the design of the original building and, as far as possible, should retain its original features.

Explanation

- 16.111. Mexborough is the second largest commercial and shopping centre in the Borough (after Doncaster) and fulfils a wider role in meeting the local shopping and service needs of the Dearne Valley area. The town centre offers good access to a range of transport modes (including public transport, walking and cycling) and is well connected to surrounding settlements in the Dearne Valley such as Swinton, Conisbrough and Wath upon Dearne.
- 16.112. Mexborough is mentioned in the Domesday Book as Mechesburg and there are remains of a motte and bailey castle, which is a scheduled monument, within Castle Park about a mile to the east of the town centre. Mexborough lies at the confluence of the rivers Don and Dearne, and a market has reportedly been held here for 800 years. The settlement expanded rapidly in the Victorian period, mainly as a colliery town, although other industries were also developed. The area that is now designated as Mexborough Conservation Area was developed at this time, serving as part of the main retail area along Bank Street, a role it still serves today.
- 16.113. Mexborough has a relatively linear centre extending from Hartley Street in the west, along Main Street, High Street and Bank Street, to the former Royal Electric Theatre in the east. The centre offers a good range of shops and services (including high street banks, building societies, cafes, pubs and clothes shops) serving everyday needs. The key strengths of the centre are its historic setting, high pedestrian flows, strong independent offer, availability of parking/public transport and good quality markets.
- 16.114. The 'Main Shopping Area' (as defined on the Policies Map) of the town centre extends along the pedestrianised area on High Street and along sections of Garden Street and Bank Street. It also includes the indoor and outdoor markets.
- 16.115. Mexborough continues to perform an important role as a retail and commercial designation but remains in a precarious position. Particular concerns include the lack of national retail representation, limited unit size, empty properties, narrow pavements (beyond High Street) and a declining environment. There is also a shortage of high quality leisure and entertainment uses (e.g. cafes and restaurants) and food retailers in the town centre. Mexborough needs a new large supermarket and anchor store that offers a full range of food and grocery products to help claw back trade from out-of-centre stores and encourage more linked trips. Restaurants, cafes and coffee bars are also under-represented.

16.116. Much of the centre is inward-facing, with a high proportion of blank spaces, unattractive infill plots and surface car parking, especially along Greens Way (A6023), Hartley Street Roundabout and Station Road. The dual carriageway (Greens Way) splits the retail core and conservation area from the old historic centre of the town based around the church, river/canalside and railway station, thus reinforcing the isolated nature of the area.

Rossington

Settlement Profile

- 16.117. Rossington is a large former mining village which is currently the focus of significant new infrastructure and development. The village lies 5 miles south of central Doncaster, west of the A638 Great North Road immediately south of the M18, and straddles the East Coast Main Rail line (although there is no railway station). The settlement expanded greatly in the twentieth century due to housing development associated with the colliery, in what is known as 'New Rossington'.
- 16.118. The colliery closed in 2007 and is now being redeveloped for housing-led mixed-use including 1,200 new homes. In April 2016, phase 1 of the Great Yorkshire Way (formerly the Finningley and Rossington Regeneration Route Scheme or FARRRS) was completed between the A638 and the M18 (at Junction 3) providing Rossington with a direct motorway connection for the first time. There are clear signs of increased investment levels in the village following this significant improvement in connectivity which has also provided a local traffic alternative to the East Coast Main Line level crossing which is the cause of regular traffic queues. Phase 2 of FARRRS, linking directly to the airport, was completed in 2018.
- 16.119. To the west of Rossington is Doncaster iPort, a 136 ha logistics park, which is under construction, with a number of companies already on site. It includes a 14 ha rail freight intermodal terminal (the largest in Yorkshire). When complete, it will provide 6 million square feet of warehousing and is expected to provide up to 5,000 new jobs, as well as local training opportunities.
- 16.120. At the time of plan preparation, a planning application for the Rossington Hall Professional Golf Association European Tour Golf Destination is under consideration. The site covers around 194 hectares and is located to the south and east of Rossington between the A638 Great North Road (Bawtry Road) and the East Coast Main Railway Line. The proposal would be one of only two venues in the UK that form part of the European Tour and one of only eleven such courses located throughout Europe and Asia. The proposal could bring significant economic benefits to the local area and wider economy.

Settlement Role and Function (in the Local Plan)

- 16.121. Rossington is designated as a Main Town and has a housing target to meet both its baseline local need and a share of the Borough's economic uplift. It has a housing range of 385 – 895. Given the scale of the housing redevelopment on the former Rossington Colliery, the target for this area can be met on this commitment alone. However, some additional urban sites will also be allocated in this location. Therefore, its housing allocation is 1,219 new homes in the plan period to 2035, meaning Rossington will deliver above its target (although some of this is projected to be delivered towards the back end of the plan period). The on-going Rossington Colliery development is recognised with a housing allocation which will more than meet the housing requirement over the plan period – no other urban extension sites are therefore proposed. An additional urban site is also proposed on the former playing fields of Toredale School including the adjacent Gattisson House site.
- 16.122. Rossington's retail centre is designated as a District Centre in the retail hierarchy; shops will be protected and will continue to be the dominant use in this area. The new area of housing also sees development of a large supermarket and the inclusion of a small parade of shops serving local needs.
- 16.123. The East Coast Main Line forms the outer boundary of Doncaster's Green Belt and so land to the west of Rossington lies in the Green Belt and land to the east is Countryside. As no new urban extensions to Rossington are proposed, the settlement's boundaries are substantially unchanged. The iPort development continues to be washed over by Green Belt reflecting the

very special circumstances that supported its development as well as the site still being a long way from completion given its sheer size. The colliery redevelopment allocation reflects the permission and so a relatively small part of the Green Belt here is amended to reflect that permission. The balance of the colliery site beyond the current permission includes a further section of housing to allow for the fact that the existing permissioned site is not developing at previously envisaged density and so will not, on its own, deliver the 1,200 new homes. The very large expanse of colliery land beyond the housing is to be reclaimed as a new country park in accordance with the permissioned scheme.

Neighbourhood Planning

16.124. The Rossington community is preparing a Rossington Neighbourhood Plan but adoption is unlikely before adoption of the Local Plan.

Employment Allocations (Policy 4)

16.125. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough. [Table 4](#) allocates one site in Rossington totalling 18 hectares on Bankwood Lane.

16.126. As at 1st April 2018, there are 158 ha with permission in Rossington.

Table E4: Allocations with planning permission (as at 1st April 2018)

Site ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
747	Land west of West End Land, Rossington (iPort)	398.31	Full	B8 with rail connectivity	158.00	158.00

Employment Policy Areas (Policy 5)

16.127. There are a number of existing employment sites including:

- iPort – one of the UK’s largest logistics developments including a rail freight intermodal container facility. This is of regional importance and provides freight services to all UK ports and the Channel Tunnel.
- Bankwood Lane, Rossington. Due to the opening of Great Yorkshire Way, this site now has excellent access to the motorway network this will help it to realise its potential as an employment site.

Housing Allocations (Policy 6)

16.128. Policy 3 includes a target for 385 - 895 new houses to be allocated to this area. The Local Plan identifies a total supply from allocated sites of 1,142 new homes in the first 15 years with a further supply of 77 new homes in the last two years of the plan period.

16.129. As at 1st April 2018, there is one large site with permission for 897 new homes which is large enough to allocate (5+ units remaining) with all of this supply being on the former colliery site. Latest evidence on build-out of the colliery demonstrates that the 1,200 units permissioned are not going to be achieved within the existing boundary so this site has been discounted to reflect a more realistic capacity for the site of 984 new dwellings with 897 units remaining to be built on the site as at 1st April 2018. The Local Plan identifies an additional phase therefore for the colliery to make good the balance of 1,200 units. A further allocation is made on the former playing fields of Tordedale School and the adjacent Gattisson House site which will provide a further supply of 92 houses for the town on a sustainable site now surplus to requirements.

Table H1(G): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
662	Site of Former Rossington Colliery, off West End Lane, New Rossington	51.7	Outline/Full	Started	984	897	350	350	197	0	0
TOTALS					984	897	350	350	197	0	0

Table H2(G): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
247	Former Rossington Colliery, off West End Lane, Rossington	9.26	230	0	0	153	77	0
1056	Former Toredale School Playing Fields & Gattison House, Gattison Lane, Rossington	3.5	92	0	92	0	0	0
TOTALS			322	0	92	153	77	0

Thorne & Moorends

Settlement Profile

- 16.130. Thorne is an historic market town in the north-east of the Borough lying east of the River Don and on the Stainforth and Keadby Canal. Peel Hill Motte ancient monument sits at the heart of an extensive conservation area. The former mining village of Moorends is immediately to the north of Thorne separated by only a small rural gap. The combined population is 17,295 and the settlement is one of only three in the Borough to have a town centre (together with the Main Urban Area and Mexborough) which serves a wider catchment than just the town itself. The relative isolation of the settlements supports a proud community spirit and a sense of independence from Doncaster. Despite excellent connectivity by rail and road (to the motorway network), this relative isolation has resulted in under-investment in recent years and both places are in need of regeneration.
- 16.131. Thorne is served by the A614 and the M18 Junction 6 immediately next to the town. It is also served by two railway stations (the best provision in Doncaster aside from the Main Urban Area) with services to Doncaster, Goole and Scunthorpe. The canal is under-used but is capable of accommodating large commercial traffic to and from the Humber Ports. Between the motorway and the edge of Thorne are large scale logistics and other commercial uses benefitting from motorway access and proximity to the Humber ports and providing an important supply of local jobs. East of the settlements are Thorne and Hatfield Moors, an extensive area of former peat workings and an internationally important wildlife habitat and national nature reserve.

Settlement Role and Function (in the Local Plan)

- 16.132. Thorne & Moorends is designated as a Main Town and has a housing target of dwellings to meet both its baseline local need and a share of the Borough's economic uplift. It has a housing range of 510 – 1020. Flood risk constraints in Thorne make the allocation of land challenging in this location. However, the total amount of land identified in Thorne via permissions (391 units) and allocations (345 units), means that Thorne is contributing a not insignificant 736 units, or 5.5%, of the Borough's allocated supply.
- 16.133. Whilst Thorne is a very sustainable settlement, national policy and Local Plan strategy for a sequential approach to flood risk mean that at the time of Plan preparation it was not appropriate to allocate any further towards the top of the range given that all the remaining available sites are at high risk of flooding. On-going work by the Environment Agency may establish opportunities for future additional allocations through a review of the Local Plan and/or Thorne and Moorends Neighbourhood Plan.
- 16.134. In the retail hierarchy, Thorne is a Town Centre and Moorends is a Local Centre; proposals will be supported which protect, maintain and enhance their vitality and viability (Policy [72](#)). Opportunities exist to improve the connectivity between Finkle Street and King Street and for Market Place to act as a focal point.
- 16.135. There are 3 successful existing employment sites serving the local area and wider area with a mix of businesses and units.

Neighbourhood Planning

- 16.136. A neighbourhood plan for Thorne and Moorends is in preparation (Regulation 14 Pre-submission draft published October 2016). The intention is that this plan will make allocations on sites in Flood Zone 1 due to the flood risk constraints of the area. At the time of drafting, it is understood that the neighbourhood plan is now looking to also identify additional housing allocations which will require land that is at risk of flooding.

Employment Allocations (Policy 4)

16.137. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough. Table 4 allocates one site in Thorne totalling 52 hectares at Junction 6, M18.

16.138. As at 1st April 2018, there are 9 ha with permission in Thorne.

Table E5: Allocations with planning permission (as at 1st April 2018)

Site Ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
733	Capitol Park, Omega Boulevard, Thorne	8.94	Full.	B2 (as part of a wider mixed use development)	2.20	2.20
736	Land and buildings on the north side of Lands End Road, Thorne	7.28	Full	B8	7.28	7.28

Employment Policy Areas (Policy 5)

16.139. There are a number of existing employment sites including:

- Nimbus Park – A large distribution warehouse development to the north of Thorne with good access to the M18.
- Capitol Park – established mixed use business area including potential rail connectivity. The area has access to motorways and Thorne North rail station.
- Coulman Road, Thorne – established area with a mix of small and medium sized businesses with good local access

Housing Allocations (Policy 6)

16.140. Policy 3 includes a target for 510 – 1,020 new houses to be allocated to this area.

16.141. As at 1st April 2018, there are permissions for 391 dwellings. The Local Plan identifies a further 345 units as allocations which provides the settlement with a housing supply of 736 new dwellings.

16.142. The Local Plan housing allocation at the Main Town of Thorne-Moorends is constrained by a lack of potential development sites not at high risk of flooding. Although sufficient sites have been identified to meet the town's local needs housing, and some economic-growth led housing as well, were it not for this physical constraint to plan-making then the Main Town would have seen an allocation towards the top of the growth range. This is due to the town's size and population as being one of our largest communities outside of the Main Urban Area with strong sustainability credentials, for example: 2 train stations; frequent bus links; large town centre with excellent range of services and facilities; and no Green Belt constraints to growth.

Table H1(H): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
588	Land off Lock Lane, Thorne	0.15	Full	Started	5	5	5	0	0	0	0
805	The Old Vicarage, Stonegate, Thorne	0.11	Full	Started	11	11	11	0	0	0	0
807	Willow Grove, Thorne	1.18	Full	Started	35	17	17	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
846	Milton House, 67 Ellison Street, Thorne	0.11	Full	Started	10	6	6	0	0	0	0
889	Land North East Of Industrial Park, King Edward Road, Thorne	1.97	Full	Not Started	70	70	70	0	0	0	0
949	Land Off Site Of Former Rising Sun Public House, Hatfield Road, Thorne	0.50	Full	Not Started	12	12	12	0	0	0	0
951	Land On The North East Side Of Alexandra Street, Thorne	0.68	Full	Not Started	28	28	28	0	0	0	0
952	Open Land At Corona Drive, Thorne	0.33	Full	Not Started	14	14	14	0	0	0	0
958	Land Off White Lane, Thorne	2.82	Full	Not Started	79	79	79	0	0	0	0
962	Amenity Grass Area, St Georges Close, Thorne	0.22	Full	Started	9	9	9	0	0	0	0
988	Land Off Coulman Road, Thorne	1.39	Full	Started	59	55	55	0	0	0	0
994	Land Adjacent Peel Hill Motte, Church Street, Thorne	1.61	Full	Started	72	72	72	0	0	0	0
1069	Land To The Rear Of 98 North Eastern Road, Thorne	0.78	Full	Not Started	13	13	13	0	0	0	0
TOTALS					417	391	391	0	0	0	0

Table H2(H): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
081/ 343	Land off Alexandra Street, Thorne	7.91	207	70	137	0	0	0
133	Land off St Nicholas Road, Thorne	0.84	24	24	0	0	0	0
396	North Eastern Road, Thorne	2.48	53	53	0	0	0	0
501	Adjacent 46 Marshlands Road, Moorends	0.53	23	23	0	0	0	0
510	Adjacent Thorne South Station, off South End, Thorne	1.54	25	25	0	0	0	0
795	Land on the East Side of South End, Thorne	0.49	13	13	0	0	0	0
TOTALS			345	208	137	0	0	0

Town and Other Centres

Policy 72: Thorne Town Centre

Within Thorne town centre, as defined on the Policies Map, proposals will be supported, where relevant, which:

- A.** provide opportunities to improve connectivity between Finkle Street and King Street and develop the Market Place as a key focal point of the town centre, reflecting its role as a market town;
- B.** restore/bring listed buildings and other buildings of local importance back into active use;
- C.** protect and enhance the setting of the scheduled monument (Peel Motte and Bailey Castle);
- D.** respect the historic pattern and character of buildings and spaces within or on the edge of the town centre;
- E.** improve parking and active travel opportunities in the town centre through the rationalisation of existing on-street parking (e.g. The Green) and the provision of safe and formal car parking provision sustainable transport infrastructure in order to provide safe and secure travel options and improve Air Quality;
- F.** protect and enhance existing areas of greenspace and secure improvements to the public realm (including high quality street furniture, surface treatment and planting) through good design;
- G.** provide continuous active street frontages at ground floor level, with the minimum use of set-backs, especially along Church Street, King Street and Silver Street;
- H.** encourage the retention and restoration of traditional shop fronts in the interests of preserving and enhancing the historical character of the town centre, using original features where possible; and
- I.** create inviting and safe places for pedestrians, cyclists and the disabled people with particular emphasis on securing improvements to better manage traffic and pedestrian flows along King Street/Silver Street and Finkle Street/Market Place, with special emphasis given to reducing severance and congestion and improve Air Quality.

Explanation

- 16.143. Thorne operates as an historic market town serving a relatively large rural hinterland, some 12 miles from Doncaster and 13 miles from Scunthorpe. The M18 motorway passes to the west and the M180 motorway immediately to the south of the town. The town has two railway stations.
- 16.144. Thorne is performing reasonably well for a town centre of its size and provides an attractive market town environment, a strong convenience offer, ample car parking and a good mix of retailers and related uses, including a farmers market. Like many similar centres, Thorne has suffered from gradual decline in recent years and now performs a more local function.
- 16.145. Retail activity within the centre is focused along two main streets: King Street and Finkle Street, the latter of which is pedestrianised. Retail and service units are also located at either end of the centre along Silver Street and Market Place as well as along The Green and Market Place. Finkle Street contains the highest proportion of retail floorspace, most of which is occupied and

in good condition. King Street provides the main link between the retail and historic core of the town centre but suffers from a poor quality environment with narrow pavements, low levels of pedestrian activity and heavy traffic movements.

- 16.146. Much of the town centre lies within a conservation area. The area includes a wealth of small-scale residential and commercial properties, mainly dating back to the eighteenth and nineteenth centuries, although a few significant buildings survive from earlier periods. Thorne's street pattern has evolved from a typically medieval pattern of narrow properties, with some set at right angles to the principal streets of King Street, Queen Street and Finkle Street. The market area (which dates back to the 1600s, when Charles II granted it a royal charter) lies within the historic town and acts as strong anchor point. However, there are several gap sites (including parking lots), unsympathetic modern developments and vacant/ underused buildings which currently detract from the setting and character of the conservation area and effectively sever the grade one listed parish church (St Nicholas) and scheduled monument (Peel Motte) from the rest of the town centre. Some of the listed buildings around Market Place and Stonegate are at risk of further decay and neglect. Redeveloping these sites will help reinvigorate the appeal of the conversation area and improve the attractiveness and vitality of the town centre as a whole.
- 16.147. The public realm (streets, spaces and squares) within the town centre is of varied quality and lacks coherence. Problems include blank and insecure spaces, a lack of greenery, poor pedestrian crossings, poor quality shop frontages and uncoordinated street furniture. Several opportunities exist to bring enhancements to existing public spaces and the streetscape such as seating, signage, planting, shared surfacing/crossings and more functional and attractive paving, especially at key arrival points, such as Market Place and King Street. Many of the shop fronts are in poor condition and make use of external roller shutters and grills that currently detract from the appearance of the streetscape and create a hostile environment. Appropriate contributions will be sought from developers and other funding sources towards the provision of public realm and traffic management improvements within the town centre.
- 16.148. In addition, surface and on-street car parking should be rationalised within parts of the town centre to maximise the use of the space and improve pedestrian circulation (e.g. The Green) and prioritise local residents (e.g. Queen Street). There is scope to make use of underused upper floors of buildings either as office or residential accommodation.
- 16.149. Thorne's heritage assets such as Market Place, Peel Hill Motte and Thorne Hall have the potential to act as a driver of revitalisation within the town centre. New development within the town centre will need to be sympathetically designed and in harmony with the scale and character of the townscape, using traditional materials, wherever possible.

Service Towns and Villages

Role and Function

16.150. The ten Service Towns and Villages are comprised of smaller towns and villages in the Borough that have good service levels and existing population, and are therefore capable of supporting some local growth. This growth equate to their share of the local (baseline) requirement only, based on the percentage of households in each respective settlement. This means that every settlement has a target figure, with the largest settlement (Carcroft – Skellow) having a housing target of 250 units in the plan period, and the smallest settlement (Finningley) having a relatively modest 50 units allocated to it. Collectively, these settlements will deliver up to 10% of the Borough's housing requirement.

Askern

Settlement Profile

- 16.151. Askern is a former mining town in the north of the Borough. It lies along the A19 between Doncaster and Selby, and is equidistant between Doncaster town centre and Junction 34 of the M62. It has a direct road link to both along the A19. In the eighteenth and nineteenth centuries, Askern developed as a successful spa town with far reaching popularity to the extent that it became a destination for visitors from far and wide. This was also the main driver for the railway being built to the Town which was on the back of Askern's growing reputation for its bathhouses and their healing waters. However, since the establishment of a colliery in 1911, the settlement, like many others in Doncaster, has become associated with coal mining. After 80 years, the colliery closed in 1991 and was being redeveloped for housing at time of Plan preparation.
- 16.152. Askern railway station closed in 1947, but there is a longstanding ambition for a rail service to be reintroduced with some initial feasibility work being undertaken. To the north and west of Askern are the closely related villages of Norton, Campsall and Sutton, meaning Askern also has an important role as a Service Town for these settlements, as well as the more outlying villages of Moss and Fenwick.
- 16.153. The settlement is inset within the Green Belt, and has areas within Flood Zone 2. There are, brownfield / urban redevelopment opportunities within the town, and this is reflected in the fact that the number of sites available, both via existing commitments and new allocations, mean Askern can far surpass its housing target and has a housing supply far more in line with the Borough's Main Towns.

Settlement Role and Function (in the Local Plan)

16.154. Askern is designated as a Service Town. Its housing requirement is 165 to meet a base line (local needs) requirement of 11 new homes per year. Existing permissions and other suitable urban site capacities already significantly exceed this and whilst these are recognised as allocations there is no need for additional urban extensions into the Green Belt, with the exception of a single site which has now been granted planning permission post April 2018 at the Askern Miners Welfare. The additional capacity (above the requirement) will provide additional housing land supply to address the Borough-wide plan period requirement. This means that Askern is projected to deliver the most new dwellings in the Service Town and Village tier and will also deliver more new dwellings than some of the larger Main Towns which are more constrained. Given the Town is currently experiencing a significant level of growth, especially in respect to housing, coupled with the role Askern plays in supporting smaller villages in the area, then the Town's population and service provision is likely to increase even further in the near future. A Review of the Local Plan may therefore identify Askern as having

the higher population and service provision more characterised by a 'Main Town' in the future.

16.155. In the retail hierarchy Askern is a District Centre; acknowledging it serves a wider catchment, proposals will, therefore, be supported which protect, maintain and enhance its vitality and viability.

Employment Allocations (Policy 4)

16.156. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough.

16.157. As at 1st April 2018, there are 4 ha with permission in Askern.

Table E6: Allocations with planning permission (as at 1st April 2018)

Site ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
569	Askern Saw Mills, High Street, Askern	15.08	Outline for mixed use	B2/B8	3.79	2.27

Employment Policy Areas (Policy 5)

16.158. Existing employment sites include:

- Askern Saw Mills – existing employment site with outline planning permission for a mixed use scheme including new units for employment uses which will serve the local area.

Housing Allocations (Policy 6)

16.159. Policy 3 includes a target for 165 new houses to be allocated to this area.

16.160. As at 1st April 2018, there are permissions for 564 dwellings on sites large enough to allocate (5+ units) which far exceeds the town's housing requirement. A further 127 new homes are allocated across three sites. Two of these are sustainable urban sites and the third is a brownfield Green Belt site which is now permissioned post April 2018; all of which provides for additional housing supply for Askern totalling 691 new homes. A relatively small Reserve Site (29 dwellings) could provide further new housing for the town if flood risk challenges can be addressed in line with Policy 58, including the need to pass the sequential and exceptions tests.

Table H1(I): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
569	Askern Saw Mills, Askern	15.08	Outline	Not Started	220	220	140	80	0	0	0
628	Land Adjacent Acorn Park, Rushy Moor Lane, Askern	0.4	Full	Started	7	7	7	0	0	0	0
723	Freeman Builders Ltd, Marlborough Road, Askern	0.23	Full	Started	9	5	5	0	0	0	0
796	Land at Former Colliery, Campsall Road, Askern	8.01	Full	Started	227	157	157	0	0	0	0
925	Land Off Highfield Road, Askern	1.78	Outline	Not Started	62	62	62	0	0	0	0
954	Land East Of Selby Road, Askern	2.56	Full	Started	76	66	66	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
955	Former Askern Selby Road Youth Club, Selby Road, Askern	0.3	Outline	Not Started	16	16	16	0	0	0	0
956	Premier House, Selby Road, Askern	0.42	Outline	Not Started	16	16	16	0	0	0	0
1066	1 Spa Terrace, Askern	0.58	Full	Not Started	15	15	15	0	0	0	0
TOTALS					648	564	484	80	0	0	0

Table H2(I): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
041	Askern Industrial Estate (Eastern Half)	1.5	44	44	0	0	0	0
195	Askern Miners Welfare, Manor Way, Askern	2.67	49	49	0	0	0	0
374	Avenue Road, Instoneville	1.21	34	34	0	0	0	0
TOTALS			127	127	0	0	0	0

Table H3(D): Reserve Development Sites

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)
303	Land off Highfield Road, Askern	0.98	29
TOTAL			29

Auckley & Hayfield Green

Settlement Profile

- 16.161. Auckley – Hayfield Green are two contiguous settlements under one parish to the east of the Borough, which are closely related to Doncaster – Sheffield Airport. The settlement (particularly Hayfield Green) expanded around RAF Finningley (now Doncaster – Sheffield Airport) in the 1960s, and more recently there have been further housing developments close to this.
- 16.162. The settlement is currently undergoing a transformative period, as the airport seeks to expand its operations. Key to this has been the completion of the Great Yorkshire Way, which links the airport to the M18, providing residents, commuters and goods quick and convenient access to the motorway network and central Doncaster. In March 2018, the airport masterplan was published which proposed an increase in airport operations, employment sites and housing around the airport. The Local Plan has a separate policy (Policy [7](#)) related to the airport.
- 16.163. Auckley – Hayfield Green is closely related to other villages in the east of the Borough, which occur along and off the B1396. These include Branton, Blaxton and Finningley, and therefore these settlements have some service interdependence. This road also leads towards the Main Urban Area, meaning residents have reasonably straight forward and good access to services here too.

Settlement Role and Function (in the Local Plan)

- 16.164. Auckley – Hayfield Green is designated as a Service Town and Village. Its housing requirement is 125 to meet its baseline (local needs) requirement of 8 new homes per year. Between existing permissions (115 units) and new allocations (140 units), the settlement can deliver 255 new units in the plan period, above its requirement by 130 units, or double the settlement's housing target. The oversupply will form supply at the end of the plan period. Additionally, as per Policy [7](#), there will be 280 houses allocated on land adjacent to Doncaster Sheffield Airport, which will be additional to the housing requirement for the Borough and which will not be counted towards the overall housing supply. Further housing up to 920 additional units may also be permissible, subject to the proven delivery of jobs in this location. For more information please refer to Policy [7](#) and Appendix [3](#).
- 16.165. As part of its overall development, the Local Plan also supports new employment and retail development at the airport.
- 16.166. The area does not have a designated retail centre but provides some smaller shops and services within shopping parades.

Neighbourhood Planning

- 16.167. The local community are currently preparing a neighbourhood plan for the area, but this is unlikely to precede the Local Plan.

Employment Allocations (Policy [4](#))

- 16.168. Policy [3](#) includes a target for at least 481 hectares of employment land to be developed in the Borough.
- 16.169. [Table 4](#) allocates one site in Auckley & Hayfield Green totalling 69 hectares which is at the airport and will form part of Aero Centre Yorkshire.
- 16.170. As at 1st April 2018, there are 17 ha with permission in Auckley & Hayfield, one of which is at the airport and is part of the business park offer.

Table E7: Allocations with planning permission (as at 1st April 2018)

Site Ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
748	Doncaster Sheffield Airport Ltd, First Avenue, Auckley	13.71	Outline	B1/B2/B8	13.71	13.71
1100	Blaxton Quarry, Mosham Road, Auckley	9.47	Outline	B2/B8	3.00	3.00

Employment Policy Areas (Policy 5)

16.171. There are a number of existing employment sites at the Airport including:

- Workpods, Fountains Court – a site with a number of small office units.
- Sky Business Park, Delta Court – a mix of small business units.
- Hayfield Lane Business Park – a mix of office units of differing sizes.

Housing Allocations (Policy 6)

16.172. Policy 3 includes a target for 125 new houses to be allocated to this area.

16.173. As at 1st April 2018, there are permissions for 115 dwellings on a single site large enough to allocate through the Local Plan (5+ units). A single additional allocation is made on a greenfield urban site capable of accommodating 140 new homes. This brings the settlement's housing supply up to 255 new homes across the plan period which is well above the requirement by over 50% and provides additional housing supply to address the last 2 years of the plan period and the wider borough housing requirement. There is no justification, therefore, for any additional allocations that would require land currently designated as Countryside, with the exception of any housing at the settlement in accordance with Policy 7 which sits outside of the settlement strategy and forms an additional potential source of housing supply.

Table H1(J): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
837	Hurst Lane, Hayfield Green	18.88	Full	Started	450	115	115	0	0	0	0
TOTALS					450	115	115	0	0	0	0

Table H2(J): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
223	RHADS Site 2A, Land at Hayfield Lane, Hayfield Green	6.03	140	70	70	0	0	0
TOTALS			140	70	70	0	0	0

Barnburgh & Harlington

Settlement Profile

- 16.174. Made up of two adjacent settlements with a strong sense of a shared identity, Barnburgh – Harlington, which has its origins in Anglo – Saxon times, is one of the smaller and more rural settlements in the Borough.
- 16.175. Despite both settlements being of a similar size, the majority of services are found within Barnburgh. Lying to the west of Doncaster, the settlement is well related to both Mexborough, in Doncaster, and Goldthorpe and Bolton upon Dearne, in Barnsley. As Mexborough and Goldthorpe both have railway stations, there are close by links to Doncaster and Sheffield as well as the Leeds line at Goldthorpe and Bolton. Barnburgh – Harlington does have a smaller population and lower service levels than other settlements with allocated housing, and this is reflected in the modest requirement for 60 new plan period homes.
- 16.176. The Green Belt is tightly drawn to the settlement boundary and, coupled with a lack of urban sites in this location, this means that there are very limited opportunities for development without considering suitable Green Belt release. This is reflected in the low level of existing permissions in this settlement.

Settlement Role and Function (in the Local Plan)

- 16.177. Barnburgh - Harlington is designated as a Service Town. Its housing requirement is 60 to meet its baseline (local needs) requirement of 4 new homes per year. As there are no existing permissions in this location, the settlements requirement must be met through site allocations.

Housing Allocations (Policy 6)

- 16.178. Policy 3 includes a target for 60 new houses to be allocated to this area.
- 16.179. As at 1st April 2018, there are no permissions on sites large enough to allocate through the Local Plan (5+ units) so the entire housing requirement of 60 new homes remains to be found through new allocations. A single urban extension for 66 new houses is made on land that was formerly Green Belt to the south of Harlington on a site east of Mill Lane and south of Doncaster Road.

Table H2(K): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
777	Plot 3, Harlington	2.35	66	0	66	0	0	0
TOTALS			66	0	66	0	0	0

Barnby Dun

Settlement Profile

- 16.180. With a population of 3,413, Barnby Dun is the largest village in Doncaster. Lying along the eastern edge of the River Dun Navigation, the settlement lies just outside the Main Urban Area, and is consequently well related to both Kirk Sandall (being in the same Civil Parish), and also well located in relation to Kirk Sandall railway station which is a mere 15 – 20 minute walk away.
- 16.181. Thorpe Marsh power station stood just outside Barnby Dun with its large cooling towers dominating the landscape to the west until their demolition in 2012. The settlement is home to St Peter and St Paul's church, sitting towards the edge of the settlement, which dates back to the 14th century. The settlement is the last closely related settlement to the Main Urban Area, before the more outlying settlements of Thorne & Moorends and the northern villages.
- 16.182. It is reasonably well located in relation to Kirk Sandall railway station, which is a short journey from the village. The village is constrained by flood risk, however there are pockets of available land outside of these areas, including potential greenfield extensions.

Settlement Role and Function (in the Local Plan)

- 16.183. Barnby Dun is designated as a Service Town and Village. Its housing requirement is 105 to meet its baseline (local needs) requirement of 7 new homes per year. As there is only one small existing permission in this location, the settlement's requirement must largely be met through site allocations. Given the lack of available urban sites, a greenfield extension will be required to meet the need in this location.

Housing Allocations (Policy 6)

- 16.184. Policy 3 includes a target for 105 new houses to be allocated to this area.
- 16.185. As at 1st April 2018, there is permission for just 6 dwellings on a single urban site large enough to allocate through the Local Plan (5+ units). The village is significantly constrained by areas at high risk of flooding which limits the availability of potential sites for additional more vulnerable housing uses. However, a single urban extension is allocated which has potential to accommodate 98 dwellings on the part of the site which is not at risk of flooding and adjoining the existing village. The allocation includes some additional land that is flood risk zone 3, but in line with the sequential and exceptions tests only water compatible uses such as open space and landscaping are supported on this part of the site. Together these two sites provide Barnby Dun's local housing need requirement of 104 new homes over the plan period, with a shortfall of just a single dwelling which is highly likely to be made good through windfall development during this time, including supply from small permissioned sites as at April 2018 which equate to 5 new homes for the village already.

Table H1(K): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
918	Barnby Dun Car Centre, Top Road, Barnby Dun	0.21	Outline	Not Started	6	6	6	0	0	0	0
TOTALS					6	6	6	0	0	0	0

Table H2(L): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
147	Land to the North of Hatfield Lane, Barnby Dun	11.82	98	0	98	0	0	0
TOTALS			98	0	98	0	0	0

Bawtry

Settlement Profile

- 16.186. Bawtry is an attractive historic market town just inside the Borough's southern boundary with Nottinghamshire. Originally a river port, in the eighteenth and nineteenth centuries Bawtry's prominence as a coaching stop increased, which corresponded with a period of prosperity for the town. Today, the settlement is an attractive and sought after area with a good level of services and a vibrant social offering.
- 16.187. Bawtry is situated along the intersection of the A638 and A631, which means the settlement has good local access. The A1(M) lies approximately 3 miles to the east and south of the settlement, with access achievable at Junction 34 near Blyth in Bassetlaw. Bawtry also lies about 5 miles south of the airport, with access via the A638, which also continues towards central Doncaster. Despite the East Coast Mainline passing through the east of the town, as with other settlements to the south-east of the Borough, there is no local train station.
- 16.188. At its core, Bawtry has a good range of shops, restaurants, pubs and bars, as well as office space, with residential areas surrounding this. The settlement is relatively isolated in relation to central Doncaster but does however lie close to the market town of Tickhill, as well as Harworth and Bircotes in Bassetlaw. Its location means the Nottinghamshire towns of Worksop and Retford are not much further away than central Doncaster. Slightly east of Bawtry is the Defined Village of Austerfield, which can utilise Bawtry's services.

Settlement Role and Function (in the Local Plan)

- 16.189. Bawtry is designated as a Service Town and Village. Its housing requirement is 110 to meet its baseline (local needs) requirement of 7 new homes per year. This will be made up by a mix of permissions (54 units) and allocations (36 units), which will include a small Green Belt site, and a further urban site.
- 16.190. In the retail hierarchy Bawtry is a District Centre; proposals will be supported which protect, maintain and enhance its vitality and viability.

Neighbourhood Planning

- 16.191. Bawtry Town Council is preparing a neighbourhood plan which was submitted and examined in Spring 2019.

Employment Policy Areas (Policy 5)

- 16.192. There are two existing employment sites, which are:
- Hudsons Yard, Bawtry Road – a local site with a haulage business.
 - Station Road Industrial Estate – small businesses serving the local area.

Housing Allocations (Policy 6)

- 16.193. Policy 3 includes a target for 110 new houses to be allocated to this area.
- 16.194. As at 1st April 2018, there are permissions for 54 dwellings on sites large enough to allocate through the Local Plan (5+ units remaining). An additional two relatively small allocations are made through the plan; one being a greenfield urban site and the other a greenfield extension on land formerly designated as Green Belt. These two sites have a combined capacity of 36 new homes and bring the settlement's housing allocation up to 90 dwellings for the plan period, which is 20 units short of its requirement. Any additional allocations would require large urban extensions on land currently designated as Green Belt where it is not considered exceptional

circumstances exist to remove further sites for such a small shortfall in the context of additional sources of housing supply in the town. For example, at April 2018 there are permissioned small sites (1-4 units) that total 14 new homes and there will be additional windfall development within the town throughout the plan period so confidence that the town's requirement of 105 new homes will have been met.

Table H1(L): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
950	Station Hotel, 93 Station Road, Bawtry	0.14	Full	Not Started	12	12	12	0	0	0	0
966	Bawtry Hall, South Parade, Bawtry	0.37	Full	Not Started	8	8	8	0	0	0	0
982	Land and Buildings on the West Side of Top Street, Bawtry	0.47	Full	Started	34	34	34	0	0	0	0
TOTALS					54	54	54	0	0	0	0

Table H2(M): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
141	Westwood Road, Bawtry	0.75	20	0	20	0	0	0
499	Land off North Avenue, Bawtry	0.53	16	16	0	0	0	0
TOTALS			36	16	20	0	0	0

Carcroft & Skellow

Settlement Profile

- 16.195. Carcroft and Skellow are two contiguous settlements lying towards the north-east of Doncaster. The settlement expanded with the mining industry in the twentieth century, with Bullcroft Colliery operating in the settlement until 1968. Today it is the largest of the Service Towns and Villages in the Borough in terms of population and households and has a good level of services, and access to services in neighbouring Adwick – Woodlands.
- 16.196. Between Carcroft – Skellow and Adwick – Woodlands is Carcroft Industrial Estate, and the Redhouse Logistics Park is also located within Adwick, both providing good employment opportunities to local residents. Adwick railway station is situated towards the boundary of the settlements and is therefore also well placed for residents of Carcroft – Skellow. The small villages of Burghwallis and Owston lie in close proximity to the settlement and can utilise services here. There are two southbound access points to the A1, which lies to the west of the settlement; however, northbound access is only via Junction 38 at Adwick.
- 16.197. The settlement is tightly bounded by the Green Belt and extensive areas are also covered by flood zone.

Settlement Role and Function (in the Local Plan)

- 16.198. Carcroft - Skellow is designated as a Service Town and Village. Its housing requirement is 250 to meet its baseline (local needs) requirement of 16 new homes per year. This means this settlement has the largest housing requirement in the Service Towns and Villages tier of the Local Plan's settlement hierarchy. Due to the aforementioned constraints on land, and a lack of available existing permissions and unconstrained urban opportunities in the area, a greenfield extension is allocated on former Green Belt land.
- 16.199. In the retail hierarchy Carcroft and Skellow each have a Local Centre; proposals will be supported which protect, maintain and enhance its vitality and viability.

Employment Allocations (Policy 4)

- 16.200. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough.
- 16.201. Table 4 allocates one site in Carcroft & Skellow, totalling 12 hectares for the plan period, which is at Carcroft Common.

Employment Policy Areas (Policy 5)

- 16.202. There is one existing employment site:
- Carcroft Industrial Estate – large established site with small and medium businesses serving the local area.

Housing Allocations (Policy 6)

- 16.203. Policy 3 includes a target for 250 new houses to be allocated to this area.
- 16.204. As at 1st April 2018, there is just one single site with permission for 7 dwellings meaning the majority of the town's housing requirement is still to be identified through new allocations. Much of the land available is constrained by Green Belt and/or Flood Risk. The Local Plan allocates a single urban extension on land formerly designated as Green Belt which has capacity for 300 new homes following some generous discounting of the total potential site capacity in order to

provide extensive green buffering between the development and the adjacent A1(M) to the west of the site. Collectively these two allocations provide 307 new homes for the town which exceeds the local housing need requirement by 57 dwellings and provides additional supply towards the last two years of the plan period addressing the borough-wide plan period requirement.

- 16.205. A single Reserve Development Site is identified at Owston Road, Carcroft which is capable of delivering 93 further homes for the town if flood risk constraints can be viably addressed in line with Policy 58. This would require successful pass of the flood risk sequential and exceptions tests as these have not been met at plan-making stage so would still need to be demonstrated through any planning application. It should be noted that even if this Reserve Site came forward, and based on the very low supply from existing permissions, the settlement's requirement would still fall substantially short without a Green Belt extension by 150 homes.

Table H1(M): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
1076	Suite Express House, 39A Skellow Road, Carcroft	0.09	Full	Not Started	7	7	7	0	0	0	0
TOTALS					7	7	7	0	0	0	0

Table H2(N): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
165/186	Land off Crabgate Lane, Skellow	15.11	300	0	175	125	0	0
TOTALS			300	0	175	125	0	0

Table H3(E): Reserve Development Sites

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)
398	Owston Road, Carcroft	3.32	93
TOTAL			93

Edlington

Settlement Profile

- 16.206. Edlington is a former mining town located to the south-west of the Main Urban Area, from which it is separated by Warmsworth Halt Industrial estate, and lying to the east of Conisbrough. Like many towns in Doncaster, the formerly rural settlement expanded around coal mining, to house workers for the nearby Yorkshire Main Colliery, which was first sunk in 1909, and closed in 1985.
- 16.207. Edlington is well placed in relation to the road network, lying close to the A630 which leads to central Doncaster, and also close to the A1(M) at Junction 36 (Warmsworth), which is also one junction north of where the A1(M) intersects the M18.
- 16.208. Edlington is one of the best scoring settlements in the Borough in the Settlement Audit, having service provision akin to larger settlements. It is also extremely well placed to utilise the high levels of services in the Main Urban Area and Mexborough, as well as its excellent accessibility to the wider road network. Although the settlement is surrounded by Green Belt numerous development opportunities exist outside this designation.

Settlement Role and Function (in the Local Plan)

- 16.209. Edlington is designated as a Service Town and Village. Its housing requirement is 230 to meet its baseline (local needs) requirement of 15 new homes per year. Existing permissions and other suitable urban site capacity (including the housing renewal sites at Thompson and Dixon Roads and the Granby estate) already significantly exceed this, and whilst these are recognised as allocations there is no need for additional urban extensions into the Green Belt. The additional capacity (above the requirement) will provide additional housing land supply to address the borough-wide plan period requirement.
- 16.210. In the retail hierarchy Edlington is a District Centre; proposals will be supported which protect, maintain and enhance its vitality and viability.

Neighbourhood Planning

- 16.211. The Edlington Neighbourhood Plan was successful at referendum and was 'made' in July 2018 but does not concern itself with development plan allocations instead focussing on detailed policies to guide decision making.

Employment Allocations (Policy 4)

- 16.212. Policy 3 includes a target for at least 481 hectares of employment land to be developed in the Borough.
- 16.213. As at 1st April 2018, there is 1 Ha with permission in Edlington.

Table E8: Allocations with planning permission (as at 1st April 2018)

Site ref	Address/Location	Gross Site area	Permission	Use	Area for employment use	Ha to be developed in the plan period
743	Broomhouse Lane Industrial Estate, Wood View, Edlington	0.74	Full	B2	0.74	0.74

Employment Policy Areas (Policy 5)

16.214. There are a number of existing employment sites including:

- Broomhouse Lane – established area with some key large employers with national significance.
- Warmsworth Halt – established area with small and medium businesses serving the local area.

Housing Allocations (Policy 6)

16.215. Policy 3 includes a target for 230 new houses to be allocated to this area.

16.216. As at 1st April 2018, there are permissions for 622 dwellings on sites large enough to allocate through the Local Plan (5+ units remaining) and this far exceeds the town's plan period requirement. An additional 2 sustainable urban sites are allocated which provide a further supply of 43 new homes and will help provide sites in order for some of the aspirations set out in the Neighbourhood Plan to be realised, such as affordable housing and dwelling mix, given all the other sites are existing permissions which were determined in advance of the Neighbourhood Plan being 'made'. This relatively large supply, compared to the settlement's requirement, will help address the final 2 years of the plan and therefore the wider borough plan period requirement.

Table H1(N): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
638	Land North Of Stubbins Hill, Edlington	10.97	Full	Started	387	118	118	0	0	0	0
645	Thompson Avenue / Dixon Road, Edlington	3.31	Full	Started	173	107	107	0	0	0	0
646	Site At Former Yorkshire Main Colliery , Broomhouse Lane, Balby	17.6	Outline	Not Started	375	375	140	175	0	0	0
893	Land Of The Former Cinema, Edlington Lane, Edlington	0.11	Full	Not Started	16	16	16	0	0	0	0
1064	Land Off Howbeck Drive, Edlington	0.06	Outline	Not Started	6	6	6	0	0	0	0
TOTALS					957	622	387	175	0	0	0

Table H2(O): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
375	Barnburgh House, Edlington Lane, Edlington	0.24	7	7	0	0	0	0
384	Howbeck Drive, Edlington	1.34	36	0	36	0	0	0
TOTALS			43	7	36	0	0	0

Finningley

Settlement Profile

- 16.217. Lying to the east of Doncaster, Finningley is one of the smaller Service Towns and Villages in the Borough. Physically and historically, the settlement is closely related to the now Doncaster – Sheffield airport (formerly RAF Finningley), which lies immediately adjacent to the settlement. This airbase, with a 2,700m long runway, was home to a V-Force of Vulcan bombers in the latter twentieth century. However, the airbase closed in 1996 following the end of the Cold War, fully reopening to passengers as a commercial airport in 2005 – although now considered to relate to the neighbouring village of Auckley – Hayfield Green.
- 16.218. Finningley is part of a cluster of villages to the east of the Borough, also including Auckley - Hayfield Green and the Defined Villages of Branton and Blaxton. In particular, the settlements of Finningley and Auckley – Hayfield Green provide a service function for these villages.
- 16.219. Links to central Doncaster have improved recently following the completion of the Great Yorkshire Way in 2018 between the M18 near Rossington and the airport, although residents still have to travel around the airport via Blaxton to reach this. Despite the Doncaster – Lincoln railway line lying to the north of the settlement, there has not been a passenger service to the settlement since 1961; although the 2018 Doncaster – Sheffield Airport Masterplan states its ambition for a train line and station to be developed at the airport which would also serve residents of Finningley. The Local Plan has a separate policy (Policy 7) related to the airport.

Settlement Role and Function (in the Local Plan)

- 16.220. Finningley is designated as a Service Town and Village. Its housing requirement is 55 to meet its baseline (local needs) requirement of 3 new homes per year. Given this relatively modest amount and commitments remaining to be delivered in the settlement from permissions (50 units remaining), it is not deemed necessary to allocate any further land in this settlement to meet the small shortfall of 5.

Housing Allocations (Policy 6)

- 16.221. Policy 3 includes a target for 55 new houses to be allocated to this area.
- 16.222. As at 1st April 2018, there are permissions for 50 dwellings on sites large enough to allocate through the Local Plan (5+ units remaining) which is just 5 houses short of the village's requirement for the plan period. Any additional allocations would require land currently designated as Countryside which is not justified given the relatively small shortfall will be met through windfalls and small sites (1-4 units), permissioned as at April 2018, which already provide 3 of the remaining 5 new homes needed.

Table H1(O): Allocations with planning permission (as at 1st April 2018)

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
789	Land to the South West Side of St Oswalds Drive, Finningley	0.77	Full	Started	14	5	5	0	0	0	0
965	Units 1 and 2, Old Bawtry Road, Finningley	1.6	Full	Started	45	37	37	0	0	0	0

Site Ref	Address	Site Area (Ha)	Permission		Capacity (Net)		Achievability (deliverable & developable)				
			Type	Status	Total	Units Remaining	0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
1078	White and Carter, Station Road, Finningley	0.23	Full	Started	8	8	8	0	0	0	0
TOTALS					67	50	50	0	0	0	0

Sprotbrough

Settlement Profile

- 16.223. Sprotbrough Village is a settlement immediately to the west of Doncaster, separated from the Main Urban Area to the east by the A1(M). Travelling through the settlement represents a transition from urban to rural, and beyond Sprotbrough lies swathes of rural Green Belt, which is tightly drawn around the settlement.
- 16.224. The village has excellent access to central Doncaster via Melton Road. However, despite lying immediately adjacent to the A1(M), there is no direct access to this. The River Don passes to the south of the village, providing a picturesque waterside setting for the settlement, including the seventeenth century Boat Inn.
- 16.225. For the purposes of the Local Plan, Sprotbrough Village refers to the settlement west of the A1(M), with dwellings to the east of this falling within the Main Urban Area.

Settlement Role and Function (in the Local Plan)

- 16.226. Sprotbrough is designated as a Service Town and Village. Its housing requirement is 95 to meet its baseline (local needs) requirement of 6 new homes per year. There are no planning permissions with units remaining in this location and a lack of potential urban and non-Green Belt sites, meaning greenfield Green Belt land needs to be considered for release to meet the settlement's housing requirement.

Neighbourhood Planning

- 16.227. The local community are currently preparing a neighbourhood plan which will cover the village and land within the parish boundary to the east of the A1(M).

Housing Allocations (Policy 6)

- 16.228. Policy 3 includes a target for 95 new houses to be allocated to this area.
- 16.229. As at 1st April 2018, there are no permissions for the village on sites large enough to allocate through the Local Plan (5+ units remaining) meaning that the full requirement remains to be met through new allocations. A single greenfield urban extension, on land formerly designated as Green Belt, to the north of Cadeby Road and to the west of the village is allocated for 80 new homes. The shortfall of 15 units compared to the village's housing requirement is proposed to be made good through windfall development throughout the plan period as well as capacity from small sites permissioned (1-4 units) as at April 2018. Any further allocations would require an additional, and very substantial, Green Belt site which is not justified, nor can exceptional circumstances be demonstrated for further Green Belt to accommodate such a small shortfall. Allocated supply across the Borough also ensures sufficient allocations are being made to meet the borough-wide housing requirement.

Table H2(P): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
929	Land North of Cadeby Road, Sprotbrough	2.85	80	0	80	0	0	0
TOTALS			80	0	80	0	0	0

Tickhill

Settlement Profile

- 16.230. Tickhill is an attractive market town lying towards the south-east of the Borough, close to the Borough boundary with Nottinghamshire. It is physically isolated from urban Doncaster, with access via Rossington on the B643 or Wadworth and Loversall on the A60. It lies close to the settlement of Bawtry, as well as the Harworth and Bircotes in Nottinghamshire (to the South East) and has access to Maltby in Rotherham, approximately four miles to the west via the A631. The A1(M) runs to the east of the settlement, however this completely bypasses Tickhill.
- 16.231. The settlement is relatively nucleated and has its origins in Norman times when a castle was constructed here in the eleventh century. The main built form of the settlement lies to the north of the castle and expanded in the later twentieth century.

Settlement Role and Function (in the Local Plan)

- 16.232. Tickhill is designated as a Service Town and Village. Its housing requirement is 165 to meet its baseline (local needs) requirement of 11 new homes per year. There are no planning permissions with capacity remaining and a lack of suitable urban sites in the settlement. Additionally, aside from a tightly drawn Green Belt boundary, many site options in the settlement are restricted due to access issues which result from Tickhill's more rural elements. That said, a single allocation of 74 units has been identified on land in the settlement which was formerly Green Belt.
- 16.233. In the retail hierarchy Tickhill is a District Centre; proposals will be supported which protect, maintain and enhance its vitality and viability.

Neighbourhood Planning

- 16.234. The Tickhill Neighbourhood Plan was adopted in the context of the previous Core Strategy and so proposes no housing allocations.

Employment Policy Areas (Policy 5)

- 16.235. There is one existing employment site close to Tickhill:
- Stripe Road Industrial Estate – a site with predominately warehousing uses situated within countryside in the Green Belt.

Housing Allocations (Policy 6)

- 16.236. Policy 3 includes a target for 165 new houses to be allocated to this area.
- 16.237. As at 1st April 2018, there are no permissions large enough to allocate towards the town's housing requirement (5+ units remaining) and only a single site, equating to 74 units, has been assessed through the Local Plan site selection methodology as being supportable for allocation. Other sites were dismissed either due to importance to Green Belt purposes or problems with creating a safe and viable access, from a Highways Development Management perspective, given the very rural nature of some of the road network around the settlement. Some sites are ruled out for both of these reasons. The remainder of the settlement's housing requirement of 165 new dwellings (91 units) has therefore been made good through allocated supply at the Doncaster Main Urban Area and some of the Main Towns in line with Policy 3, which adds any unmet local housing need from settlements to the economic-led housing growth uplift.

Table H2(Q): Allocations without planning permission (as at 1st April 2018):

Site Ref	Address	Site Area (Ha)	Indicative Capacity (No of houses)	Achievability (deliverable & developable)				
				0-5 Yrs	6-10 Yrs	11-15 Yrs	15-17 Yrs	Beyond Plan Period
1028	Sunderland Street/ Sunderland Farm Close, Tickhill	1.5	74	0	74	0	0	0
TOTALS			74	0	74	0	0	0



Appendices



Appendix 1: Glossary

(Annex 2 to the National Planning Policy Framework³⁵ also includes useful definitions of terms used in national planning policy).

Abbreviation/Term	Definition
Affordable Housing	Homes for people who are unable to access or afford market housing (for example vulnerable people and key workers) and includes social rented, affordable rent and intermediate housing. See Policy 8.
Aggregate Limestone	Crushed rock for the construction industry.
Aggregates	Particles of rock (including sand, gravel, crushed stone) or inorganic manufactured material (slag or recycled crushed concrete) used in construction.
Air Quality Management Area (AQMA)	An area where the national air quality objectives cannot be met, from this the local authority will put together a plan to improve the air quality called a 'Local Air Quality Action Plan'.
Allocations / Site Allocations	Sites to meet future development.
Annual Monitoring Report (AMR)	Assessed the implementation of the Local Development Scheme and the extent to which policies in local development documents are being successfully implemented.
Appropriate Assessment	A mechanism for assessing the effects of development on the integrity of sites of international importance in respect of rare, endangered or vulnerable natural habitats or species and identifying mitigation measures which will reduce and where possible eliminate these effects.
Area of Search	An identified area used to guide mineral companies toward sustainable locations for mineral exploration, appraisal and possible development
Best and Most Versatile Agricultural Land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	The variety of different life forms found in an area including all types of plants and animals.
Biodiversity Action Plan (BAP)	A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.
Biodiversity Net Gain	An approach to development that leaves biodiversity in a better state than before development. Biodiversity net gain still relies on the application of the mitigation hierarchy to avoid, mitigate or compensate for biodiversity losses and uses a calculation metric to recognise the negative impacts on habitats arising from a development and calculate how much new or restored habitat, and of what types is required to deliver sufficient net gain.
Biodiversity Opportunity Area	An area where the creation of new habitats or wildlife features, and the restoration of existing ones, is expected to deliver the greatest benefit for biodiversity.
Biomass	Plant materials and animal waste used as fuel.
Building Research Establishment Environmental Assessment Method (BREEAM)	A tool designed to assess the environmental performance of non-domestic buildings.
Brownfield Land	Previously developed land. Land that is or was occupied by a permanent structure.
Building for Life	The national design standard for measuring the quality of major housing proposals.

³⁵ <https://www.gov.uk/government/collections/planning-practice-guidance>

Abbreviation/Term	Definition
Building Stone	Naturally occurring rock suitable to be cut, split, or shaped into blocks for the construction industry (e.g. buildings, walls, pavements or roofs).
Bulky goods	Retail categories that include furniture, white goods, electrical equipment, bedding, lighting, automotive parts, camping and outdoor equipment, tools, building materials and DIY and homemaker products.
Coal Bed Methane	A gas produced (through the conversion of plant matter into coal) which is either absorbed onto or into pore spaces around the coal seam.
Coal Mine Methane	Gas collected from operating mines and used as an energy source.
Colliery Spoil	The waste material resulting from the mining and processing of deep mined coal. Modern technology involves winning coal by machine which includes extracting seat earths (fossilised soil) and dirt bands with the coal. Mechanisation, although more efficient, produces a greater amount of waste material, which is separated out at the surface. The waste material (once processed) contains predominantly seat earths, clay, mudstone and shale
Comparison goods	Goods that consumers buy at infrequent intervals and normally would compare prices before buying e.g. TV, fridges, clothes etc.
Conservation Area	An area, usually part of a settlement, designated by a local planning authority for preservation or enhancement because of its special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act, 1990.
Convenience goods	A consumer item that is widely-available, purchased frequently and with minimal effort. Examples of convenience goods include newspapers and sweets.
Conventional Hydrocarbons	Oil and gas found within geological 'reservoirs' with relatively high porosity/permeability, extracted using conventional drilling and production techniques
Core Strategy	Part of the statutory development plan superseded when the Local Plan is adopted.
Countryside	As defined by Policy 2, for Local Plan purposes this is defined as land outside of the Green Belt and beyond defined 'Development Limits' as shown on the Policies Map.
Cultural and Civic Quarter (CCQ)	The new development to house all council offices along with major new development uses such as housing, leisure and open space.
Decentralised Energy Systems	The generation of energy from dispersed sources such as micro-renewable technologies, as opposed to large centralised systems (e.g. power stations).
Density	The number of buildings in a given area. In the Local Plan it is used mainly in relation to housing, being expressed as dwellings per hectare or 'dph'.
Designations	Areas of land where specific policies apply.
Development Plan	Sets out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the authority's area. In Doncaster will be comprised of the Local Plan and the Joint Waste Local Plan.
Development Limits	See Policy 2.
Dolomite	A sedimentary rock forming mineral – calcium magnesium carbonate (CaMg(CO ³) ₂).
Doncaster Biodiversity Action Plan	A plan that outlines wildlife and conservation priorities and provides guidance on how we can protect and enhance biodiversity.
East Coast Main Line	A 632km long electrified high-speed railway link between London and Edinburgh which passes through Doncaster Borough.

Abbreviation/Term	Definition
Ecosystem Services	The benefits that we derive from the natural world and its constituent ecosystems, including products like food, fibre, wood and water; services like pollination, nutrient cycling, soil formation, water purification, flood defence and opportunities for reflection and recreation.
Energy Minerals	Hydrocarbons such as coal, oil and natural gas used as a fuel to produce electricity and heat.
Fields in Trust (FIT)	Independent national organisation responsible for acquiring, protecting and improving playing fields including playgrounds and provides an advisory service for play, sport and recreation.
Geodiversity	The variety of different minerals, rocks, fossils and landforms that determine the landscape and character of our natural environment.
Green Belt	Development restraint policy area covering the western “half” of Doncaster’s countryside; it includes brownfield as well as greenfield land. See also ‘Countryside’ above.
Greenfield	Land which has not been previously developed. (Not to be confused with Green Belt.)
Greenspace	Land which is used for recreation, amenity, nature conservation, allotments, woodlands and other open space uses; it is usually but not necessarily greenfield.
Green Corridor	A type of open space that includes river and canal banks, cycleways, rights of way and other linear features such as disused railway lines and span mostly urban areas.
Green infrastructure (GI)	The network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.
Green Infrastructure corridor	A number of interlinked functions such as open space, land productivity, flood risk mitigation and wildlife that connect different green infrastructure assets such as parks, woodlands and floodplains across the wider network of green infrastructure
Health impact assessment (HIA)	The process by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.
Hectare (Ha)	A metric unit of measurement equivalent to 100 metres x 100 metres or 2.47 acres (i.e. approximately one and a half football fields).
Heritage Asset	A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets such as listed buildings, conservation areas, historic parks and gardens and archaeological remains as well as assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).
Heritage significance	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance sums up the qualities that make an otherwise ordinary place a heritage asset and justifies a level of protection in planning decisions.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.
Housing and Economic Land Availability Assessment	An assessment of land availability to identify a future supply of land which is suitable, available and achievable for housing and economic

Abbreviation/Term	Definition
(HELAA).	development uses over the plan period. The assessment of land availability includes the Strategic Housing Land Availability Assessment.
Housing Trajectory	A means of showing past and future housing performance by identifying the predicted provision of housing over the lifespan of the Local Plan. See Figure 3
Hydraulic Fracturing (commonly known as fracking)	The fracturing of rock under hydraulic pressure regardless of the volume of fracture fluid used.
Industrial Mineral (including magnesian limestone (dolostone))	A commercial term for minerals used for non-construction purposes where the chemical properties are of key importance. Dolostone is an important raw material in iron and steel making and glass manufacture.
Infrastructure	Physical services including water, gas, electricity, telecommunications supply and sewerage. It can also refer to community facilities, for example, schools, shops and public transport.
Joint Waste Plan	Produced jointly by Barnsley, Doncaster and Rotherham councils and adopted on 8th March 2012, this provides a detailed planning framework to manage all types of waste in the three boroughs. It forms part of Doncaster's Development Plan.
Key Diagram	This is required by planning legislation to be included in the Local Plan. It shows the key elements of the plan. See Figure 4 .
Landscape Character Area	A unique geographic area with a consistent character and identity, defined by geology, land form, soils, vegetation, land use, settlement and field pattern
Landscape Character Assessment	A way of assessing the appearance and essential characteristics of a landscape in terms of particular combinations of geology, landform, soils, vegetation, land use and human settlement.
Listed Building	A building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.
Local Development Framework (LDF)	See Local Plan.
Local Development Scheme (LDS)	Sets out the programme for preparing the Development Plan.
Local Enterprise Partnership (LEP)	See Sheffield City Region. The LEP is based on a relationship between the public and private sector and a strong commitment to work together to ensure the growth of a rebalanced local economy. The LEP will be led by the private sector and will contribute significantly to the renewal of the national economy as a whole.
Local Housing Assessment	Assessment of local housing need in Doncaster that informs policy on affordable housing.
Local Geological Site	Area designated by the local authority for its geological interest.
Local Transport Plan	Sets out the vision for a successful transport system across South Yorkshire.
Local Wildlife Site	Area designated by the local authority for its wildlife interest.
Local Planning Authority (LPA)	A body that develops planning policies and decides on planning applications for new development and land uses (e.g. Doncaster Council)
Magnesian Limestone (Dolostone)	A sedimentary rock formed by the dolomitisation of limestones. See also Dolomite.
Main Doncaster Urban Area	Defined in Policy 2 .
Micro-Renewable Energy	Smaller scale generation of renewable energy using technologies such as solar panels or ground source heat pumps.
Mineral (as defined in Planning legislation)	All substances in, on or under land of a kind ordinarily worked for removal by underground or surface working'.

Abbreviation/Term	Definition
Mineral Resources	A mineral that is known to have some economic value.
Mineral Planning Authority (MPA)	A body that, in relation to minerals, develops planning policies and decides on planning applications for new development and land uses (e.g. Doncaster Council).
National Planning Policy Framework (NPPF)	Sets out the Government's social, economic and environmental priorities relating to planning and articulates the Government's vision of sustainable development.
Nature Recovery Network	The Nature Recovery Network is a major commitment in the UK Government's 25-Year Environment Plan, and in proposed legislation at the time of plan preparation, intended to improve, expand and connect habitats to address wildlife decline and provide wider environmental benefits for people.
Neighbourhood Plan(ning)	Introduced by Localism Act 2011. Can be prepared by local communities setting out local planning policy to help determine planning applications. Must be in general conformity with Strategic Policies of the Local Plan. See Chapter 1 .
Non-bulky goods	Includes items such as clothes and footwear.
Permitted Reserves (Minerals)	Mineral deposits with the benefit of planning permission for extraction.
Plan, Monitor and Manage	Approach to housing delivery replacing predict and provide, housing sites are released (i.e. granted planning permission) only as and when they are needed so as to avoid an oversupply of land and so that development can be tied to planned infrastructure improvements and meet sustainability objectives such as ensuring brownfield sites are developed before greenfield sites.
Plan Period	2015-2035.
Policy Area	An area of land that is covered by a particular policy.
Policies Map	This shows formal allocations and designations made through the Local Plan. Formerly known as Proposals Map.
Regional Aggregate Working Party (RAWP)	A technical working group consisting of council officers, representatives of the aggregates industry and central government established to consider the supply and demand for aggregate minerals across the region
Recycled Aggregates	Material sourced from processing inorganic construction and demolition waste.
Registered Social Landlords (RSL)	Not for profit housing providers (e.g. Housing Associations) approved and regulated by the Government.
Renewable Energy	Energy which comes from natural resources such as sunlight, wind, rain, tides, and geothermal heat, which are renewable (naturally replenished).
Scheduled Monuments	These are 'nationally important' archaeological sites or historic buildings given protection against unauthorised change.
Secondary Aggregates	By product mineral waste (e.g. colliery spoil) and soft rock (e.g. shale) used (with or without processing) for construction purposes.
Sequential approach	Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.
Settlement hierarchy	A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about the amount and location of new development. See Policy 2 .
Sharp Sand and Gravel	Silica rich mineral comprised of particles between 4mm and 80mm (suitable for concrete applications).
Sheffield City Region (SCR)	This covers an area spanned by local authorities within South

Abbreviation/Term	Definition
	Yorkshire and the northern part of the East Midlands region. Over recent years, the Sheffield City Region Forum has overseen work in the City Region to increase the pace of economic growth through collaboration via a Local Enterprise Partnership (LEP).
Sites of Special Scientific Interest (SSSI)	Representative examples of nationally important wildlife and geology. SSSI are notified by Natural England under Section 28 of the Wildlife and Countryside Act 1981 as being of special value for nature conservation and are legally protected under the Wildlife and Countryside Act, as amended by the Countryside and Rights of Way (CROW) Act 2000 and the Natural Environment and Rural Communities (NERC) Act 2006.
Soft Sand	Silica rich mineral comprised of particles finer than 4mm but courser than 0.063mm (suitable for mortar and asphalt applications).
Spatial Planning	Goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. Spatial planning includes policies that can impact on land use, for example by influencing the demands on, or needs for, development, but that are not capable of being delivered solely or mainly through the granting or refusal of planning permission.
Special Area of Conservation (SAC)	This is a designation designed to conserve habitats and species that are rare or threatened in Europe.
Special Protection Area (SPA)	This is a designation designed to safeguard the habitats of vulnerable, threatened or migratory birds.
Standalone Renewable Energy	Developments where the principle use is to generate electricity from renewable sources.
Statement of Community Involvement (SCI)	Sets out the standards that authorities will work to by involving local communities in the preparation of local development documents and development control decisions.
Strategic Environmental Assessment (SEA)	This term is used internationally to describe the environmental assessment of plans, policies and programmes. This environmental assessment (the SEA Directive) looks at the effects of certain plans and programmes on the environment. See Sustainability Appraisal.
Strategic Flood Risk Assessment (SFRA)	These form a basis for preparing appropriate policies from flood risk management at local level.
Strategic Housing Land Availability Assessment (SHLAA)	Assessment of potential housing land in Doncaster. Produced by a stakeholder group. Forms part of the Housing and Economic Land Availability Assessment.
Strategic Housing Market Assessment (SHMAA)	Assessment of the Doncaster Housing market including the demand and need for housing. Produced 2008.
Strategic Policy	Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.
Strategic Road Network (SRN)	Consists of motorways and significant A roads (dual and single carriageways). See Policy 13 .
Supplementary Planning Document (SPD)	Not part of the statutory Development Plan but can provide more detail on the development of individual sites (Planning Briefs) or the operation of certain policies.
Sustainability Appraisal (SA)	The Government requires Local Plans to be subjected to this to evaluate social, economic and environmental impacts. Incorporates Strategic Environmental Assessment (SEA).
Sustainability Statement	This must be submitted for all major applications showing how sustainability measures have been incorporated into the proposal including how the renewable energy requirements will be met.
Sustainable Development	Development that has an acceptable or positive effect on the economy, the environment and social conditions, and which uses

Abbreviation/Term	Definition
	natural resources carefully. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This concept offers the prospect of reconciling the pressures for growth with the need for conservation.
Target Emission Rates	Target emissions are the minimum energy performance of a building type required to meet the Building Regulations.
The British Geological Survey (BGS)	An organisation supplying objective, impartial and up-to-date geological expertise and information for governmental, commercial and individual users.
Tree Preservation Order (TPO)	These are used to protect specific trees or a particular area, group or woodland from deliberate damage and destruction.
Unconventional Hydrocarbons	hydrocarbons such as coal bed and coal mine methane and shale gas, extracted using unconventional techniques, including hydraulic fracturing in the case of shale gas, as well as the exploitation of in situ coal seams through underground coal gasification.
Unitary Development Plan (UDP)	Part of the statutory development plan which will be superseded when the Local Plan is adopted.
Windfalls	Sites for new housing that are not identified when allocating land in a development plan document but that may come forward for development during the Plan period. For example, the redevelopment of former industrial premises following unanticipated closure or relocation of a business.

Appendix 2: Development Requirements

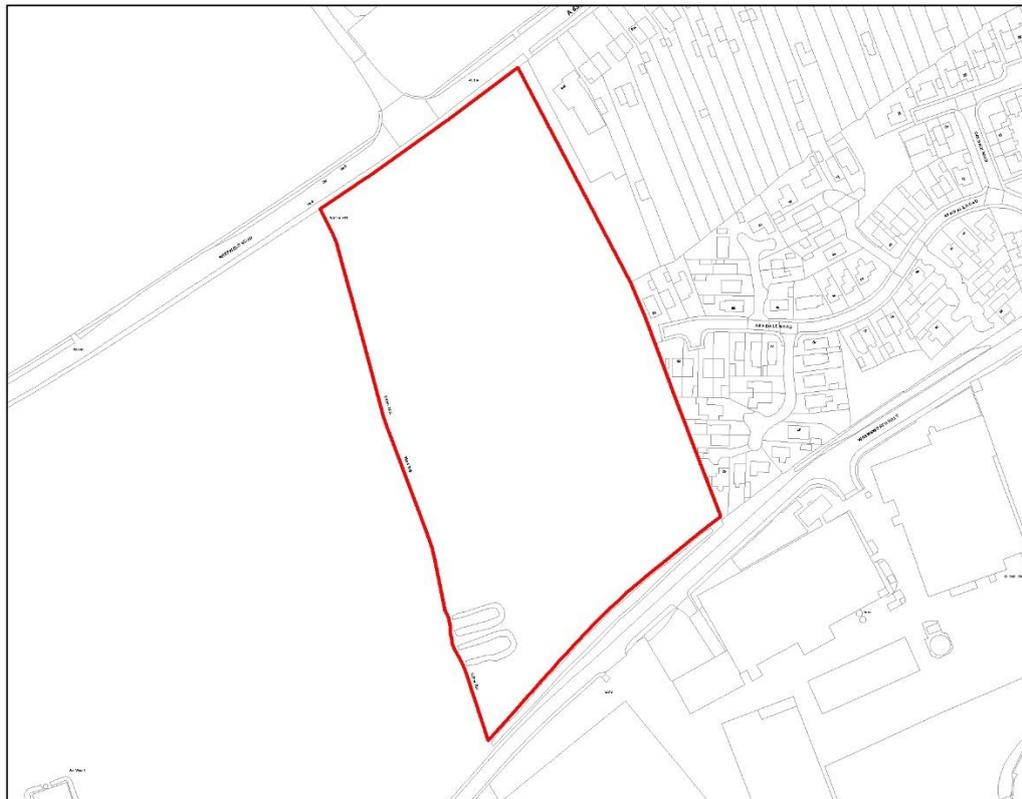
The Site Development Requirements set out various and specific requirements for the development of the allocated sites and identify any necessary additional work or studies that need to be undertaken or where specific developer contributions may be required. The requirements cover issues such as archaeology, design, education contributions, etc., but they are not an exclusive list. If there is dispute as to the protection of identified on-site features or specific land use requirements, or about the need to submit particular assessments or details, it will be the responsibility of the developer to produce robust and proportionate evidence to justify a departure from the stated requirements. Site Development Requirements have not been identified where sites have been granted planning permission or development has commenced, or where a site does not require specific development guidelines.

Housing Sites	259
Site 033; Land adj. 163 Sheffield Rd, Warmsworth; MUA.....	259
Site 040; Land at Sheffield Road / Old Road, Hilltop, Conisbrough; Conisbrough & Denaby	260
Site 041; Askern Industrial Area; Askern	261
Site 081 / 343; Alexandra Street / North Eastern Road, Thorne; Thorne & Moorends	262
Site 111; Stevens Road, Balby; MUA	263
Site 115; Alverley Lane, Balby; MUA	264
Site 133; Land off St Nicholas Road, Thorne; Thorne & Moorends.....	265
Site 141; Westwood Road, Bawtry; Bawtry.....	266
Site 147; Land to North of Hatfield Lane, Barnby Dun; Barnby Dun	267
Site 148; Loversall Land, Weston Rd, Balby; MUA	268
Site 155; 'Site A', Leach Lane Industrial Estate, Mexborough; Mexborough	269
Site 164 / 430; Land East of Warning Tongue Lane; MUA.....	270
Site 165 / 186; Land North of A1, Skellow; Carcroft - Skellow	271
Site 170; Land at Doncaster Road, Hatfield; Duncroft, Dunsville, Hatfield, Stainforth	272
Site 223; RHADS Site 2A, Land at Hayfield Lane; Auckley – Hayfield Green.....	273
Site 247; Former Rossington Colliery, off West End Lane, New Rossington; Rossington	274
Site 250; Hatfield Lane, Armthorpe; Armthorpe	275
Site 253; Former Bloodstock Sales Site, Carr House Rd; MUA	276
Site 255; Hungerhill; MUA	277
Site 261; Plot 5A, off Carolina Way / Lakeside Boulevard; MUA.....	278
Site 262; Plot 6, Lakeside Boulevard; MUA	279
Site 350 / 407; The Avenue / Rosehill, Cantley; MUA	281
Site 374; Avenue Road; Askern.....	282
Site 375; Barnburgh House; Edlington.....	283
Site 383; Hill Top Road, Denaby; Conisbrough & Denaby	284
Site 384; Howbeck Drive; Edlington	285

Site 391 / 432; Leger Way, Wheatley; MUA	286
Site 396; North Eastern Road, Thorne; Thorne & Moorends	288
Site 414; Windhill, Whinhill Avenue, Mexborough; Mexborough	289
Site 460; Land off Lutterworth Drive, Adwick; Adwick - Woodlands	290
Site 499; Great North Road, Bawtry; Bawtry.....	291
Site 510; Adjacent Thorne South Station, off South End Road, Thorne; Thorne & Moorends	292
Site 777; 'Plot 3', Harlington; Barnburgh - Harlington.....	293
Site 784; Cuckoo Lane, Hatfield; Duncroft, Dunsville, Hatfield, Stainforth.....	294
Site 795; Land on the East Side of South End, Thorne; Thorne & Moorends.....	295
Site 833; Sandy Lane, Doncaster; MUA	296
Site 836; Land South of Woodfield Way; MUA	297
Site 929; Land North of Cadeby Road, Sprotbrough; Sprotbrough	298
Site 940; Site 1, Land East of Poplars Farm, Hurst Lane, Auckley; Auckley – Hayfield Green	299
Site 1028; Sunderland Street, Tickhill; Tickhill.....	301
Site 1041; Balby Archives; MUA	302
Site 1042; Nightingale School Site; MUA.....	303
Site 1046; Land at Cross Bank, Balby; MUA.....	304
Site 1048; Schofield Street; Mexborough.....	305
Site 1049; Cusworth Centre; MUA	306
Site 1052; Stanley House / Rosemead House; MUA	307
Site 1053; Don View, Thelluson Avenue; MUA.....	308
Site 1056; Gattison / Torndale, Rossington; Rossington	309
Employment Sites	310
Site 001; Junction 6 M18, Thorne North; Thorne & Moorends.....	310
Site 441; Land at Carcroft Common, Carcroft; Carcroft - Skellow	311
Site 941; Site 2, Land East of Poplars Farm, Hurst Lane, Auckley; Auckley – Hayfield Green	312
Other Allocated Sites	313

Housing Sites

Site 033; Land adj. 163 Sheffield Rd, Warmsworth; MUA



Key :

Notes :

Title :

Site - 033

Completed By :
Planning

Reference :
Local Plan Sites

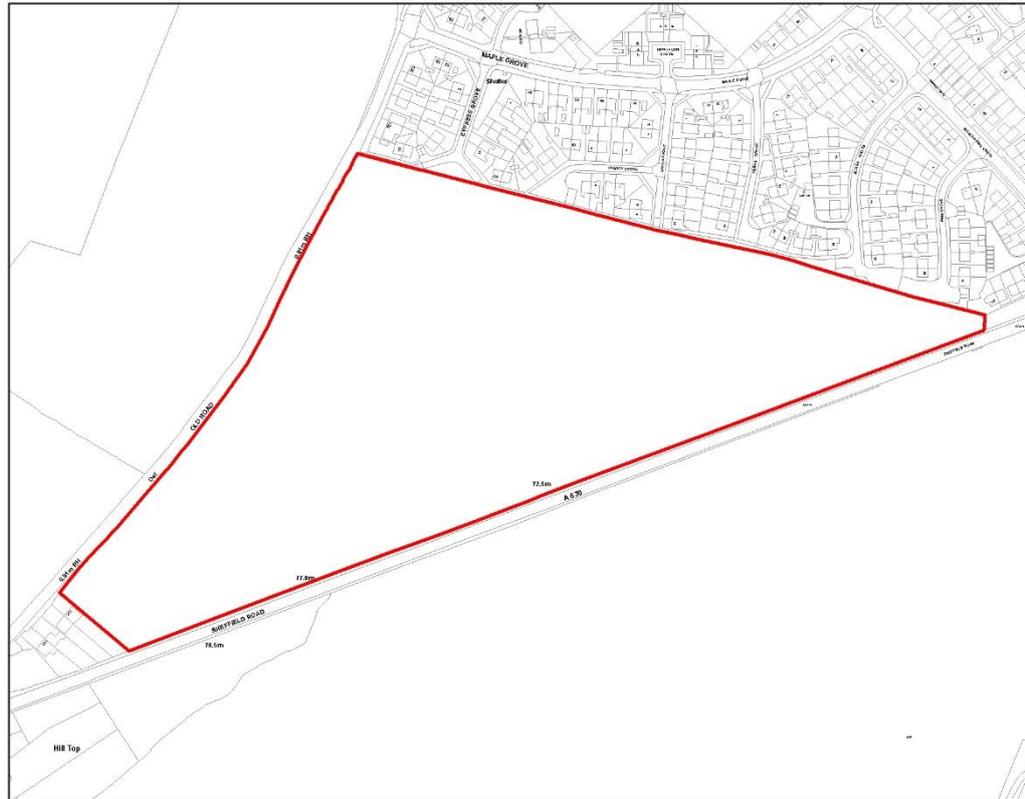
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Archaeology	The site has been fields since at least 1854. Apart from the entrance to a former tunnel in the southwest part of the site, the potential for the survival of unrecorded buried archaeological remains below the plough zone is considered to be moderate. Further archaeological investigation may be required if the site is brought forward for development.
Biodiversity	Development should retain and buffer mature trees, hedgerows and copses. Biodiversity enhancements should be focused on extending the habitat (grassland/scrub mosaic) corridor that runs along the western side of the site and south along Warmsworth Halt.
Design	The scheme should develop pedestrian and cycle connections through the site between Sheffield Road and Warmsworth Halt. Properties fronting Sheffield Road must be set back along similar building lines to the existing housing, with private drives to the front. The layout must ensure existing private boundaries are locked together on the eastern edge of the site to ensure security. Landscaped buffers should be included along the western and southern edges of the site to soften the settlement edge and provide a buffer between adjacent uses.
Education	A contribution towards education will be required.
Public Open Space	On site open space will be required.
Transport	There are possible access issues serving site from A630 due to proximity to the quarry entrance. It may be possible to serve the site from Warmsworth Halt in accordance with Manual for Streets. The site will require an extension to the existing provision to serve the site frontage. There is bus service provision but it is likely to require infrastructure for additional stops. A Transport Assessment & Travel Plan will be required. The site may require a routing agreement during construction.
Trees & Hedgerows	The northern (hedge developing into mostly trees) and western (solid hedge) boundaries are recorded as far back as 1838 and provide important wildlife corridors from the open countryside, whilst the southern boundary is more fragmented. Development should retain and buffer mature trees, hedgerows and copses.

Site 040; Land at Sheffield Road / Old Road, Hilltop, Conisbrough; Conisbrough & Denaby



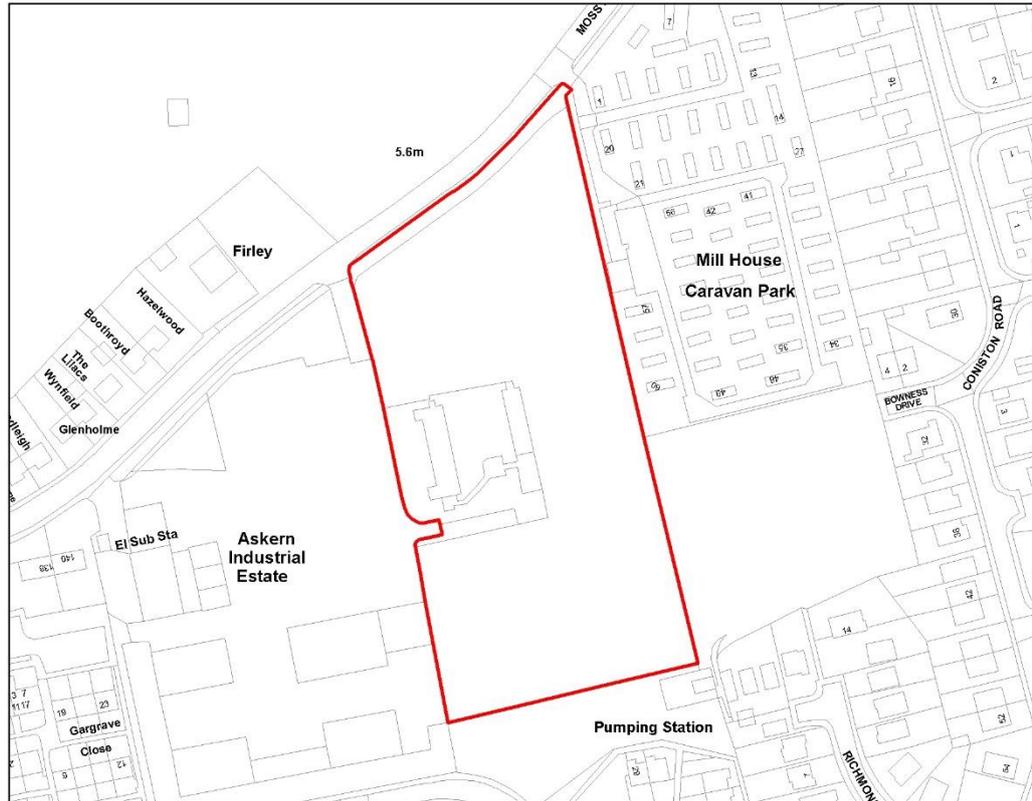
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Key :
Notes :
Title : Site - 040
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:3,000

Archaeology	Due to the relative lack of deep ground disturbance, the potential for the survival of unrecorded buried archaeological remains on the site is considered to be moderate. Further archaeological investigations may be required to inform development proposals.
Biodiversity	Refer to design section in terms of landscaping. Species-rich hedgerows and/or a woodland belt should be incorporated into the landscaping to support nearby hedgerow networks some of which are Local Wildlife Sites, and the wooded corridor that stretches from Ravenfield Lakes through to Conisbrough North Cliff and Denaby Wood Local Wildlife Sites.
Design	Considering the site's prominent location in the landscape, new development should front toward both Sheffield Road and Old Road but be set back behind landscaped frontages. Buildings should have appropriate separation distances between existing properties on the edges of the site. The layout should seek to develop footpath connections to existing streets to the north where possible. Pedestrian and cycle connections through the site should be developed between Sheffield Road and Old Road. Building heights should be limited to 2-2.5 storey.
Education	A contribution towards education will be required.
Public Open Space	On site Green Infrastructure and children's play space will be required, including play equipment.
Transport	Access from C762 Old Road designed in accordance with DMRB resulting in loss of hedgerow. A footway will be required along the site frontage together with new street lighting. A Transport Assessment & Travel Plan will be required. The site may require a routing agreement during construction.
Trees & Hedgerows	No tree issues.

Site 041; Askern Industrial Area; Askern

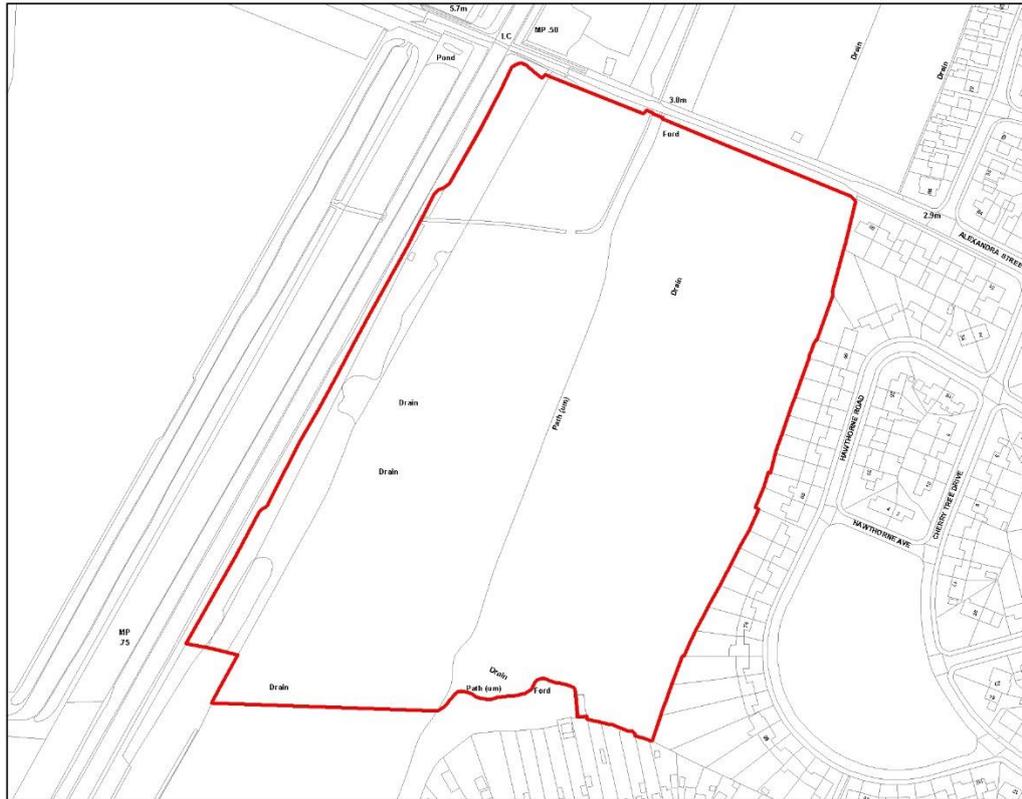


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Key :
Notes :
Title : Site - 041
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,500

Archaeology	Any remaining standing buildings or buried remains associated with the World War II barracks are likely to be of local archaeological significance. The extent of sub-surface disturbance caused by the construction of the barracks is currently unclear, therefore the potential for the survival of unrecorded buried archaeological remains pre-dating the mid-20th century is considered to be low to moderate. Further archaeological investigations may be required when the site is brought forward for development.
Biodiversity	Habitat losses should be accounted for and appropriate compensation provided. The buildings proposed for demolition would require bat surveys.
Design	New development should front toward Moss Road and Newmarche Drive, with properties set back from Moss Road to respect established building lines and front boundaries created as per the existing street character. A pedestrian / cycle route should be developed through the site between Moss Road and Newmarche Drive to improve pedestrian permeability and movement in the local area. The pedestrian route to the west of the site should benefit from natural surveillance from new properties with a connection made from the site. A landscaped and acoustic buffer may be required along the eastern edge as attenuation from adjacent potential employment uses.
Education	A contribution towards education will be required.
Public Open Space	A contribution towards Improving the adjacent open space at Coniston Road will be required.
Transport	New access from Moss Road will likely result in loss of hedgerow. The design standard will be determined by recorded 85th percentile WWS. Development may lead to increased queueing and delay at Station Road level crossing. The site should provide for pedestrian linkage to south for access to bus service. A Transport Statement will be required. The site may require a routing agreement during construction.
Trees & Hedgerows	No tree issues, but the site has valuable boundary and frontage hedgerows. Retention of the site frontage hedge on Moss Road is preferable, but dependent on visibility splays.



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Title :
Site - 081 and 343

Completed By :
Planning

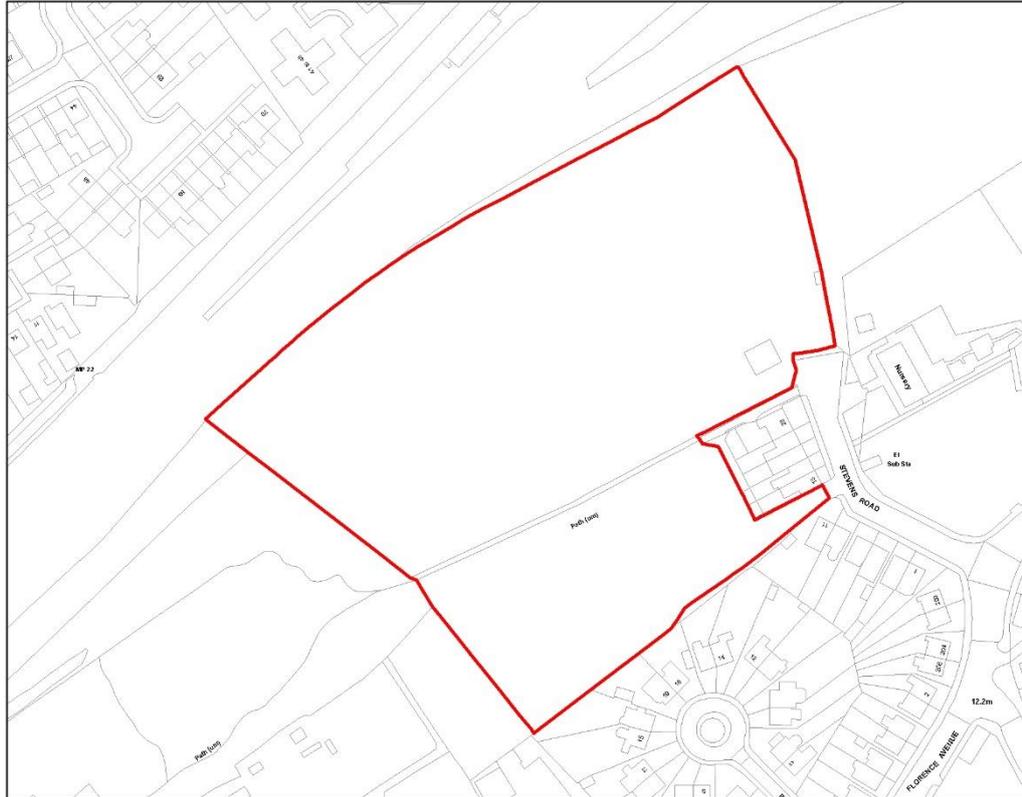
Reference :
Local Plan Sites

Date :
15/05/2019

Scale :
1:2,500

Archaeology	TBC through planning application
Biodiversity	Will require an up to date great crested newt survey and a reptile survey to establish how reptiles are using the site. Any mitigation measures for great crested newts should be indicated, if there are parts of the sites reptiles use particularly, consideration should be given to their retention. Proposals should ensure there is suitable biodiversity net gain.
Design	There are opportunities to integrate the existing site green infrastructure into the site design, creating pleasant ecology areas which will green the character of the scheme. There should be varied house types, suitable visitor parking and avoid parking dominated streets. Open space need to be sufficient and could be incorporated into the centre of the site. Pedestrian connectivity needs to be fully considered. All corner locations should be dual aspect.
Education	A contribution towards education will be required.
Public Open Space	There should be a dedicated on site open space suitable for children's play. Existing on site green infrastructure could be enhanced to create an additional area for recreation and an attractive site feature.
Transport	No issues with development in principle, site details to be refined through the planning process. May require a routing agreement during construction. Access is via a Lands End Road, which would require improvements including widening to achieve this.
Trees & Hedgerows	Naturalistic features bordering the field in the north western corner of the site can be designed into the scheme, as well as the central swathe of vegetation. Road should avoid the best trees here. Six trees should be retained in the scheme as well as naturalistic groups. The frontage should be replaced and re-landscaped. Need to consider the relationship between the chance site levels will be raised and the trees, particularly in root protection areas. Will require a tree survey.

Site 111; Stevens Road, Balby; MUA



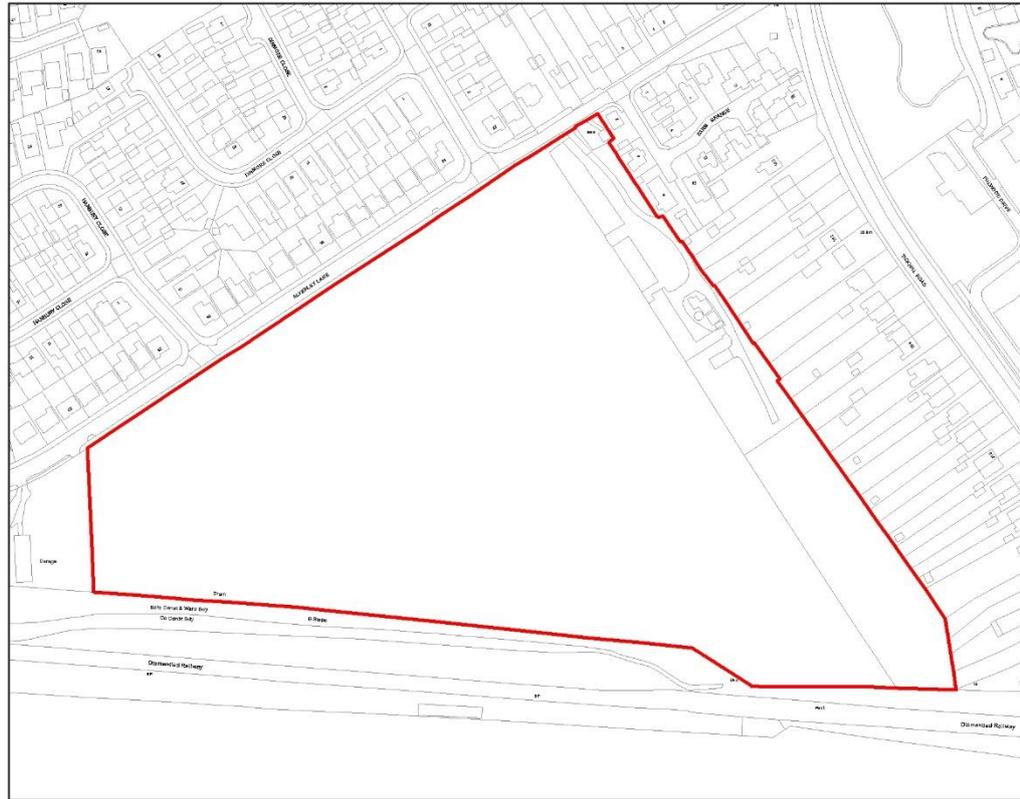
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Key :
Notes :
Title : Site - 111
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,500

Archaeology	Remains associated with the demolished late C19th / early C20th wagon works are likely to be considered of local archaeological significance. The construction of the works is likely to have truncated any earlier buried remains below their footprint, and the potential for survival of buried remains pre-dating the wagon works is considered to be low to moderate. Further archaeological investigation may be required if the site is brought forward for development. The nature and extent of investigation should be discussed with South Yorkshire Archaeology Service.
Biodiversity	The site is adjacent to Balby Littlemoor Local Wildlife Site. The habitats on the site would need to be assessed by appropriate surveys. The development should provide a wooded corridor along the railway line and a buffer to the local wildlife site as well as compensation for any habitat losses. Ideally the established tree line should be retained.
Design	New development should create a green corridor and pedestrian route through the site along the axis of the existing Public Right of Way to link the site to the west with Stevens Road. New gardens should back onto existing properties to lock rear gardens together in a secure layout.
Education	A contribution towards education will be required.
Public Open Space	Open space should be provided on site.
Transport	Access via Stevens Road. There are a number of Section 106 agreements as a result of previous applications on this site. Improvements are required to Stevens Road / Littlemoor Lane / Florence Avenue Junction as part of the Section 278 agreement.
Trees & Hedgerows	The established tree line would make use and permeability of the site more problematic. A decision on retention will need to be based upon arboricultural merit determined by a BS5837 survey.

Site 115; Alverley Lane, Balby; MUA

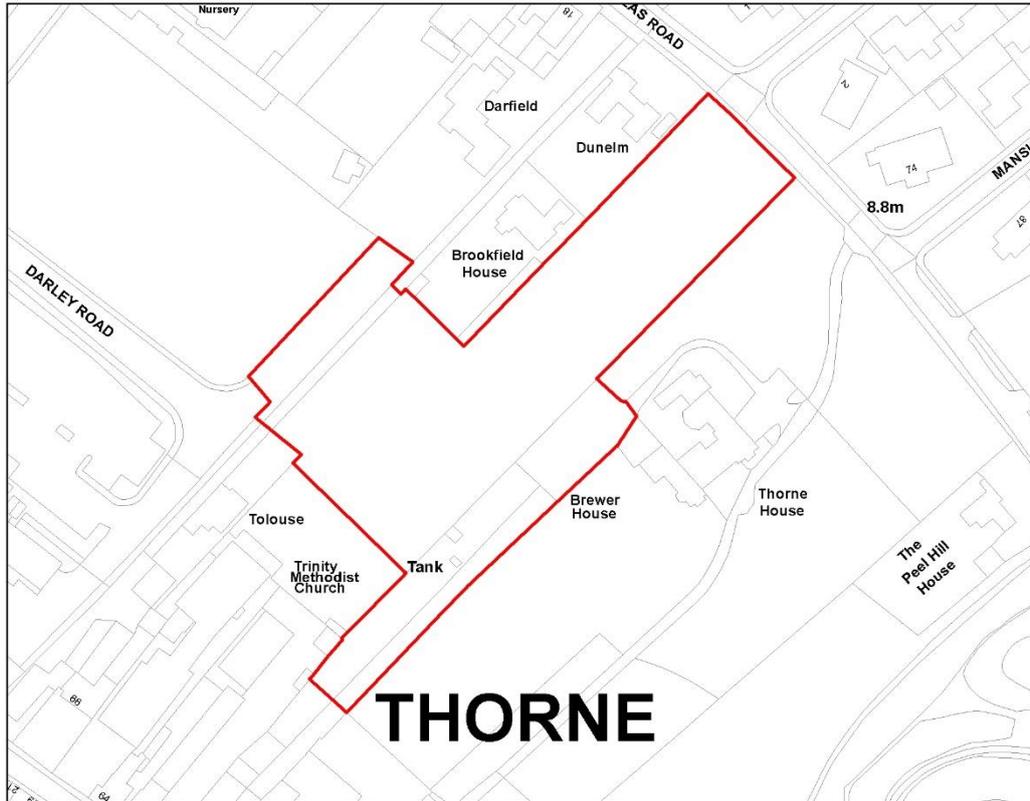


Key :
Notes :
Title : Site - 115
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:2,200

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Archaeology	The potential for the survival of previously unrecorded buried archaeological remains is considered to be moderate. Further archaeological investigations may be required to inform development proposals.
Biodiversity	A habitat buffer should be provided to the south of the site to protect and enhance the adjacent local wildlife site (2.24) and the wider ecological corridor.
Design	New development should front toward Alverley Lane and ensure existing private boundaries are locked together on the eastern edge of the site to guarantee security. New development should explore opportunities to create pedestrian and cycle linkages to the greenway to the southern edge of the site. Sufficient separation should be maintained by new homes from the southern boundary to minimise overshadowing and impact on existing trees.
Education	A contribution towards education will be required.
Public Open Space	The site will require a comprehensive GI plan with green space and play provision.
Transport	There are likely capacity issues and the junction of Alverley Lane and A60 due to width of Alverley Lane and the geometry of the junction. There are traffic calming measures along Alverley Lane and therefore the development will need to look at designing out existing excessive speed issues along the site frontage, although frontage development to Alverley Lane will assist in doing this naturally. The site should be accessed from Alverley Lane in accordance with Manual for Streets. A new footway along the site frontage will be required. The site should provide pedestrian / cycle access to Conisbrough - Woodfield cycle route from the south eastern corner of the site. A Transport Assessment & Travel Plan are required and the site may require a routing agreement during construction.
Trees & Hedgerows	The densely treed Trans Pennine Trail forms the southern boundary; there should be an adequate buffer zone to avoid tree felling and encroachment in this location.

Site 133; Land off St Nicholas Road, Thorne; Thorne & Moorends



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 133
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,200

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Archaeology	Due to the lack of deep ground disturbance, the potential for the survival of any previously unrecorded buried archaeology is considered to be moderate to high. Archaeological investigations within the buffer zone have identified evidence relating to the historical development of Thorne from the medieval to the modern periods, and the site represents land to the rear of medieval burgage plots on King Street. Further archaeological investigations are likely to be required.
Biodiversity	Layout and design will need to be informed by a tree survey and bat survey. Mature trees should be retained where possible and compensation provided for habitat losses.
Conservation & Heritage	Potential tree planting and landscaping should be incorporated into the development of the site so as to still contribute to the green wedge through the area. A low density of development would also assist with this. The reinstatement of the stone boundary wall would also be expected.
Design	New dwellings will need to front St Nicholas Road and Darley Road. Pedestrian / cycle connections are to be provided through the site to link these two streets to provide and improve pedestrian connectivity to local services and facilities.
Education	A contribution towards education will be required.
Public Open Space	A contribution to improve a local open space will be required.
Transport	Access should be taken from St Nicolas Road. There should be a minimum separation distance of 20m with junction of St Nicolas / Mansion Court Gardens. Visibility should be in accordance with Manual for Streets (based on 85th percentile wet weather speed). Access will require bus stop re-siting, and may also impact on the small brick structure near to the road.
Trees & Hedgerows	Thorne Rural District Council Tree Preservation Order (No.2) 1959 Thorne is in force at / adjacent to the site; A BS5837 tree survey should inform the design process.

Site 141; Westwood Road, Bawtry; Bawtry



Key :

Notes :

Title :
Site - 141

Completed By :
Planning

Reference :
Local Plan Sites

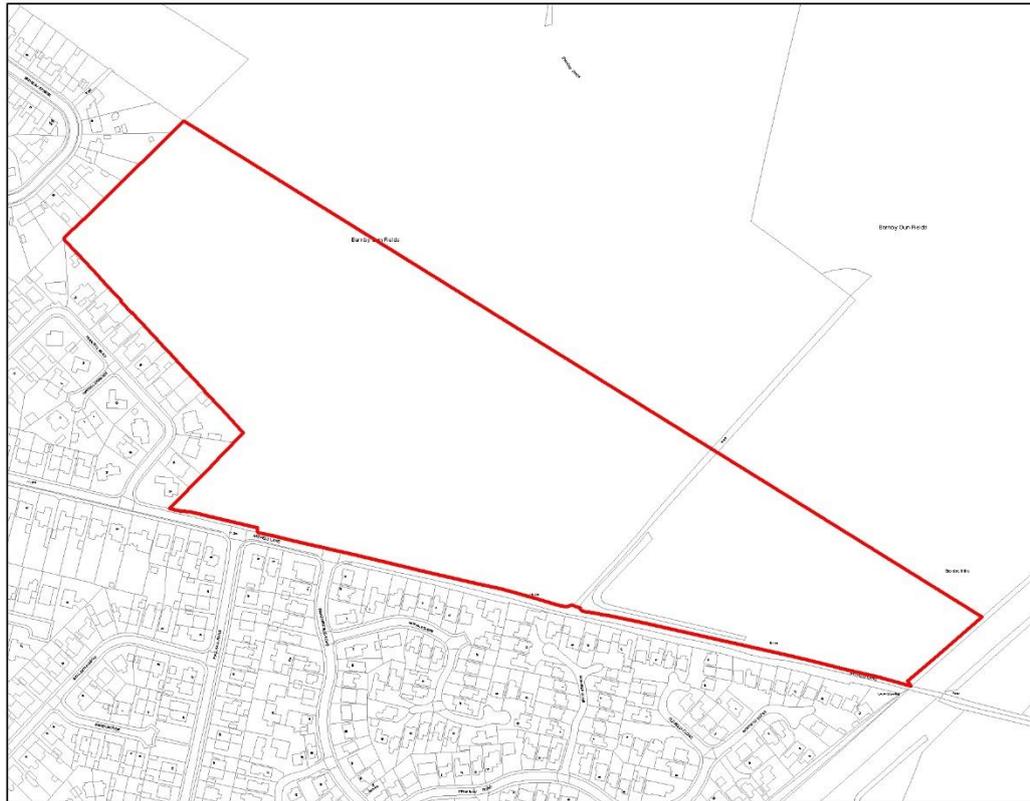
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15/05/2019

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Archaeology	The potential for the survival of unrecorded buried archaeology is considered to be moderate to high. Further archaeological investigations may be required to inform development proposals.
Biodiversity	Habitat losses on this site would require compensation. If this cannot be accommodated within the site boundaries then offsite compensation would be required. Biodiversity net gain should be demonstrated. Woodland planting would be required along the southern boundary of the site to link the woodlands to the west and east.
Conservation & Heritage	Landscape planting to the southern and western edges of the site and soft buffer to the countryside which will protect long distance views towards the tree edge of the conservation area.
Design	The southern and western edges of the site should include landscape planting as a soft buffer adjacent the countryside.
Education	A contribution towards education will be required.
Public Open Space	A commuted sum is required to improve local Public Open Space.
Transport	No real issues. Routing agreement during construction required.
Trees & Hedgerows	There is good hedgerow and tree cover on the site frontage; these features follow the road line to create a natural green edge delineating the open countryside from the built environment. There should be landscape planting to the southern and western edges.

Site 147; Land to North of Hatfield Lane, Barnby Dun; Barnby Dun



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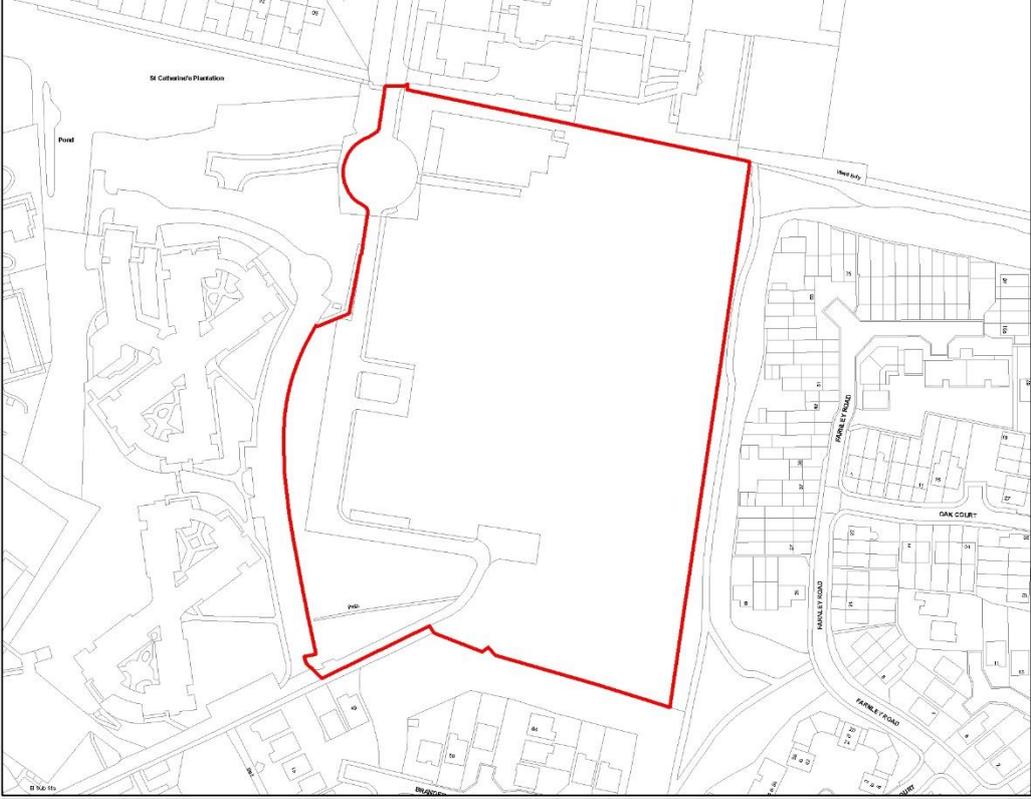


Key :
Notes :
Title : Site - 147
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:3,200

Archaeology	Cropmarks showing a track way of probable Iron Age to Roman date have been recorded within the site, and associated field boundaries and enclosures are recorded in the surrounding area, suggesting there is a good potential for similar remains to extend into the site. Further archaeological investigations will be required to inform development proposals.
Biodiversity	Support design comments in terms of location of landscape planting. Woodland planting within the layout design would enhance an area where woodland cover and quality has been eroded. It would improve ecological connectivity – particularly if focused towards the northern and eastern edges of the site adjoining the railway corridor.
Design	New development should be outward looking and front toward Hatfield Lane and countryside to the north. Buildings should back onto existing Parkhill Road and Brosley Avenue properties to lock rear gardens together, with appropriate separation distances to existing properties. Landscape planting and buffering is required to the northern and eastern edges of the site, to soften the visual impact adjacent the countryside.
Education	A contribution towards education will be required.
Flood Risk	A sequential approach to layout of the development is required so that there is no 'more vulnerable' built development on the parts of the site that is flood zone 3. This area would be appropriate for 'water combatable' uses such as Public Open Space as also indicated below.
Public Open Space	On site open space can be brought forward in parts of the site which cannot be developed due to being in flood zone 3. Connectivity between these and adjacent open space off Brosley Avenue should be considered. The preference would be for informal open space with play equipment.
Transport	Access from Hatfield Lane (part) Bridleway extends east of Meadowfield Road would require major improvement / adoption works to extend Hatfield Lane and turning head. There is poor bus service provision. A Transport Assessment & Travel Plan will be required. Development may require a routing agreement during construction.

Trees & Hedgerows	Parts of the site are traversed and bordered by 1807 Barnby Dun Enclosure Award hedgerows; these will need to be assessed in terms of composition and structure as well as culturally.
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Site 148; Loversall Land, Weston Rd, Balby; MUA

	 Doncaster Council
	Key :
	Notes :
	Title : Site - 148
	Completed By : Planning
	Reference : Local Plan Sites Date : 15/05/2019 Scale : 1:1,800

Archaeology	Loversall Hospital had been built over the entire site by 1972, and is likely to have caused substantial sub-surface disturbance. As such, the potential for the survival of unrecorded buried archaeological remains on the site is considered to be low. Further archaeological investigation is unlikely to be required.
Biodiversity	Substantial habitat losses would require compensation. Biodiversity net gain should be ensured. As much possible of the boundary vegetation to the site should be retained, particularly along the northern and eastern boundary.
Conservation & Heritage	Retention or some new planting of trees on the allocation site would complement the site as a whole and the heritage assets nearby.
Design	New development should front toward the access road. Overlooked pedestrian and cycle connections are required in the north and south east corners of the site to connect to the adjacent footpaths. Sufficient separation should be maintained from the boundaries to minimise overshadowing and impact on existing trees.
Education	A contribution towards education will be required.
Public Open Space	The site will require a Green Infrastructure plan with green space and play provision.
Transport	Layout must provide linkages to the shared footway / cycleway to the East of the site, providing access to the existing Woodfield development. These linkages should be an integral part of the planning layout. Access from Weston Road to the development becomes heavily congested with associated parking during school term time. This limits the available carriageway space and may inhibit two-way traffic from the development at times. Furthermore, there is only a footway on one side of the carriageway along part of this road. As such, it is requested that a scheme to widen and improve this section is included in

Transport	Access should be taken from Leach Lane. The site may require a routing agreement during construction.
Trees & Hedgerows	Aside from some outwardly pleasing canal side Weeping Willows no real tree issues, hence waterway corridor enhancement required.

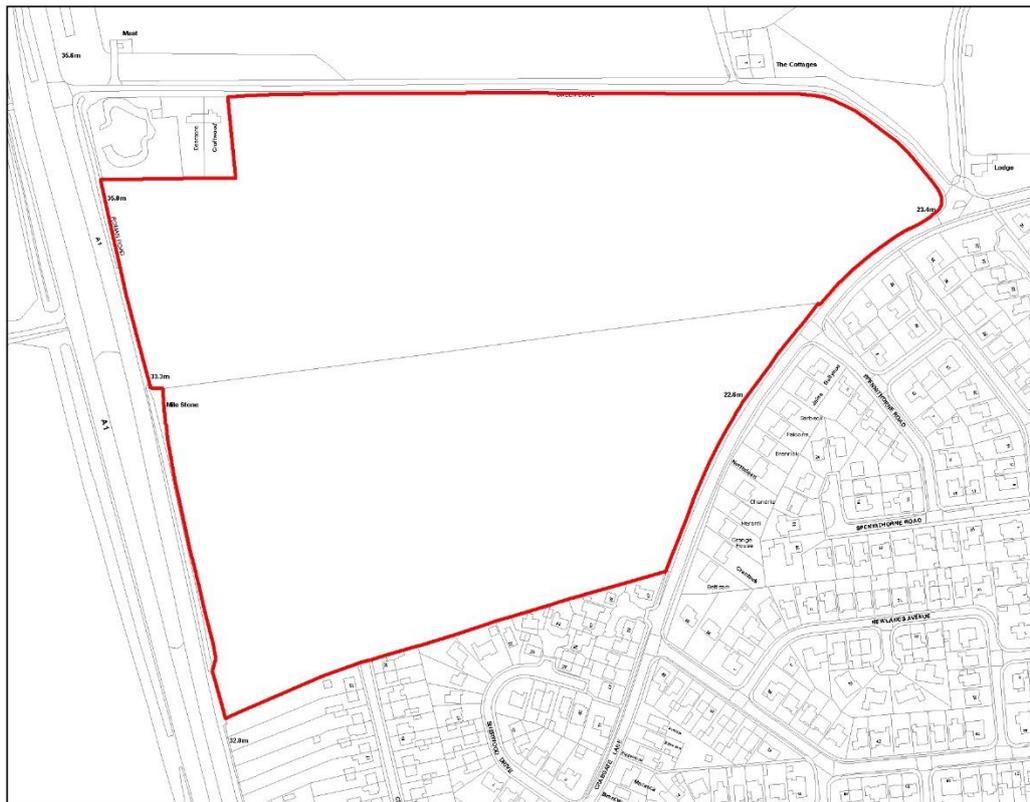
Site 164 / 430; Land East of Warning Tongue Lane; MUA

	 Doncaster Council
	Key :
	Notes :
	Title : Site - 164 and 430
	Completed By : Planning
	Reference : Local Plan Sites
	Date : 15/05/2019
Scale : 1:3,600	
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Archaeology	The site has been fields from at least 1854. Ploughing may have truncated sub-surface archaeological features but deep ground disturbance within the site is limited. The potential for buried archaeological remains below the level impacted by ploughing is therefore considered to be moderate to high. The site is of uncertain archaeological significance and therefore further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	There are local wildlife sites to the north west and south east of this site. Woodland planting/landscaping (including a woodland edge margin) should aim to try and establish a corridor between these sites.
Design	New development must front toward Warning Tongue Lane set back behind frontage cul-de-sac streets and landscaping mirroring the layout of existing homes to the west side of Warning Tongue Lane opposite the site. Development should front toward Doncaster Road set back behind private drives where the site is at similar level to Doncaster Road. The site layout should enable potential pedestrian and cycle connection points to the neighbouring site to the north and east adjacent to the roundabout as this is likely to be developed in the future. Sufficient separation should be maintained from the southern boundary and M18 to minimise noise, air pollution, overshadowing and impact on existing trees.
Education	A contribution towards education will be required.
Public Open Space	The site will require a Green Infrastructure plan with green space and play provision.
Transport	Access to B1396 / Doncaster Road designed in accordance with DMRB standards. Visibility to 85%ile WWS. Part of site frontage to B1396 / Doncaster Road is along embankment to road bridge.

	There are possible access issues due to site frontage on the inside of bend on Warning Tongue Lane creating visibility problems, and accessibility issues due to location. There are also sustainability issues to be overcome with location – there is poor access to local centre, services and amenities, and limited bus service provision. A Transport Assessment & Travel Plan will be required. The site may require a routing agreement during construction.
Trees & Hedgerows	The hedge across the centre of the site (running north to south) is present on an 1842 map of 'Brampton in the Parish of Cantley'. Depending upon its condition it should be considered for retention and enhancement and linked to an enhanced network of internal green corridors. Trees are restricted to the boundaries and a BS5837 survey will be required, the findings of which should inform, amongst other constraints, the design process.

Site 165 / 186; Land North of A1, Skellow; Carcroft - Skellow



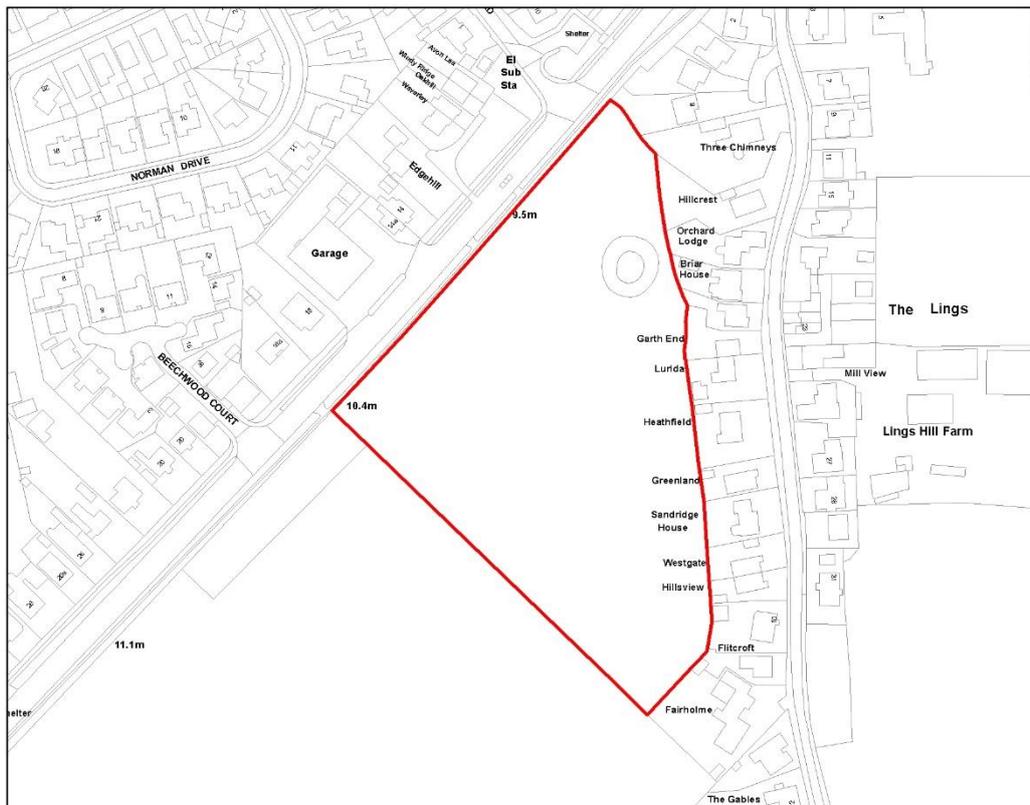
 Doncaster Council	
Key :	
Notes :	
Title :	Site - 165 and 186
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:3,000

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Archaeology	The potential for buried archaeological remains below the level impacted by ploughing is considered to be high. Further archaeological investigation will be required to inform development proposals.
Biodiversity	Habitat creation and a buffer zone is best positioned along the northern boundary and north eastern corner of the site. This should aim to help strengthen links between the Skelbrooke Rein and Harry Wood Local Wildlife Site and Burghwallis Grange Banks candidate Local Wildlife Site and Skellow Mill Pond Local Wildlife Site. The planting corridor along the A1 should also be retained.
Design	New development should be set back from the western edge of the site with an appropriate substantial visual and acoustic buffer adjacent the A1. Buildings should front toward Green Lane and Crabgate Lane, and toward the A1 set back behind the buffer .
Education	A contribution towards education will be required.
Public Open Space	On site Green Infrastructure (including buffer) and children's play space will be required. Buffer to the A1 does not constitute open space provision.

Transport	Access to be taken from Crabgate Lane. Visibility standards to be in accordance with Manual for Streets. Any private accesses to classified routes require turning facilities within the site curtilage. There is no vehicular access to Green Lane. There is currently a sustainability issue with the site location, given distance to local centre, services and amenities, as well as limited bus service provision / infrastructure which must be overcome. Development would require bus provision. A Transport Assessment & Travel Plan will be required. A routing agreement during construction will be required.
Trees & Hedgerows	Mature boundary trees dotted around site along with ex-hedgerow trees within defunct central East-West hedgerow; these will require a BS5837 survey to assess for retention; the A1 buffer screen planting is a feature that it is crucial to retain and enhance; whilst these trees may be off-site, they will be within BS5837 survey parameters and it would be prudent for these to be included (as a group designation) in the survey.
Other	A significant visual and acoustic buffer to the A1 is required.

Site 170; Land at Doncaster Road, Hatfield; Duncroft, Dunsville, Hatfield, Stainforth



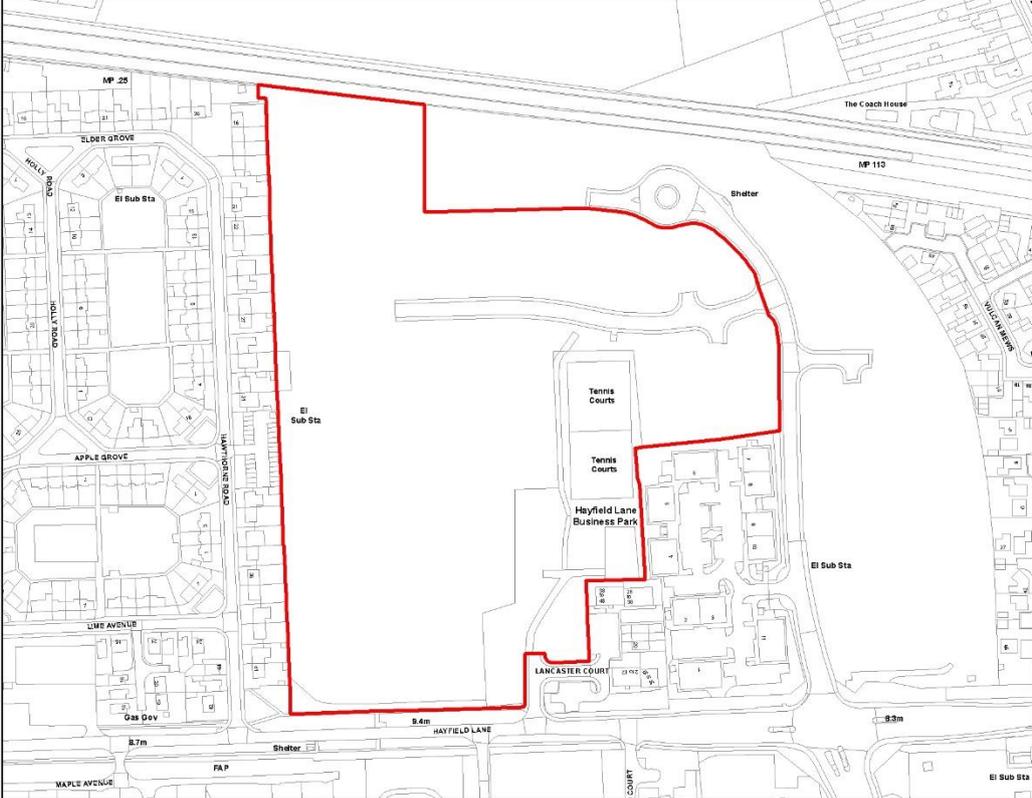
 Doncaster Council	
Key :	
Notes :	
Title :	Site - 170
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,800

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Archaeology	The remains of a mediaeval windmill are present as a grassy mound and is of local archaeological significance; otherwise there is uncertain archaeological significance. Further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	Compensation should be directed towards the boundaries of the site that border the wider countryside.
Design	Development should provide a set back frontage to Doncaster Road as per approved site to the south. Houses should back onto existing gardens along Lings Lane to create a secure layout with rear gardens locked together. Open space and footpath linkages should be provided along the southern boundary. Footpath / cycle links should connect to open space to south on the adjacent site.
Education	A contribution towards education may be required.
Public Open Space	The site should provide onsite open space, and there is also an opportunity to link this to the proposed open space on the adjacent site.

Transport	Access on to Doncaster Road. A transport statement required.
Trees & Hedgerows	A good quality 1825 Hatfield, Thorne, Fishlake, Sykehouse & Stainforth Enclosure Award hedgerow is recorded as forming the south western boundary of the site. TPO'd trees are directly adjacent to the site on the Doncaster Road frontage (directly to the west of the site); these features are likely to be required to inform development proposals (subject to appropriate survey data).

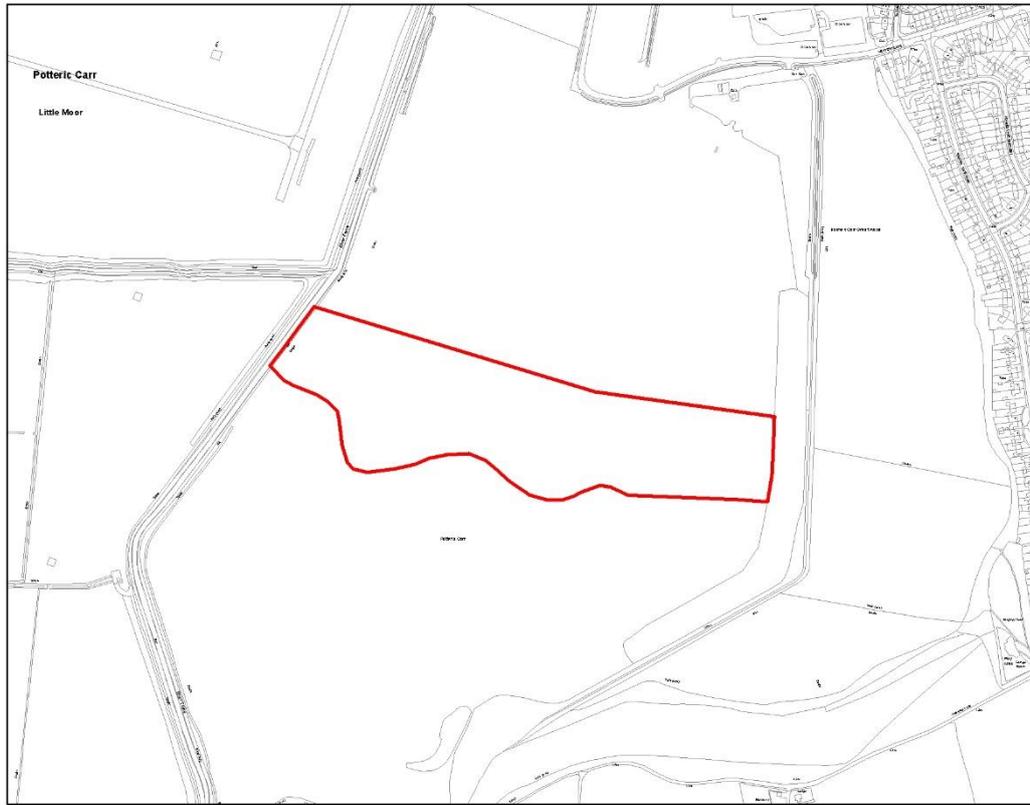
Site 223; RHADS Site 2A, Land at Hayfield Lane; Auckley – Hayfield Green

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	Key :
	Notes :
	Title : Site - 223
	Completed By : Planning
	Reference : Local Plan Sites
Date : 15/05/2019	
Scale : 1:2,400	

Biodiversity	Habitat and species impacts would need to be fully assessed to avoid, mitigate and compensate for biodiversity losses. Retaining ecological connectivity to the land to the north of the site beyond the railway line and along the development edge alongside the railway line, would deliver the greatest benefits for biodiversity. Reptile populations are present in the area and replacement habitat would need to be provided. Biodiversity net gain should be demonstrated.
Design	New development should front toward the main access Street from Hayfield Lane. Houses should back toward existing properties on the eastern edge locking rear gardens together. Likewise the response should be the same backing onto Hayfield Business Park. Pedestrian and cycle connections are required to Hayfield Lane and the adjacent open space facilities. Layout should seek to provide some surveillance over land to north as this is identified as a location for a rail station and associated parking area.
Education	A contribution towards education will be required.
Public Open Space	On site open space should be provided as well as links to the proposed open space on the adjacent land to the south west of the site.
Transport	The site benefits from pre-formed access points. Off-site improvements are needed to the footways on the north of Hayfield Lane between Walnut Ave and Hawthorne Road (where there is currently no footway) to improve access to facilities. The site may require a routing agreement during construction.
Trees & Hedgerows	The frontage trees form an attractive and visually coherent 'boulevard' feature consistent with much of the street scene of Hayfield Lane; whilst the condition of these trees remains

to be assessed, frontage trees should be considered as a desirable design feature in this location and be subject to tree surveys.

Site 247; Former Rossington Colliery, off West End Lane, New Rossington; Rossington



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 247
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:6,000

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Biodiversity	The development should protect and enhance the wetland habitat corridor along the River Torne and contribute to local priorities identified in the Torne Catchment Plan. Wet woodland interests in Holmes Carr Wood should also be protected and enhanced. Holmes Carr Wood should be separated from the development by an appropriate buffer zone of landscape planting. This should include retention of the woodland area within the proposed allocation. Opportunities to deliver habitat connectivity between Holmes Carr Wood and the river Torne should also be explored.
Design	Further development to the south of the permitted Rossington Colliery development / Torne Park must ensure integration with the approved illustrative masterplan and design code for the area to the north. These documents and plans must be updated and accompany the submission of any planning application for this site (247). The layout for this area must ensure housing is locked together with the proposed housing to the north to create a secure block structure. Landscaped pedestrian and cycle links will need to be created through the site to link the permitted Torne Park housing area to the proposed country park to the south. Preferably this will be a continuation of the route provided adjacent to the drain. New housing along the southern boundary of the site should integrate with and front southward toward the country park. Housing should be set away from Holmes Carr Wood with appropriate separation distances between new development and the woodland.
Education	A contribution towards education will be required.
Public Open Space	On site open space will be required, with linkages to adjacent open spaces, and consideration as to how this interacts with the larger site.
Transport	Access to be taken from Residential Development Cell C (shown on Harworth Colliery Masterplan under 12/01107/OUTA).

	NB: Part of this area was shown as a potential development site on the masterplan. The accesses to West End Lane from area 662 were previously implemented under the FARRRS scheme.
Trees & Hedgerows	The main body of Holmes Carr Great Wood is subject to W1 of Doncaster Borough Council Tree Preservation Order (No.26) 1986 Holmes Carr Great Wood, Rossington. However, the TPO does not include the narrow band of trees to the west of the wayleave for the HV cables; however, substantial trees appear to be in this narrow strip. Layout proposals to be informed by a tree survey.

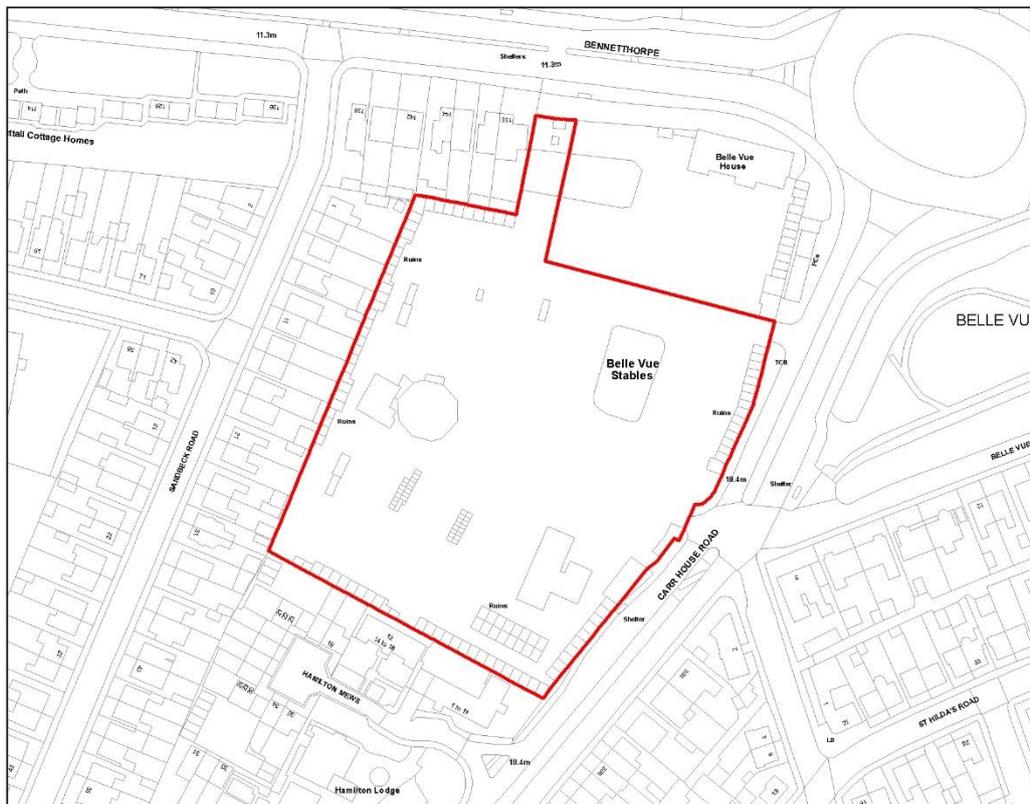
Site 250; Hatfield Lane, Armthorpe; Armthorpe

	Key :
	Notes :
	Title : Site - 250
	Completed By : Planning
	Reference : Local Plan Sites
	Date : 15/05/2019
Scale : 1:4,000	
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Archaeology	Below the plough zone the potential for the survival of buried archaeological remains is considered to be high. Further archaeological investigations may be required to inform development proposals. The extent and scope of any requirement should be discussed with South Yorkshire Archaeology Service.
Biodiversity	The layout and design of the development should provide for a broad green corridor with diverse vegetation structure, including tree cover, to enhance the connectivity of Shaw wood (8.23) and Long Plantation (8.20) Local Wildlife Sites, both of which are publically accessible.
Design	New development should create a substantial well defined, multi-functional high quality, green wedge POS to the northern half of the site adjacent West Moor Link Road. A high quality gateway area consisting of higher density housing should be formed around the access from Hatfield Lane. The layout should ensure convenient and overlooked pedestrian / cycle linkages to the existing housing areas to the south via connections to the existing pedestrian routes at Holly Dene, Fernbank Drive and Mere Lane. It should be designed to create a legible and secure block structure with a hierarchy of streets including a generously landscaped main loop street with treed verges and focal spaces at key nodes. Rear gardens of new properties should lock together with existing rear gardens along the southern edge to provide a secure layout, albeit this may include landscape buffering /

	screening along this edge. New homes must front toward Hatfield Lane, Mere Lane and the Green Wedge POS.
Education	A contribution towards education will be required.
Public Open Space	The site will require on site open space suitable for children's play.
Transport	This site was approved subject to S106 Agreement (16/02224/OUTM – Outline for up to 400 dwellings). Access is to be taken from a new roundabout on Hatfield Lane to serve this site and land to the East of Hatfield Lane (granted under 12/00188/OUTM). Based on the 400 dwellings there is a S106 contribution requirement towards the West Moor Link Improvement Scheme totalling £387,855. Furthermore there is a travel plan bond amount of £42,020
Trees & Hedgerows	There should be a strong landscape buffer zone to the A630 and the retention of the central trees.

Site 253; Former Bloodstock Sales Site, Carr House Rd; MUA



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 253
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,500

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Archaeology	The extent of sub-surface disturbance within the site may be limited. The potential for the preservation of unrecorded buried archaeology is considered to be moderate. The possible route of a Roman road is depicted on historic mapping within the southern part of the buffer, though is not recorded in the SMR. Further archaeological investigations may be required to inform development proposals.
Conservation & Heritage	New development should be 2 storey to retain subservience to listed buildings. Retention of limestone boundary walls would retain local character.
Design	New development should front toward Carr House Road and seek to create pedestrian linkages through the site between Carr House Road and Bennethorpe. New properties should back onto existing rear gardens to lock them together with appropriate separation distances between existing properties.
Education	A contribution towards education will be required.
Public Open Space	Due to the site being severed from other local open spaces, on-site open space suitable for play provision would be required.

Transport	There will be a need for a closure to the gap in the central reserve on Bennethorpe located opposite the new access. There should be closure of the redundant vehicular access into the site. Access from both Bennethorpe and Carr House Road to be left in left out only. Access should be from Carr House Road (access adjacent to toilet block is preferred). This access should be redesigned with visibility requirements in accordance with Design Manual for Roads and Bridges. A routing agreement will be required during construction; a Transport Assessment and Travel Plan will also be required due to proximity and potential impact on Racecourse Roundabout (capacity assessment will be required).
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Site 255; Hungerhill; MUA



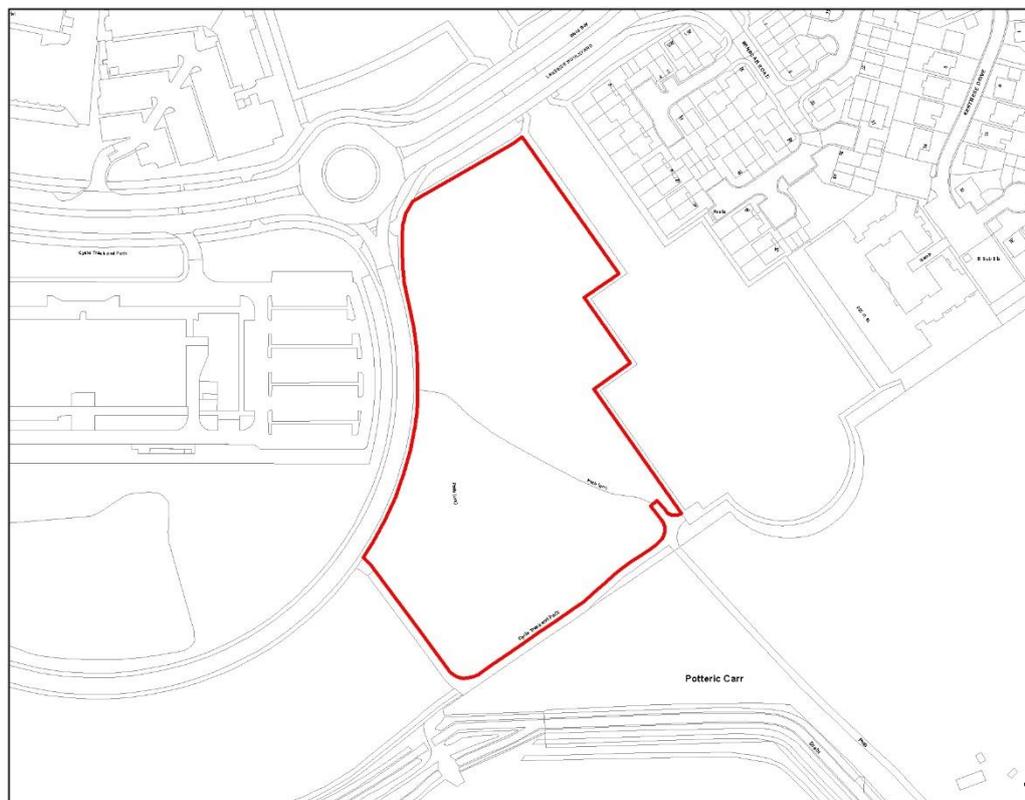
 Doncaster Council
Key :
Notes :
Title : Site - 255
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:4,500

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Archaeology	Potential archaeological impacts. The application area is of archaeological interest but work must be done to inform this. A geophysical survey of the site is recommended.
Biodiversity	An overall ecological survey of the site is required to assess ecological impacts and ensure species protection, no net biodiversity loss, and the application of a mitigation hierarchy.
Design	<p>New homes should front towards Barnby Dun Road, Hungerhill Lane and Thorne Road – with the existing character of the latter (TPO'd trees and set back houses) reflected on this site. Depending on the access solution from Thorne Road, it will be important to create a welcoming gateway to the site here, with homes and landscaping addressing the entrance. Homes on the western edge will require larger than average rear gardens to offset the overshadowing of the treed railway embankment, and consideration must be given to overhead power lines on the site.</p> <p>Prior to the submission of any reserved matters application a design guide is to be agreed with the Local Planning Authority which will inform all subsequent reserved matters applications on the site.</p> <p>Many of the trees around the edges of the site and along Hungerhill Lane appear worth of retention, a tree survey should be undertaken. There should be pedestrian and cycle connectivity across the site in all directions.</p>

Education	A contribution towards education will be required.
Public Open Space	On site open space should be provided and be suitable for children's play. There is the opportunity for this to form a central feature of the site. Given the scale, smaller open spaces should also be provided across the site in addition to this.
Transport	The points of connection to the highways are existing – a fourth arm on Sandall Stones Road roundabout and Herald Road, a fifth arm stub end arm on the (Sainsbury's) roundabout at the junction of the A18 and A630. With improvements to West Moor Link, the Herald Road access may be subject to change. The design approach and highways technical requirements are to be in accordance with those contained within the South Yorkshire Residential Design Guide. May require a routing agreement during construction.
Trees & Hedgerows	Access should avoid TPO'd trees, which can be done by using existing accesses. The layout of the proposed development shall be based on the need to retain all British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction – Recommendations category B trees within the site and overhanging / adjacent to the boundaries.

Site 261; Plot 5A, off Carolina Way / Lakeside Boulevard; MUA



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 261
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:2,000

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Archaeology	Uncertain archaeological significance. Further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	The site has biodiversity value and forms part of a wider network of connected and biodiverse greenspaces. Habitat losses would need to be accounted for and would require compensation, which should contribute to the quality of the ecological network. This could potentially be delivered via a biodiversity net gain approach, subject to assessment of the habitats being lost and availability of suitable receptor sites.
Design	Existing pedestrian desire lines and routes should be accommodated in the layout. New development must be outward looking on all sides of the site, fronting toward Carolina Way, Lakeside Boulevard, the lake basin and footpaths / greenways to the west and southern edges. A landmark development response to the Lakeside Boulevard / Carolina Way roundabout corner is desirable. Homes should be set back from the existing

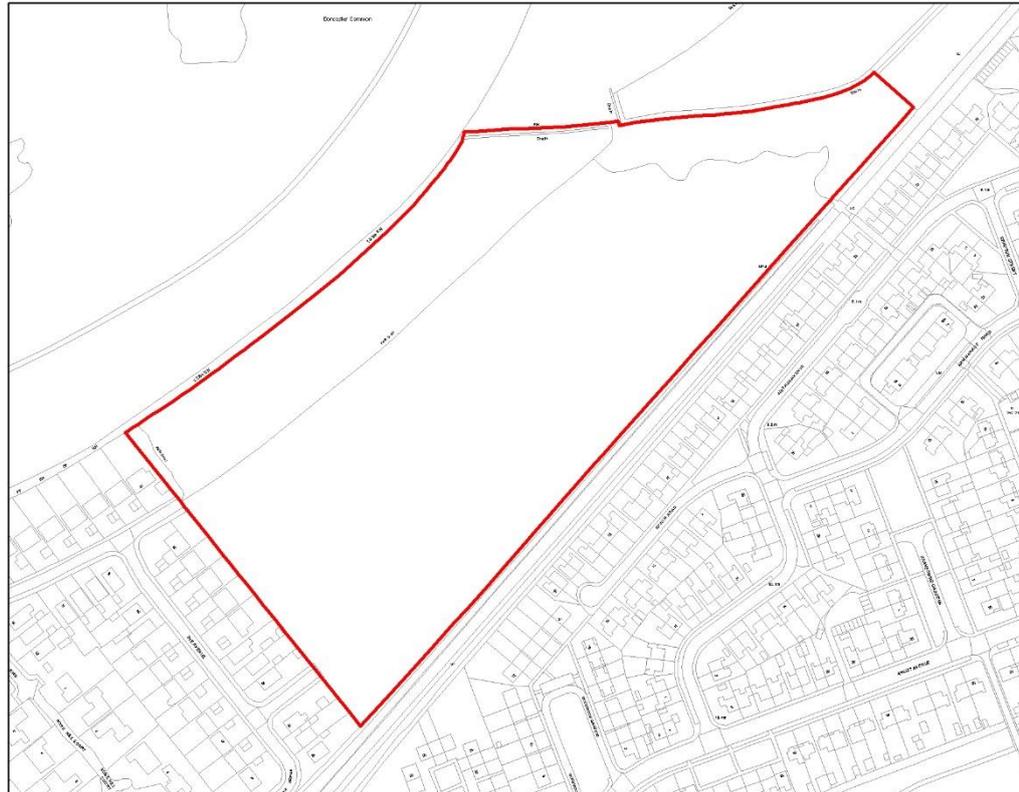
	landscaped edges by sufficient distance and existing vegetation with trees subject to survey and retained where ever possible.
Education	A contribution towards education will be required.
Public Open Space	The site will require onsite open space; consideration should be given to the likely needs of the residents based on the type of development delivered.
Transport	Access to be taken from Carolina Way, designed in accordance with the technical requirements contained in the South Yorkshire Residential Design Guide. Visibility splay – 2.4m x 43m required and appears achievable. Linkages to existing network of footpaths required as part of any forthcoming application. Design of access junction to consider existing bus stop location.
Trees & Hedgerows	The advance planted avenue of trees along Carolina Way should be retained and allowed adequate tree-to-development distances for future growth.

Site 262; Plot 6, Lakeside Boulevard; MUA

	 Doncaster Council
	Key :
	Notes :
	Title : Site - 262
	Completed By : Planning
	Reference : Local Plan Sites
Date : 15/05/2019	
Scale : 1:2,500	
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Archaeology	<p>The site is assessed as having 'Uncertain archaeological constraint'. Further archaeological investigation may be required when the site is brought forward for development. The assessment summarised that the site was part of fields in 1779, and by the 1930s the site was located on the eastern edge of Doncaster airport. Modern aerial photographs show that a lake was constructed around the turn of the century, immediately outside the western site boundary. In order to clarify the likelihood that buried archaeological features survive here, it is recommended that a more detailed desk-based assessment be prepared in the first instance, taking into consideration both information on the construction of the lake and associated land-forming, as well as an archaeological review of any ground investigation works. This assessment should then be discussed with South Yorkshire Archaeology Service to determine the need for and scope of any further archaeological investigation that may be required in relation to any planning proposal.</p>
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Biodiversity	The site has biodiversity value and forms part of a wider network of connected and biodiverse greenspaces. Habitat losses would need to be accounted for and would require compensation, which should contribute to the quality of the ecological network. This could potentially be delivered via a biodiversity net gain approach, subject to assessment of the habitats being lost and availability of suitable receptor sites.
Conservation & Heritage	No conservation requirements.
Design	Proposals on this site should reflect the requirements of the Development Brief which has been prepared by the Local Planning Authority. The central part of the site should be laid out as an area of public open space. The open space should be overlooked by development and meet relevant guidance and standards. In addition there may need to be further open space contribution in the local area. Existing footpaths through the centre of the site and around the edges of the plots / lake should be retained and overlooked by the fronts of new development with new footpath / cycle linkages provided connecting to these from within the new development parcels at convenient points. The layout should provide properties fronting outward on all sides of the two main development parcels creating a robust block structure. Fronting Lakeside Boulevard, properties should echo the scale, siting, building lines and enclosure of those homes and apartments on the opposite side of the street. Properties must front toward the lake, exploiting the attractive views in that direction and providing active frontage and surveillance to the lakeside promenade.
Education	A contribution towards education will be required.
Public Open Space	On site open space should be provided, with consideration given to the likely users (based on the types of dwellings delivered) and their likely needs. The pre-existing central section gives opportunity for this. An additional contribution to an offsite open space may also be required.
Transport	Pre- formed accesses to the site. Transport Statement required. May require a routing agreement during construction.
Trees & Hedgerows	The advance planted boundary landscaping and tree planting should be retained and allowed adequate tree-to-development distances for future growth; the same goes for the advance planted avenue of trees along Carolina Way. Tree surveys should inform the layout.



Key :
Notes :
Title : Site - 350 and 407
Completed By : Planning
Reference : Local Plan Sites
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Archaeology

This site has a high potential for the survival of significant archaeological remains associated with Roman period pottery production and associated settlement, agriculture and pottery production. Given this evidence, further consideration of the impact on these will be required to establish the site's capacity for development.

A programme of archaeological evaluation (expected to be a combination of geophysical survey and trial trenching) will need to be discussed and agreed with the South Yorkshire Archaeology Service at an early stage. It will be key that this evaluation is completed at the design stage. The evaluation will characterise the nature, extent and state of preservation of the archaeological remains present on the site and provide information to ensure the design minimises any impact upon significant archaeological areas.

A Heritage Statement detailing how the results of the evaluation have informed the design of the scheme can then be submitted alongside any planning application. This Heritage Strategy will also detail the proposed mitigation measures where less significant archaeological evidence will be impacted by the proposed scheme. The proposed mitigation will be designed to ensure that an understanding of the archaeological evidence affected is gained before that evidence is lost or damaged.

Biodiversity

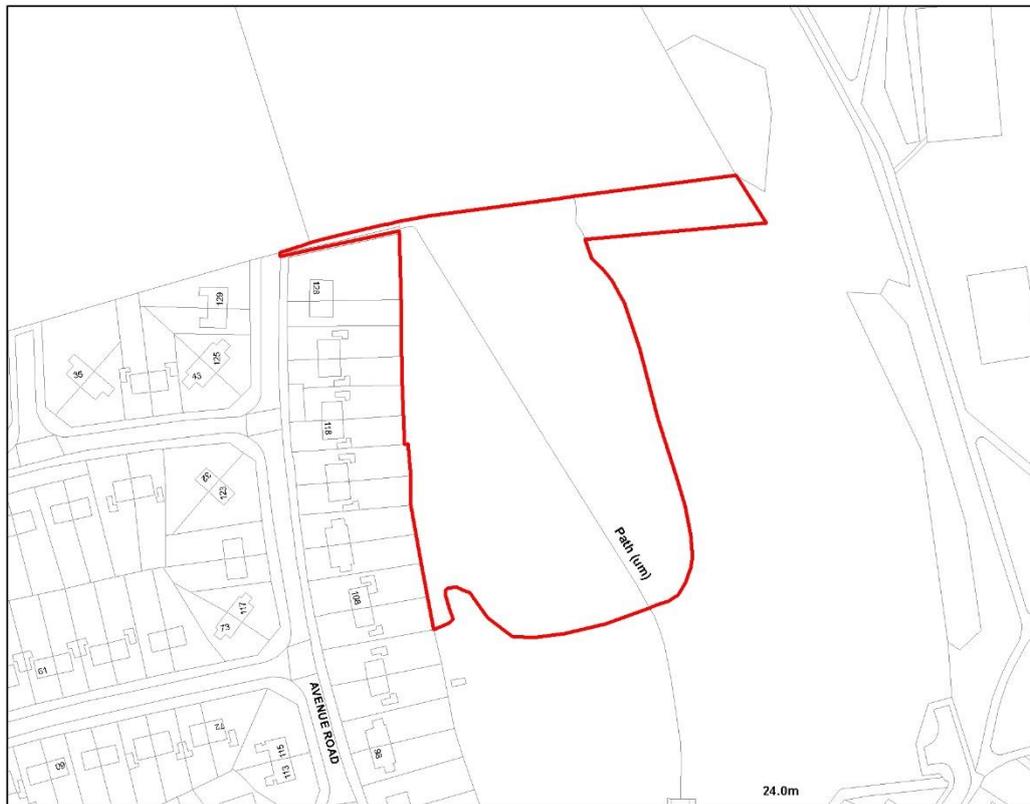
The woodland / Local Wildlife Site to the northern part of the site should be protected with a buffer zone of planting. Similarly the corridor along the railway line could be enhanced with additional planting. The site has biodiversity value and forms part of a wider network of connected and biodiverse greenspaces. Habitat losses would need to be accounted for and would require compensation, which should contribute to the quality of the ecological network. This could potentially be delivered via a biodiversity net gain approach, subject to assessment of the habitats being lost and availability of suitable receptor sites

Design

New development should connect to the Avenue. Existing informal footpath routes, desire lines and connections should be incorporated into the layout. Buildings should front toward the racecourse set back behind a soft landscaped edge. Sufficient separation should be maintained from the northern boundary to reduce overshadowing and impact on existing trees, and from the eastern / southern boundary to minimise noise from the railway.

	Existing properties at site edges should be backed onto with sufficient separation and rear gardens locked together for security. Public open space should be located to the north of the site adjacent to the woodland.
Education	A contribution towards education will be required.
Public Open Space	On site open space including play should be provided, given severance from other open spaces in the area.
Transport	The site is potentially accessed through the existing Rose Hill Rise and The Avenue cul-de-sacs. A Transport Assessment & Travel Plan will be required. Section 6.6 of the disposal brief states that the concentration of outbound traffic at peak times is likely to result in excessive queuing on Rose Hill and potential unacceptable queuing and delays for motorists. The Transport Assessment will assess the operational capacity of the network and identify any measures required to mitigate against this. A residential travel plan will be required, and a routing agreement may be required during construction.
Trees & Hedgerows	The existing site boundaries include mixed species hedgerows with numerous mature trees within them. It will be a requirement of the development that these hedgerows and trees are retained and enhanced through additional and appropriate planting. Boundary oaks should be designed in as per the design brief. Layout should be informed by a tree survey.

Site 374; Avenue Road; Askern



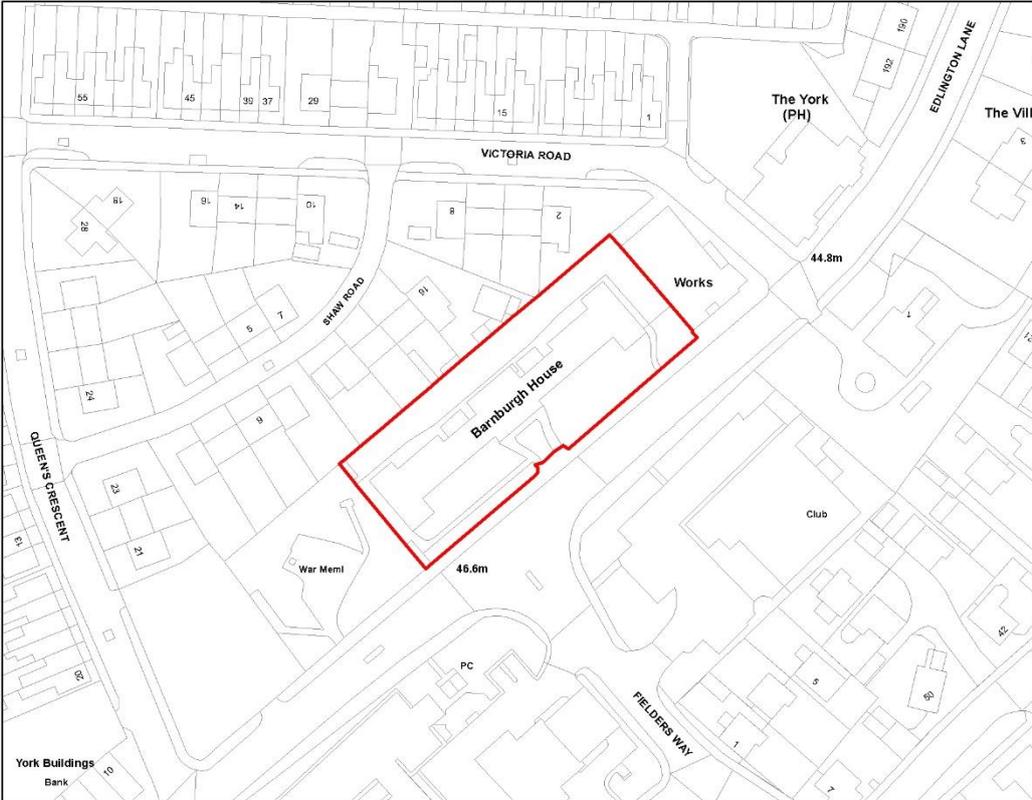
 Doncaster Council
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Notes :
Title : Site - 374
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,500

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Archaeology	The potential for the preservation of unrecorded buried archaeological remains is considered to be moderate. Further archaeological investigations may be required to inform development proposals.
Biodiversity	Habitat losses should be compensated for and any ecological compensation should be situated to the northern part of the site bordering the wider countryside to enhance ecological networks
Design	New development should integrate with the street pattern and access points provided by the Keepmoat development taking place to the east and south. Rear of new houses should back onto existing homes east south and western edges with appropriate

	separation distances from existing properties. Footpath routes and desire lines through the site should be maintained. Landscape buffering is required on the northern edge of the site with properties set back and fronting in that direction.
Education	A contribution towards education may be required.
Public Open Space	The site is adjacent to Warren House Park. Green Infrastructure is required linking to Public Open Space plus commuted sum specifically for improvements to adjacent site.
Transport	The approved layout for the Askern colliery site protected pedestrian and vehicular access to this land. Concerns over access by construction traffic through an existing residential estate, CTMP required. The site may require a routing agreement during construction.
Trees & Hedgerows	No real arboricultural issues. The northern boundary of the site derives from the Campsall, Askern and Norton Enclosure Award of 1818. The remnant vegetation here is under HV wires.

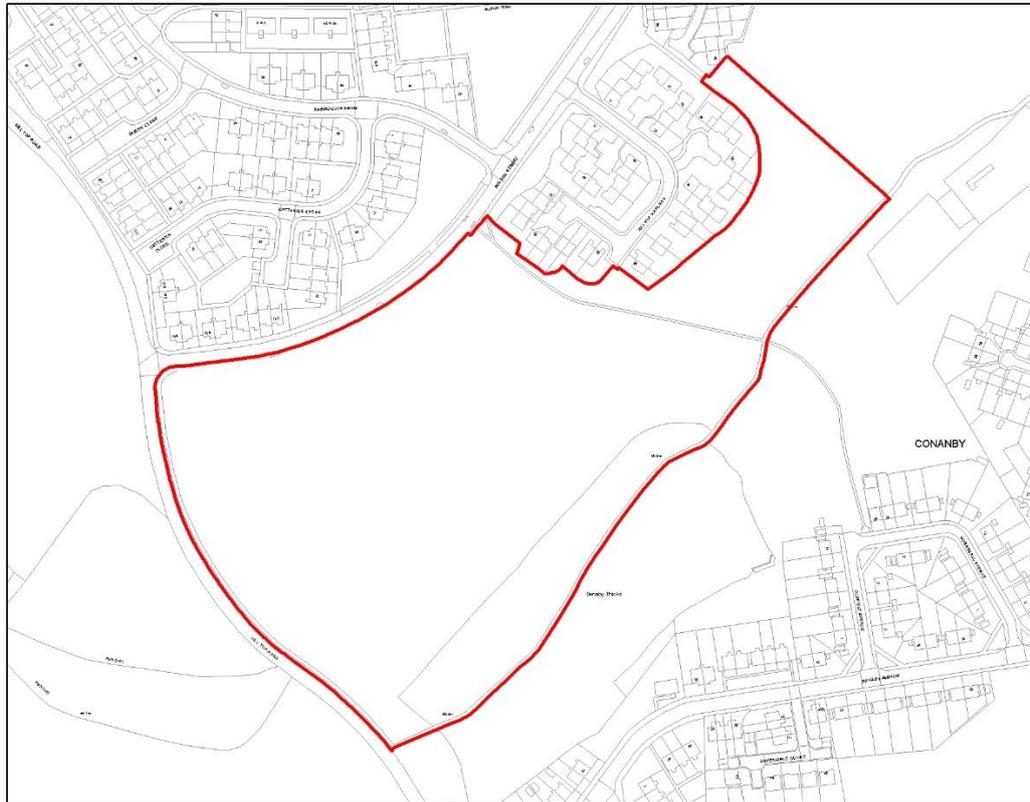
Site 375; Barnburgh House; Edlington

	 Doncaster Council
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	Notes :
	Title : Site - 375
	Completed By : Planning
	Reference : Local Plan Sites
Date : 15/05/2019	Scale : 1:1,000
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Archaeology	The foundations of buildings are likely to have caused significant below-ground disturbance and as such, the potential for the survival of unrecorded buried archaeological remains on the site is considered to be low. Further archaeological investigation is unlikely to be required.
Conservation & Heritage	The adjacent park to the south contains a war memorial which is of local heritage significance and currently being assessed for listed status. It would complement the park and the setting of the memorial if the green edge and the trees at the front of the allocation site were retained.
Design	New development should front toward Edlington Lane with appropriate stand-off distances from the frontage trees. The rear of any new properties should lock together existing rear gardens on the western edge with appropriate separation distances from existing properties.
Education	A contribution towards education will be required.
Public Open Space	A commuted sum is required to improve local Public Open Space.

Transport	The access point / points need careful consideration to prevent conflict with existing opposing access to filling station / supermarket. The site may require a routing agreement during construction.
Trees & Hedgerows	There are prominent frontage trees along with a prominent tree at the north eastern end of the site. Subject to BS5837 survey information, these should be retained as appropriate. Taking account of below and above ground constraints would be expected.

Site 383; Hill Top Road, Denaby; Conisbrough & Denaby



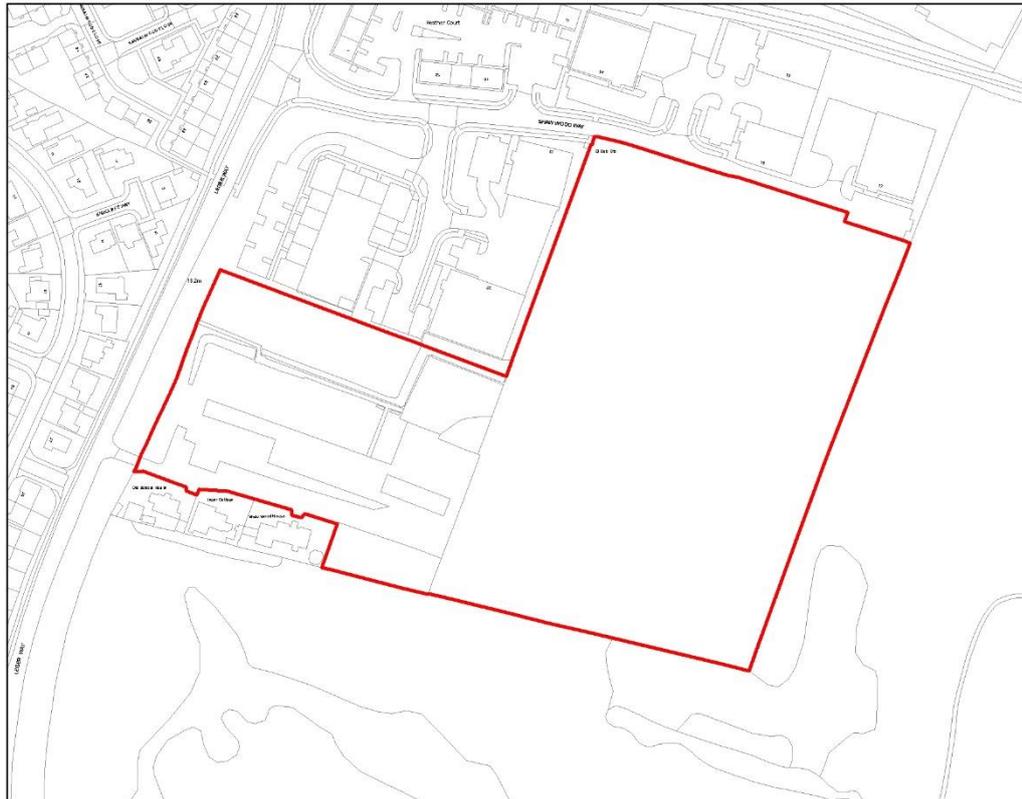
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Title : Site - 383	
Completed By : Planning	
Reference : Local Plan Sites	
Date : 15/05/2019	
Scale : 1:2,500	

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Archaeology	Due to the relative lack of deep ground disturbance across the site, the potential for the survival of unrecorded buried archaeological remains is considered to be moderate. Further archaeological assessment may be required to inform development proposals.
Biodiversity	The site forms part of a local wildlife site and the Dearne Valley Nature Improvement Area and development will be required to provide significant mitigation and compensation for any habitat and ecological connectivity losses. In addition the existing woodland needs to be retained and buffered from built development by at least 10m. The design of this site also needs to include a significant wide grassland/habitat corridor through the development connecting the habitat in the north to the wider countryside. Biodiversity net gain should be demonstrated.
Design	Properties should front toward Hill Top Road and Bolton Street. The site is crossed by pedestrian routes and desire lines which should be taken into account in the layout and fronted by new development. New homes should back onto existing bungalows at Hill Top Gardens and lock together rear gardens in a secure layout. Properties should front outward on the sites northern and eastern edges.
Education	A contribution towards education will be required.
Public Open Space	The skate park which is currently on site should be retained, and this requires a 30 buffer to be maintained around it. Properties will need to front this to provide some surveillance. Additional on-site open space, or improving / making the space within the skate park buffer

Transport	There are only 2 possible access points to this land via Church View and Lake Close - potential issue as the roads are fairly narrow and this will require access through a sheltered housing scheme, this will need careful consideration. Edenthorpe Neighbourhood Plan raised issues about traffic calming measures along Howbeck Drive. May require a routing agreement during construction.
Trees & Hedgerows	Within the site it would appear to be predominantly scrub; the main feature is the mature field boundary separating the site from the agricultural land to the west. It will be important in the landscape for this feature to be retained to screen/soften development from views across the open countryside (subject to a BS5837 tree survey).

Site 391 / 432; Leger Way, Wheatley; MUA



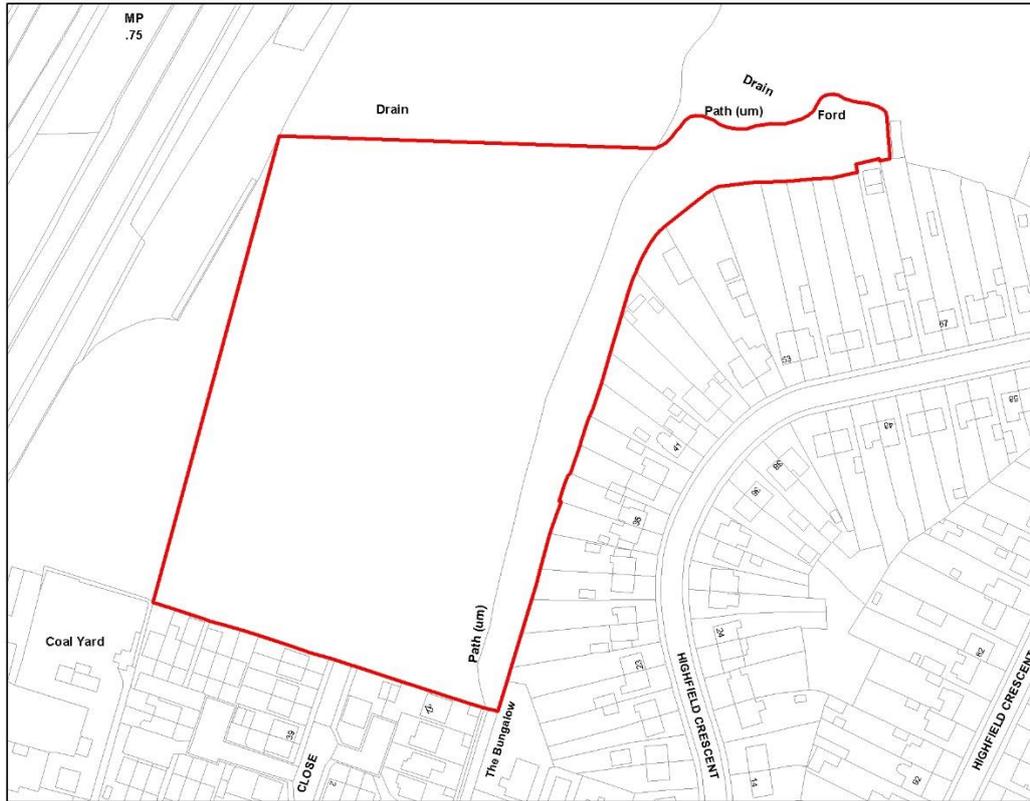
 Doncaster Council	
Key :	
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Title :	Site - 391 and 432
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:2,200

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Archaeology	The site has been assessed as of 'Uncertain archaeological constraint' to future allocation. Further discussion with South Yorkshire Archaeology Service, archaeological advisers to Doncaster MBC, suggests that the area of the former school (the western portion of the site) can be considered to have a low archaeological potential but that the area of former playing fields (the eastern portion of the site) can be considered to have an unknown archaeological potential. As the site lies close to the projected route of the Cantley spur, the Roman road running north towards Long Sandall, further consideration of the archaeological potential of this part of the site will be required. South Yorkshire Archaeology Service advise that archaeological evaluation will help to establish the presence/absence, significance and condition of any archaeological heritage assets surviving on the site and should be undertaken prior to the submission of any planning application. Any planning application can then be supported by a report that discusses the results of the evaluation and outlines the impact of the development proposal on any identified archaeological evidence, as well as any mitigation measures proposed. Evaluation is expected to take the form of trial trenching.
Biodiversity	The site borders a designated local wildlife site. Landscaping should be used to buffer this. Biodiversity compensation for habitat losses should be steered towards enhancing the quality of neighbouring Local Wildlife Site.

Design	Proposals on this site should reflect the requirements of the Development Brief which has been prepared by the Local Planning Authority. New development should front toward Leger Way and out from the site in a southerly and easterly direction toward the Golf Course. Development should be set back from existing trees and hedgerows at the edges of the site. Rear gardens should lock together with boundaries to the employment area to the north. Pedestrian linkages should be provided between Leger Way and Shaw Wood Way. Properties should either front or be side on to Shaw Wood Way to help enliven this street with a mixed use character.
Education	A contribution towards education will be required.
Public Open Space	On site open space should be provided. Sport England have also suggested a sum in the region of £255,000 should be provided to mitigate the loss of the playing fields, with the money to go to improving other local playing fields.
Transport	<p>It is expected that access from Leger Way will need to be more than just a simple priority junction. Access to sites to the east of Leger Way have prohibited right turns and therefore consideration needs to be given to the most appropriate type of junction and the potential issues in proving an acceptable design should not be underestimated. Access may be possible from Shaw Wood Way subject to agreement with the landowner, and the road being brought up to adoptable standards.</p> <p>Any access proposals are to be supported by a full technical operation analysis using the most appropriate methodology, considering the local context and level of congestion that occurs on this part of the network at times. The access(s) shall also be subject to Road Safety audits in accordance with DMRB HD 19/15.</p> <p>The development will need to ensure that safe, secure pedestrian and cycle linkages are provided within and to the existing local network.</p> <p>A robust Transport Assessment and Travel Plan will be required. A cumulative developer contribution will be sought for the A630 Westmoor Link Improvement scheme.</p>
Trees & Hedgerows	There are few internal trees – a decent pine and two squat young-mature oaks; the more notable features would appear to be the mature boundary trees which should, as appropriate, be straightforwardly retained within any scheme. Very important are the highways’ trees on the verge – these are an important feature of a larger landscaping scheme and efforts to minimise their loss and maximise mitigation/compensation will need to be demonstrated. All should be subject to BS5837 tree surveys.

Site 396; North Eastern Road, Thorne; Thorne & Moorends



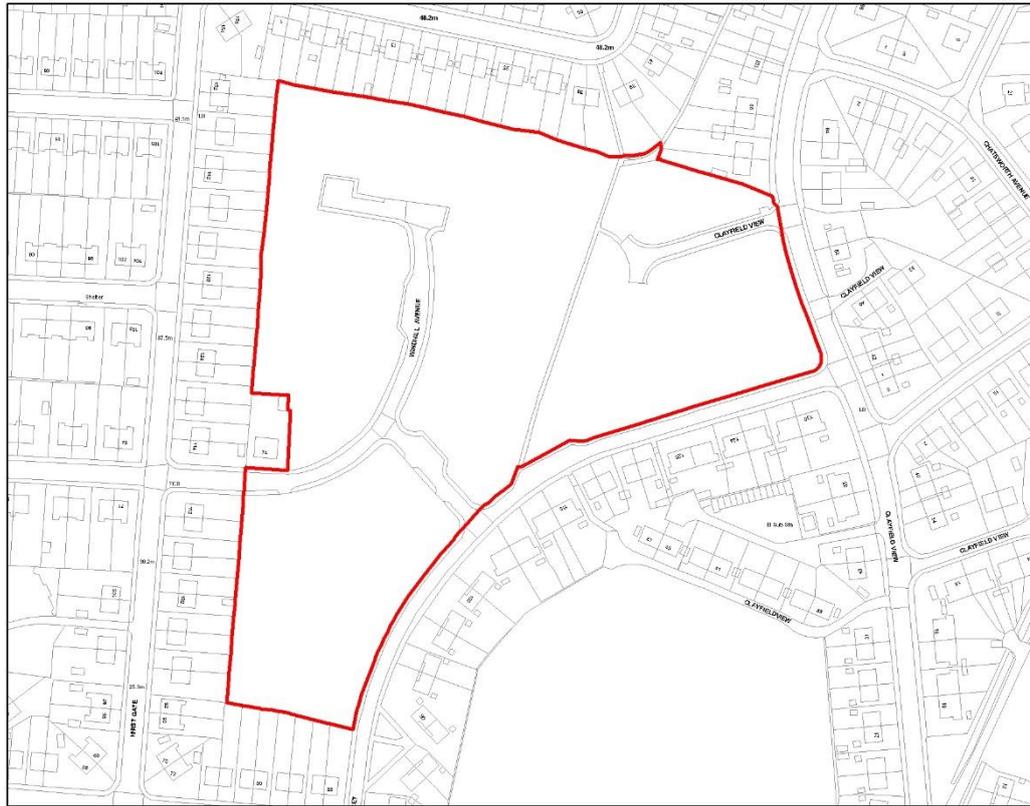
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Key :
Notes :
Title : Site - 396
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,500

Archaeology	The potential for the preservation of unrecorded buried archaeological remains is currently unknown. Further archaeological investigations may be required to inform development proposals.
Biodiversity	The site borders a designated local wildlife site. A habitat/landscaping zone should be used to buffer and enhance the local wildlife site. Compensation would be required for the loss of habitats on the site. Biodiversity net gain should be demonstrated.
Design	Development should be set back from existing trees and hedgerows worthy of retention at the edges of the site. Rear gardens should lock together with boundaries to the existing housing along the southern edges. Pedestrian and cycle linkages should be provided through the site with the layout ensuring there is potential to connect in future to possible housing sites to the north and west. Existing footpaths and pedestrian desire line routes through the site should be accommodated in the layout.
Education	A contribution towards education will be required.
Flood Risk	A sequential approach to layout of the development is required so that there is no 'more vulnerable' built development on the parts of the site that is flood zone 3. This area would be appropriate for 'water combatable' uses such as Public Open Space as also indicated below.
Public Open Space	A commuted sum is required to improve local Public Open Space.
Transport	A Transport Statement will be required. The site has good links to the Railway Station and should improve the route to this on foot. There is only a single point of access via the end of cul-de-sac on Millcroft Close. May require a routing agreement during construction.
Trees & Hedgerows	No arboricultural issues; the site is characterised by degraded field boundaries to the South and East.

Site 414; Windhill, Whinhill Avenue, Mexborough; Mexborough

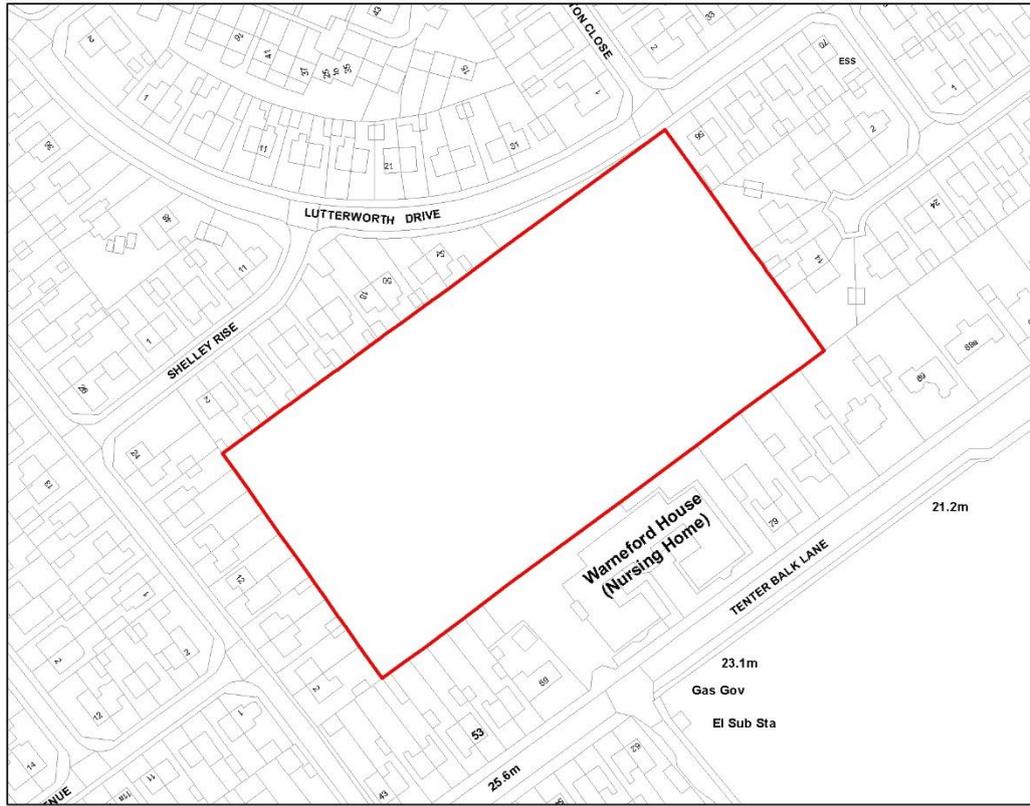


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Notes :
Title : Site - 414
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,800

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Biodiversity	An area of potential value for invertebrates. Compensatory habitat should be provided to account for losses.
Design	New development should respect the established street pattern, pedestrian routes and desire lines. New properties should front toward Windhill Avenue, Pitt Street and Clayfield View. Homes should provide high levels of natural surveillance over the pedestrian route through the site from Windhill Crescent. Rear gardens of new homes should back onto existing rear gardens at the site edges with appropriate separation distances to enable a secure layout. New homes should be arranged in a stepped format which reflects the underlying topography of the site. Any proposed POS should be located in an accessible, prominent and well surveyed location to safely serve existing and new residents.
Education	A contribution towards education will be required.
Public Open Space	On site open space would be preferred, although given the site is adjacent to Pitt Street Park, there may be opportunity to contribute towards improving this open space as well.
Transport	The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, maintaining existing links or providing new links to the wider networks. Existing or new roads on the development must be constructed to / or brought up to adoptable standard and any roads damaged by site construction vehicles reinstated to an acceptable condition. Street design should follow the guiding principles and technical requirements of the South Yorkshire Design Guide. There are also Public Rights of Way on site. A Transport Assessment & Travel Plan will be required.
Trees & Hedgerows	The only tree issues are those on the extreme southern boundary.

Site 460; Land off Lutterworth Drive, Adwick; Adwick - Woodlands

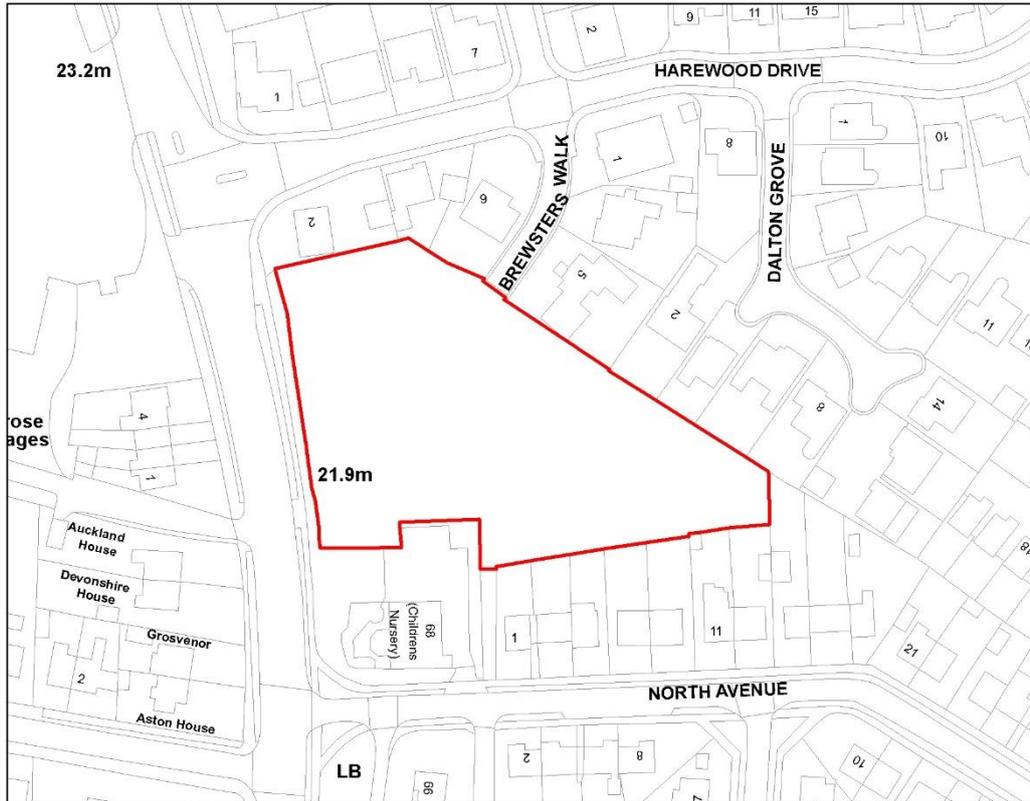


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 Doncaster Council	
Key :	
Notes :	
Title :	Site - 460
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,500

Archaeology	The site is of uncertain archaeological significance. Further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	Mature trees should be retained where possible. Habitat losses, would require compensation, and depending on the number of units proposed this may need to be offsite. Biodiversity net gain should be demonstrated.
Design	New development should back onto rear gardens of existing houses on all the boundaries of the site to ensure rear gardens are locked together. Properties should front onto Lutterworth Drive on the currently open part of the northern edge.
Education	A contribution towards education will be required.
Public Open Space	On site open space should be provided or potentially a contribution towards improving an off-site open space.
Transport	Access can be taken from Lutterworth Drive. Design in accordance with Manual for Streets. There may need to be re-location of the existing bus stop. Development may require a routing agreement during construction.
Trees & Hedgerows	The trees require surveying in accordance with BS5837, the findings of which should have been shown to inform the design process.

Site 499; Great North Road, Bawtry; Bawtry



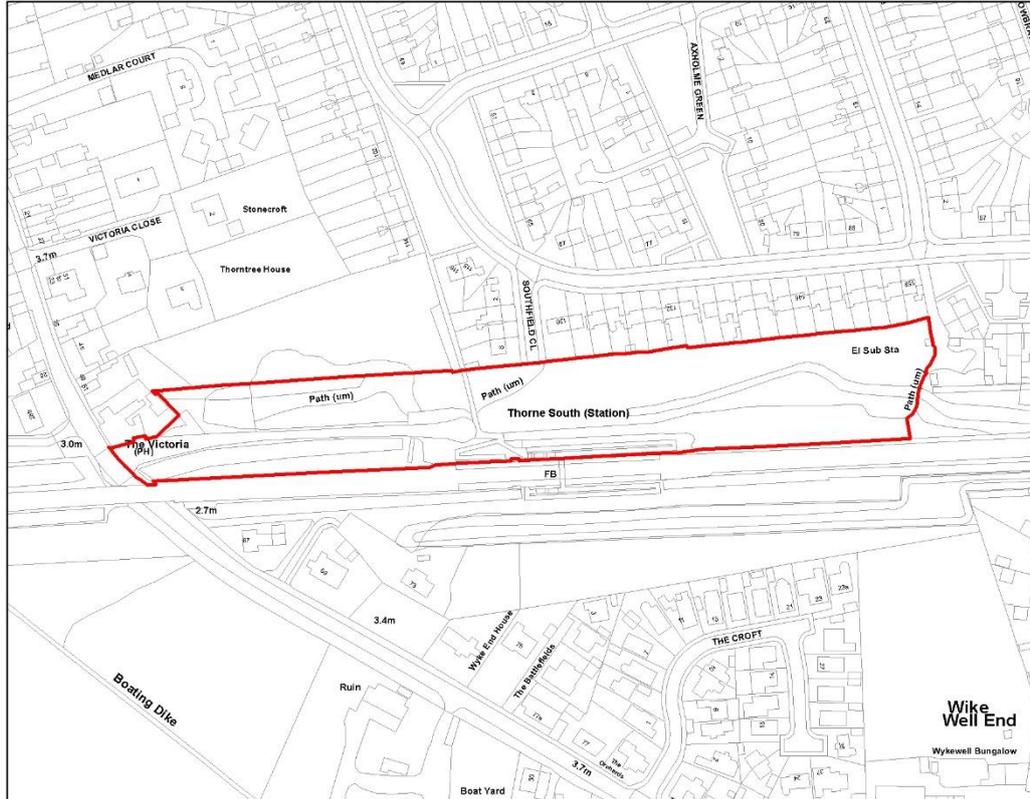
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Key :
Notes :
Title : Site - 499
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,000

Archaeology	Uncertain archaeological significance. Further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	Layout and design will need to be informed by appropriate tree and ecology surveys, to retain existing features of substantive biodiversity interest. Off-site compensation for biodiversity losses may be appropriate. Biodiversity net gain should be demonstrated.
Design	New development should back onto rear gardens of existing houses on the north, east and south boundaries of the site to ensure rear gardens are locked together. Properties should front westward onto Great North Road possibly set back from the edge of the site behind frontage private drives and any retained trees / hedgerows along that edge.
Education	A contribution towards education will be required.
Public Open Space	A commuted sum is required to improve local Public Open Space. If possible, integrate some green infrastructure to link to Galley fields and Kings wood, plus enhance landscape buffer adjacent to A638.
Transport	Site can be accessed from Brewsters Walk. The adoption plan shows how the existing shared space street could be extended, although there may be a potential ransom strip.
Trees & Hedgerows	Little obvious arboricultural interest; whilst the Great North Road frontage is nicely green, much is dead/declining elm.

Site 510; Adjacent Thorne South Station, off South End Road, Thorne; Thorne & Moorends

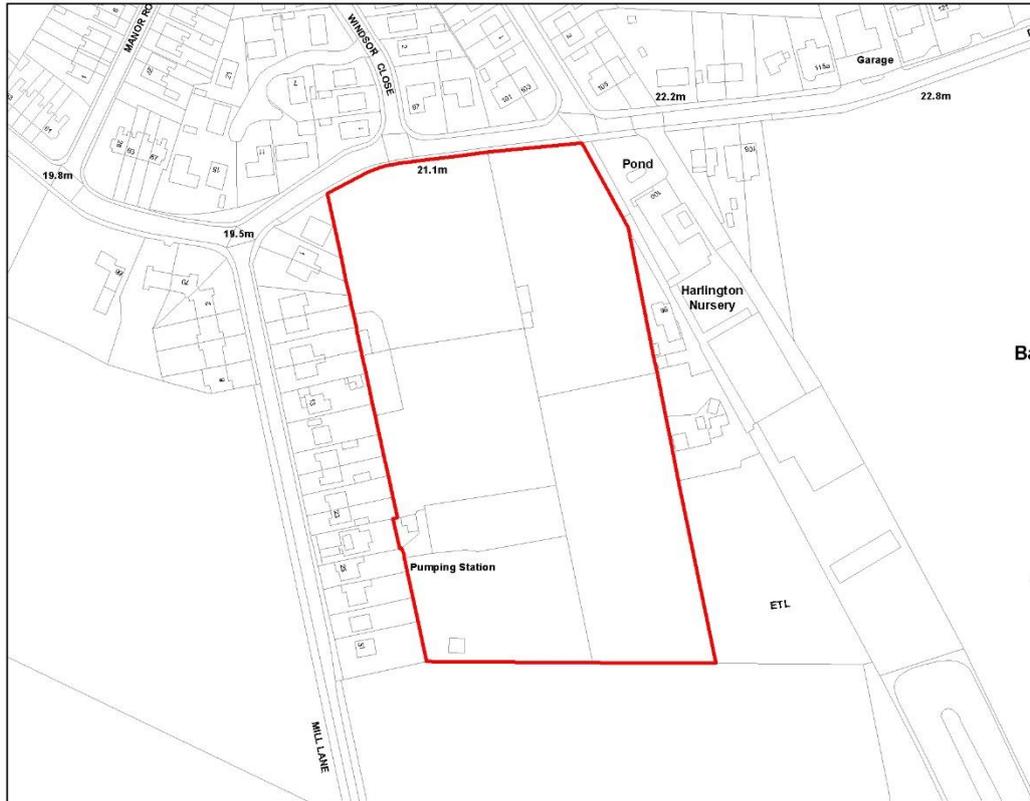


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 Doncaster Council	
Key :	
Notes :	
Title :	Site - 510
Completed By :	Planning
Reference :	Local Plan Sites
Date :	11/06/2019
Scale :	1:2,000

Archaeology	No further archaeological investigation is likely to be required if this site is brought forward for development.
Biodiversity	Development should seek to retain and enhance the ecological connectivity along the railway corridor and the boundary hedgerow at the north of the site. Any unavoidable habitat losses should be accounted for and biodiversity net gain should be demonstrated.
Design	Opportunity exists to connect the scheme to the station, which will also provide natural surveillance and make it more attractive to pedestrians.
Education	A contribution towards education may be required.
Public Open Space	A commuted sum is required to improve local Public Open Space.
Transport	<p>The site area includes Thorne South Station, access road and parking area. Visibility splays for the site entrance are to be in accordance with Manual for Streets (30mph) or recorded 85th percentile wet weather speeds. Furthermore, forward visibility along South End Road is of concern and there is a need to ensure adequate visibility exists along South End Road. These are to be provided as part of any forthcoming application.</p> <p>The site could possibly be served by Southfield Close, subject to a minimum carriageway width of 5.5m being achieved. This may require footway narrowing to achieve. An existing public footway linking Southfield Road and rail station may require stopping up under Section 247 of TCPA to facilitate the development.</p>
Trees & Hedgerows	<p>The retention of the hedgerows, whilst preferred, may be problematic in reality. The best approach is therefore to seek ecological compensation.</p> <p>The site will require some good amenity tree planting at the entrance and lining the street, ideally within the public realm. If the applicant wishes to avoid pre-commencement condition that would be used with any future consent then landscaping should be given early consideration.</p>

Site 777; 'Plot 3', Harlington; Barnburgh - Harlington



Key :

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Title :
Site - 777

Completed By :
Planning

Reference :
Local Plan Sites

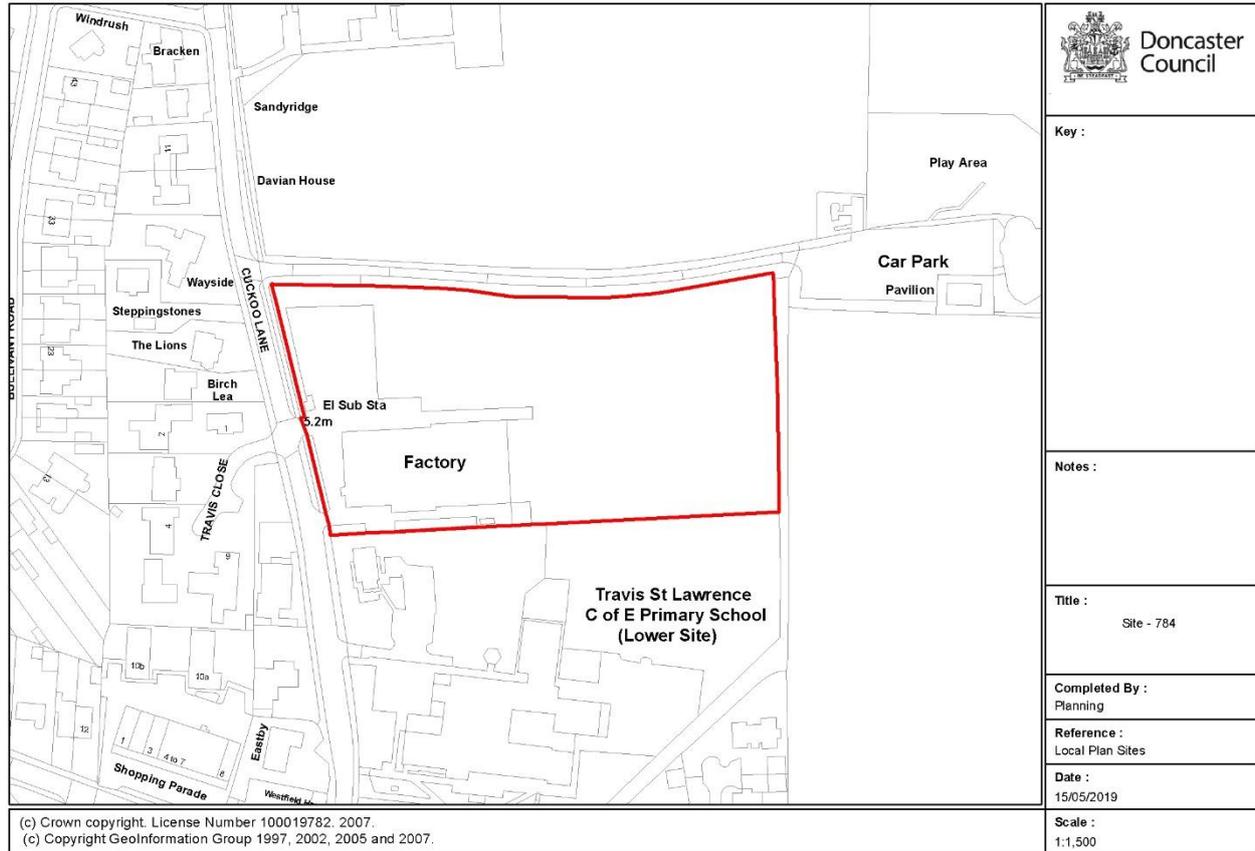
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15/05/2019

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Archaeology	The lack of substantial sub-surface development indicates that the potential for the survival of unrecorded buried remains is high. Further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	From a wildlife point of view habitat compensation should be provided along the southern boundary of the site. To enhance the wildlife corridor that runs further to the south along the River Dearne.
Design	New development should front toward Doncaster Road echoing building lines opposite. New houses should back onto existing houses along the eastern and western edges with rear gardens locked together. Houses should front southward. The Southern edge of the site requires appropriate stand-off distance from the overhead electricity transmission cables and a soft landscaped edge adjacent the countryside.
Education	A contribution towards education will be required.
Public Open Space	On site open space provision suitable for children's play will be required, including play equipment.
Transport	The site can be directly accessed from Church Lane. Access should be designed to Manual for Streets. Any private accesses to classified routes require turning facilities within the site curtilage. A footway is required along the site frontage. There is currently limited bus service provision in this location. A Transport Statement will be required, and development may require a routing agreement during construction.
Trees & Hedgerows	The site is bordered by hedgerows deriving from the 1822 Barnburgh cum Harlington Enclosure Award with the 'light' N-S internal hedge of similar vintage; composition, structural and cultural surveys required.

Site 784; Cuckoo Lane, Hatfield; Dunscroft, Dunville, Hatfield, Stainforth



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 784
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,500

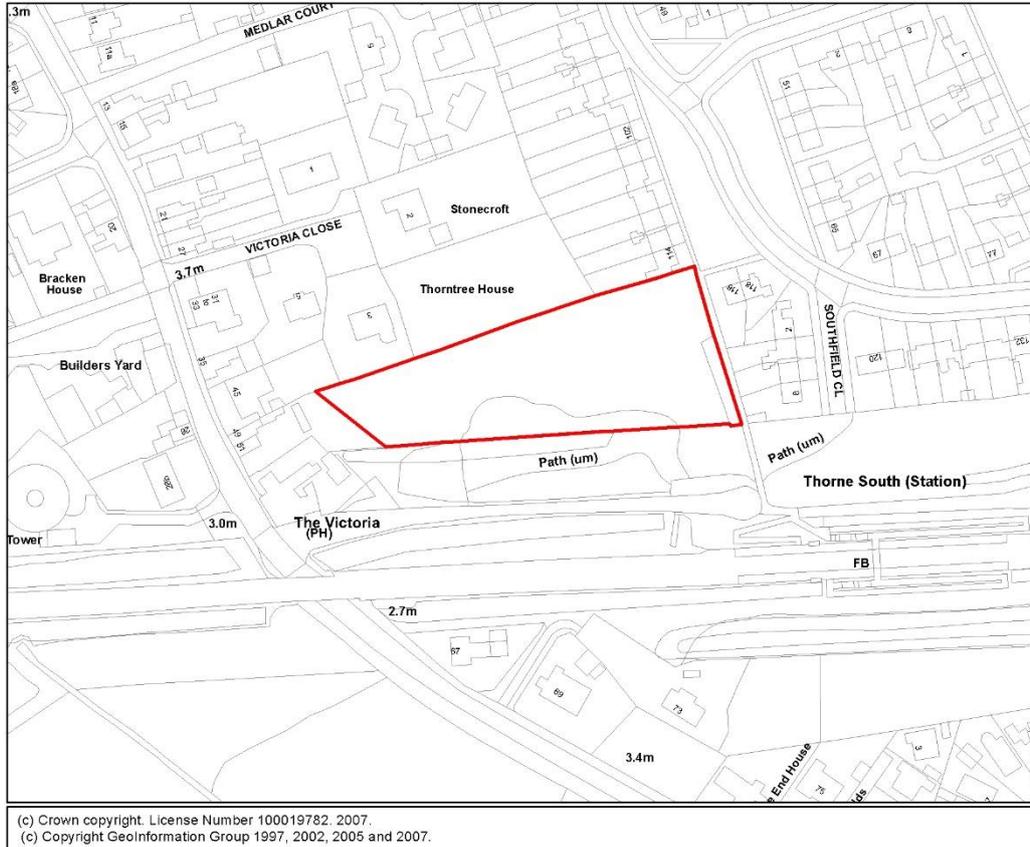
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Archaeology	Due to the relative lack of deep ground disturbance on the site, the potential for the survival of any previously unrecorded buried archaeological remains is considered to be moderate in the eastern part of the site. Within the footprint of the factory at the western end of the site, the survival of any previously unrecorded buried archaeology is considered to be low. Further archaeological investigations are likely to be required to inform development proposals.
Biodiversity	Habitat losses would require compensation. The boundary hedgerows, particularly to the north and east of the site should be retained and enhanced. Biodiversity net gain should be demonstrated.
Conservation & Heritage	To mitigate any adverse impact on heritage assets new development should retain and reinforce the historic boundaries and its green character to the field side; be set back to the line of the adjacent bungalow; and maintain green character and trees to the front of the site. Buildings should be no higher than 2 storeys and take into account local building materials (brick/pantile).
Design	New development should front toward Cuckoo Lane. Pedestrian and cycle linkages should run through the site and connect to the Public Footpath which runs along the eastern edge.
Education	A contribution towards education may be required.
Public Open Space	A commuted sum will be required, to be used on the adjacent open space Jubilee Park.
Transport	Access should be in accordance with Manual for Streets / South Yorkshire Residential Design Guide. There is some concern over additional traffic loading onto the Station Road / Cuckoo Lane junction to its poor horizontal alignment. The site is in close proximity to a school so a robust Construction Traffic Management Plan is required. A Transport Assessment will be required due to the proximity of a number of schools and the potential impact on vulnerable users. The site may require a routing agreement during construction.

Trees & Hedgerows

The historic eastern & northern boundaries are present on the 1843 tithe map for the parishes of Hatfield and Thorne; the east hedge line appearing to be fairly intact (unlike the north hedge line). No real tree issues subject to findings of a tree survey.

Site 795; Land on the East Side of South End, Thorne; Thorne & Moorends

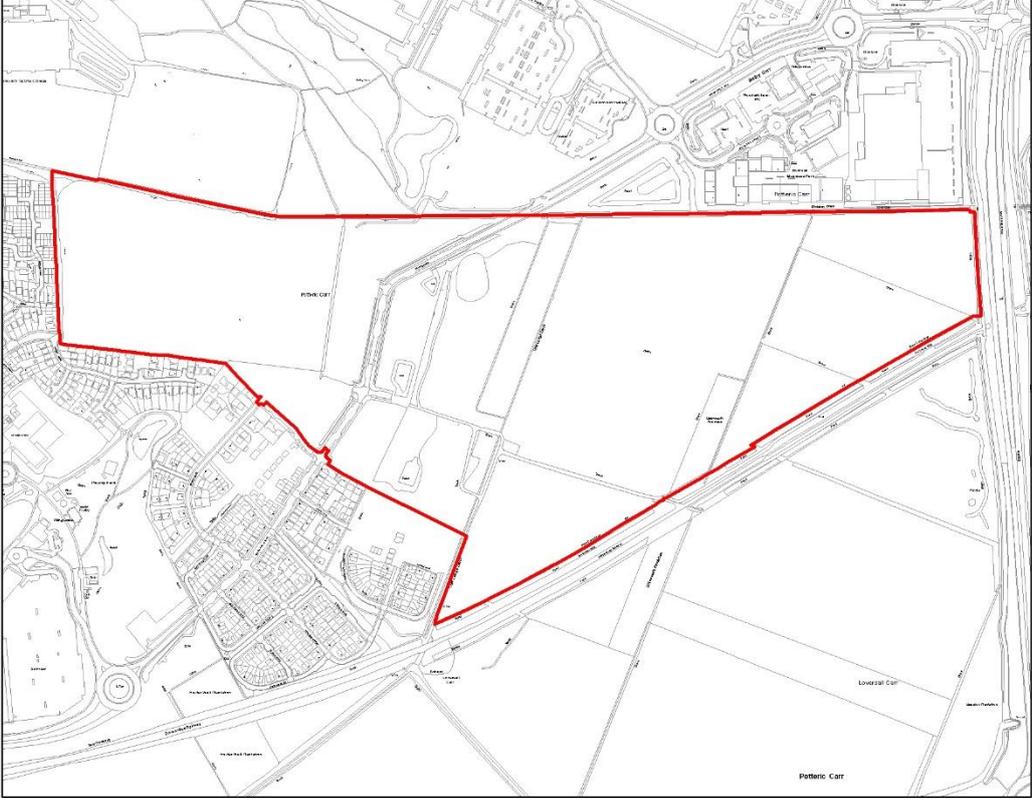


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Key :	
Notes :	
Title :	Site - 795
Completed By :	Planning
Reference :	Local Plan Sites
Date :	11/06/2019
Scale :	1:1,500

Archaeology	The site can be assessed as having uncertain archaeological constraint and if brought forward for development further archaeological investigation may be required. The scope and nature of any archaeological investigation, if required, should be discussed with the South Yorkshire Archaeology Service (SYAS).
Biodiversity	Development will result in the loss of an area of habitat used by a range of species. Prospective developers will need to show how this can be compensated ensuring biodiversity net gain. Any application should be supported by an ecological appraisal.
Design	There is an opportunity to open up access to the station with a pedestrian / cycle footway connection to the existing footway to the east of this site and the adjacent Site 510. Natural surveillance over the adjacent footpath and the station access road to the south should be improved through the siting of new homes on the site.
Education	A contribution to education will be required.
Public Open Space	A commuted sum will be required to contribute towards improving a local open space.
Transport	Access will need to be taken from South End, via Site 510, or potentially via Southfield Close, subject to a minimum carriageway width being achieved. Both access options via either South End Road or Southfield Close will require land outside the potential development plot to deliver a new access road and therefore will probably require 3rd party land to facilitate this. Visibility splays for the site entrance are to be in accordance with Manual for Streets (30mph) or recorded 85th percentile wet weather speeds. Furthermore, forward visibility along South End Road is of concern and there is a need to ensure adequate visibility exists along South End Road. These are to be provided as part of any forthcoming application.
Trees & Hedgerows	The retention of the hedgerows, whilst preferred, may be problematic in reality. The best approach is therefore to seek ecological compensation.

	ditches running through the site. A Transport Assessment and Travel Plan will be required. Links onto Woodfield Greenway should be provided. Bus accessibility is a concern which must be addressed. Development may require a routing agreement during construction.
Trees & Hedgerows	The network of numerous hedgerows and woodlands predates the Loversall tithe map of 1816 (with some elements present on the 1782 'Plan of Rivers, Cuts, Drains drawn for the Trustees of Potteric). Any reserved matters applications must be informed by tree surveys.

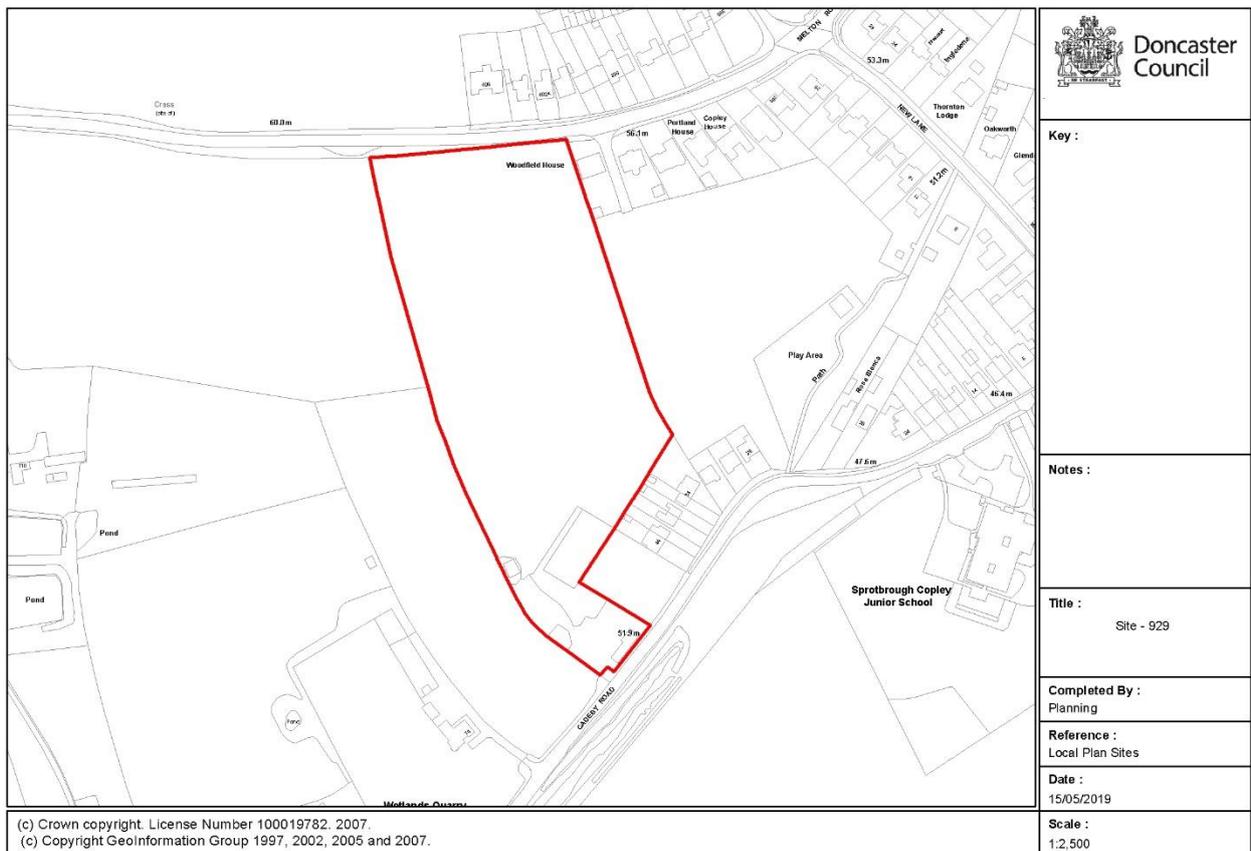
Site 836; Land South of Woodfield Way; MUA

	 Doncaster Council
	Key :
	Notes :
	Title : Site - 836
	Completed By : Planning
	Reference : Local Plan Sites
Date : 15/05/2019	
Scale : 1:6,500	
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Archaeology	The site has been drained and in agricultural use since probably the 17th century, and this may have impacted on the preservation of archaeological remains, though excavation within the western part of the site has indicated that buried archaeology does survive below the zone impacted by ploughing. Further remains are likely to survive within the undisturbed areas of the site. The footings of Carr Lodge may also survive. Some archaeological evaluation has already been undertaken within the site, and it is highly likely that further archaeological investigation will be required when the site is brought forward for development.
Biodiversity	This site represents a substantial proportion of the green corridor that runs through to Potteric Carr SSSI. Important wildlife features include the numerous hedgerows, woodlands, Division drain and extensive grasslands. Biodiversity impacts will need to be accounted for and compensation provided. Ecological buffers will be required along Division drain and along retained woodlands, and mature tree lines and hedgerows.
Design	The Carr Lodge Design Code Supplementary Planning Document (SPD) exists for this site and seeks to maintain the high quality design principles secured in a now lapsed outline consent. In order to co-ordinate the delivery of community facilities, the local centre, parks and areas of public open space a refreshed masterplan and delivery strategy for the remaining phases of development shall be developed in consultation with the local community and Council, and approved by the Local Planning Authority prior to the determination of any further applications for development on this site. Unless otherwise agreed by the LPA, the refreshed Masterplan and Delivery Strategy should accord with the

	main design and layout principles for the site contained within the adopted Carr Lodge SPD.
Education	A contribution towards education will be required.
Public Open Space	On site open space will be required across the site.
Transport	Subject to outline approval and subsequent reserved matters applications. There may be issues to resolve from the first phase related to development platforms and the size of ditches running through the site. A Transport Assessment and Travel Plan will be required. Links onto Woodfield Greenway should be provided. Bus accessibility is a concern which must be addressed. Development may require a routing agreement during construction.
Trees & Hedgerows	The network of numerous hedgerows and woodlands predates the Loversall tithe map of 1816 (with some elements present on the 1782 'Plan of Rivers, Cuts, Drains drawn for the Trustees of Potteric). Any reserved matters applications must be informed by tree surveys.
Other	The site has a Supplementary Planning Document – please refer to this for further information.

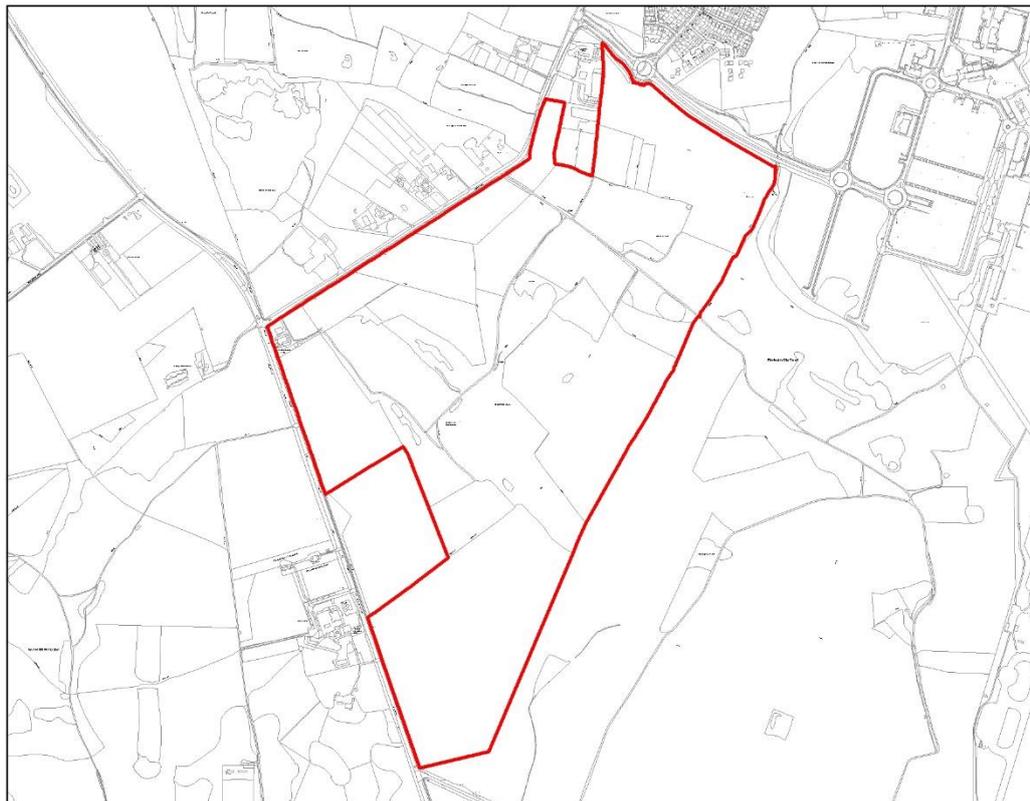
Site 929; Land North of Cadeby Road, Sprotbrough; Sprotbrough



Archaeology	The presence or otherwise of significant archaeology on the site is unknown. Contact the South Yorkshire Archaeological Service (SYAS) as to whether any further archaeological investigations are required if the site is brought forward for development.
Biodiversity	The hedgerows on site should be retained where possible and landscaping should buffer the western site boundary. Biodiversity net gain should be demonstrated.
Design	New development should front toward Cadeby Road and Melton Road with building set back to reflect existing street frontages and building lines. New homes should provide surveillance over the open space to the east through properties fronting toward it set back behind private drives and any retained trees / hedgerows. Pedestrian and cycle connections should be provided between Melton Road and Cadeby Road and the open space. The layout should be informal, and include enhanced landscape planting, to the western edge of the site to soften this aspect of the site's edge within the wider landscape.
Education	A contribution towards education will be required.

Public Open Space	Given the site is adjacent to an existing open space, a commuted sum would be required to improve this. Green infrastructure should be present on the site itself, with access to the adjacent open space provided.
Transport	Access to be designed to DMRB standards with visibility to 85%ile WWS resulting in loss of hedgerow. There is a need to provide a footway along site frontage to connect to existing to the west of the site (circa 100m). There may be a need to alter the TRO to move change in speed limit and gateway feature (currently in middle of site frontage to Melton Road. Secondary access from Cadeby Road can be considered although visibility to 85%ile WWS may prove difficult to achieve and result in loss of hedgerow (if achievable). There will need to be an extension of the existing footway to site access Melton Road and/or Cadeby Road, latter is quite narrow. Cadeby Road is busy at school start and finish times/proximity to Copley Junior School. A Transport Assessment & Travel Plan is required. Development may require a routing agreement during construction.
Trees & Hedgerows	The eastern boundary (light) hedgerow can be traced back to an untitled late 18th-early 19th century estate plan; the north and western boundaries can be traced back to the much earlier (1711) wider estate plan for Bilham, Marr, Scawsby, Cusworth, Newton, Sprotbrough and Cadeby. Whilst the N hedgerow appears rather 'flimsy', the western hedgerow appears bulkier. No arboricultural issues. Boundary hedgerow retention dependent on structural condition, highway visibility and secure boundaries. The western boundary should be retained and enhanced.

Site 940; Site 1, Land East of Poplars Farm, Hurst Lane, Auckley; Auckley – Hayfield Green



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 940
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:11,500

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Archaeology	<p>There has been little recorded below-ground disturbance within the site. As such, the survival of any previously unrecorded heritage assets within the site is considered to be moderate. Consequently, further archaeological investigations are likely to be required.</p> <p>The site has not been assessed separately but was assessed in the archaeological scoping report as part of the wider site, and the following would still apply if allocated.</p>
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	<p>Due to the lack of deep ground disturbance the likely survival of buried archaeological remains associated with the complex of Iron Age to Romano-British field systems and settlement is considered to be high. Areas where quarrying has taken place have no potential for the survival of archaeological remains. Given the evidence for extensive buried archaeological remains on this site, further consideration of the impact on these would be required to establish whether there was capacity for housing on this site.</p> <p>The extent and scope of any further investigation for all parts of the site should be discussed with the South Yorkshire Archaeology Service</p>
Biodiversity	<p>Habitat losses would need to be accounted for and an application would need to demonstrate how it would deliver a net gain for biodiversity. Also of exceptional importance in this area is the habitat network and connectivity of this would need to be enhanced through very careful design. New planting would be required to strengthen connections between the matrix of woodlands. Currently, while much of the site is agricultural, wildlife will still be able to use this to move between the woodland sites. Once housing is built this will provide a much bigger barrier to dispersal of species. This is why improving the existing habitat connectivity would be essential component of the design.</p> <p>The site spans the area between two Local Wildlife Sites (Hurst Plantation, Savage Brooks, and Marr Flatts Wood (4.32) and Hurst Wood (4.31b), and woodland is a valuable biodiversity feature of the wider landscape. In particular, the wet woodland components of these neighbouring sites need to be protected from loss or degradation as a result of the development. All woodlands and wetland features on or adjacent to the site (whether designated or not) would need protecting through the provision of appropriate landscape buffer zones.</p> <p>Similar principles will need to be applied to further phases of development to protect and enhance the ecological connectivity and quality of the woodlands and their individual features of interest.</p>
Design	<p>Development proposals for this site must be informed by comprehensive airport area-wide masterplanning as required by Policy 7. This must include production of an agreed design code for this site and further potential housing areas south of the Airport Access Road / Great Yorkshire Way. The design must meet the quality aspirations of Policy 7 and Local Plan design policies. The masterplan and code are to be prepared and agreed with the Local Planning Authority in advance of any development on this land. The design code and layout for this site must ensure pedestrian and cycle connectivity through this site, to the proposed Plaza and existing community to the north. This must include links to the proposed railway station to the north if this comes forward. The layout should ensure a high quality gateway is provided on arrival to the site from the north, which may include provision of a primary school. It should be designed to create a legible and secure block structure with a hierarchy of streets. The principal spine road access must be designed to incorporate a high quality tree lined avenue in verge treatment and be fronted by new development. New development must also front toward Hurst Lane, albeit development could be set back behind a green edge to reflect the existing character. New homes should be set away from existing woodland by sufficient distance.</p>
Education	<p>A contribution towards education will be required. The wider site if it comes forward is projected to require at least one new school.</p>
Public Open Space	<p>The site will require onsite open space, and consideration will need to be given as to how this can connect with and relate to the wider master plan area, and open spaces which will be required as part of this.</p>
Transport	<p>The Doncaster Sheffield Airport draft masterplan (Plan 6) shows access to residential development via new roundabouts at the junctions of A638 / Hurst Lane and A638 / High Common Lane. If it is intended that the orange shaded area is to be served by priority junction on to Hurst Lane, design is to be in accordance DMRB with visibility splay of 4.5m x 215m. Due to the visibility constraint caused by the bend at the northern end of the site, the location of the access may conflict with the position of the existing bus stop which therefore may need moving.</p> <p>M18 junction 3 capacity constraints raised by Highways England as part of nearby current application (currently unresolved).</p>
Trees & Hedgerows	<p>There are major woodland blocks connected by remnant hedgerows deriving from the 1778 Blaxton, Auckley with Finningley Enclosure Award. Any layout proposals will, need to</p>

	be informed by tree surveys and include appropriate stand-off from woodland where required.
Other	This site needs to be considered in the wider context of the airport and other proposed airport development, and will form part of the airport masterplan and residential design code required under policy 7.

Site 1028; Sunderland Street, Tickhill; Tickhill

	Key :
	Notes :
	Title : Site - 1028
	Completed By : Planning
	Reference : Local Plan Sites
Date : 15/05/2019	
Scale : 1:2,000	
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Archaeology	The presence or otherwise of significant archaeology on the site is unknown. Contact the South Yorkshire Archaeological Service (SYAS) as to whether any further archaeological investigations are required if the site is brought forward for development.
Biodiversity	The field boundaries and wooded strip along the motorway edge should be protected and enhanced. Habitat losses should be accounted for and compensation should contribute to local priorities identified in the Torne Catchment Plan in which the Paper Mill Dyke corridor to the south of the site is identified. The southern boundary of the site should include native hedgerow planting as a buffer to the wider countryside.
Conservation & Heritage	The northern tip of the site contributes to the wider setting of Sunderland Farm and the modern development of 7 cottages here has taken this into account in terms of design and materials. Careful consideration of the form and character of the buildings as seen from Sunderland Street and the approach to the listed farm would be required. Reinforcing green/open character here would also help. Provided buildings are no more than 2 storeys high there would be no conservation constraints on development to the rear of these 7 cottages.
Design	New development should incorporate appropriate stand-off from the Motorway edge and include noise attenuation measures. If open space is to be provided it may be appropriate to locate POS along this edge. Rear gardens of new homes should back onto existing rear gardens to the north and west in a secure layout. Properties should front southward in an outward looking arrangement with landscape buffering along the southern edge to soften the settlement edge adjacent the countryside.

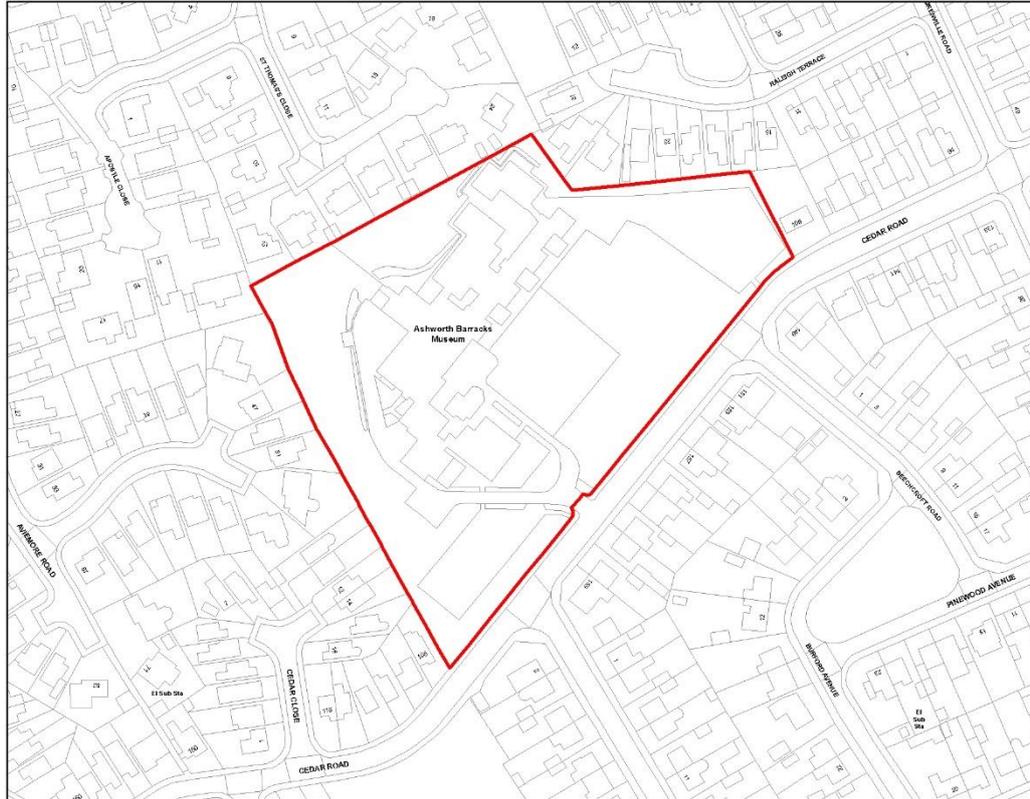
Education	A contribution towards education will be required.
Public Open Space	A dedicated on site open space will be required.
Transport	Access to Sunderland Street is possible, but ultimately may require the relocation of the existing garages to accommodate suitable access on to this site. Development may require a routing agreement during construction.
Trees & Hedgerows	As Tickhill would appear to have been enclosed prior to the main period of parliamentary enclosure acts (mid-18th to mid-19th centuries) the hedgerows that bisect/surround the site may be considered as ancient hedgerows. Hedgerow planting should be undertaken on the southern boundary.

Site 1041; Balby Archives; MUA



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 1041
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,000

Biodiversity	A bat survey may be required, no constraints otherwise.
Conservation & Heritage	The buildings on site are considered to be of local interest and add to the current townscape. Retention and sensitive conversion of these should be undertaken.
Design	Ideally new development will re-use, adapt or partially redevelop the existing on-site buildings and retain existing boundary walls in whole or part. If this is unfeasible, new development should front toward King Edward Road, Victoria Road and Florence Avenue to complete the block, with buildings positioned and designed to respect existing building lines of surrounding streets, property heights, boundary treatments and local character.
Education	An education contribution may be required.
Public Open Space	A contribution to a local open space may be required.
Transport	The site is currently served by 3 sub-standard vehicular accesses which require rationalising. No real issues identified. Access to be designed in accordance with technical requirements of South Yorkshire Residential Design Guide – Visibility splays of 2.4m x 43m.



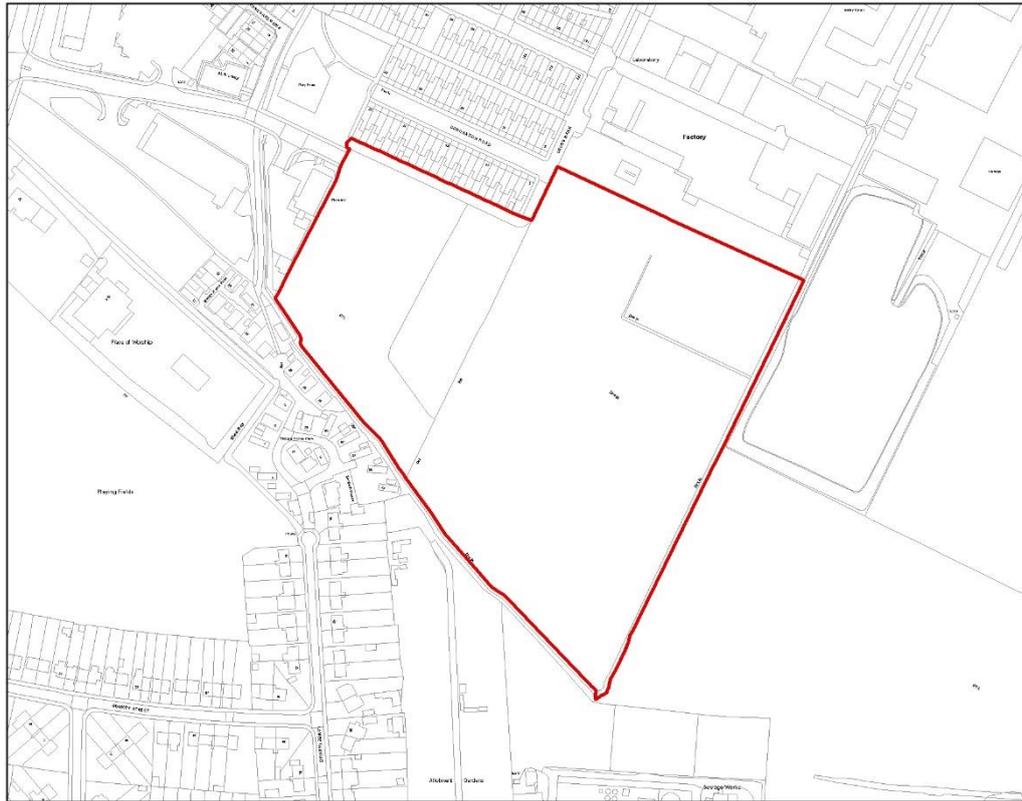
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Key :
Notes :
Title : Site - 1042
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:1,500

Archaeology	The presence or otherwise of significant archaeology on the site is unknown. Contact the South Yorkshire Archaeological Service (SYAS) as to whether any further archaeological investigations are required if the site is brought forward for development.
Biodiversity	Habitat losses should be accounted for and appropriate compensation provided. Mature trees on site should be retained where possible subject to the results of a tree survey. The buildings proposed for demolition would require bat surveys.
Conservation & Heritage	Due to its elevated location the distinctive white tower and dome of the listed church of St Peter is visible from Cedar Road across the open grounds of the site. Maintaining some open space and/or building in sightlines from Cedar Road towards the church above and around any new buildings should mitigate any impact on views.
Design	New development should be of a suburban character appropriate to the area. The layout should incorporate semi-detached properties fronting Cedar Road. Rear gardens of new homes should back onto existing rear gardens to the north and west in a secure layout.
Education	A contribution towards education may be required.
Public Open Space	On site open space would be preferred on this site.
Transport	Access from Cedar Road in accordance with South Yorkshire Residential Design Guide – splay required – 2.4m x 43m.
Trees & Hedgerows	Turkey Oak is subject to T1 of the Doncaster Borough Council Tree Preservation Order (No.267) Mallard Primary School, Cedar Road, Balby, Doncaster 2004 on the site (along with other trees on the frontage, lining the access and NW corner). Layout proposals should be informed by a tree survey.

Site 1046; Land at Cross Bank, Balby; MUA



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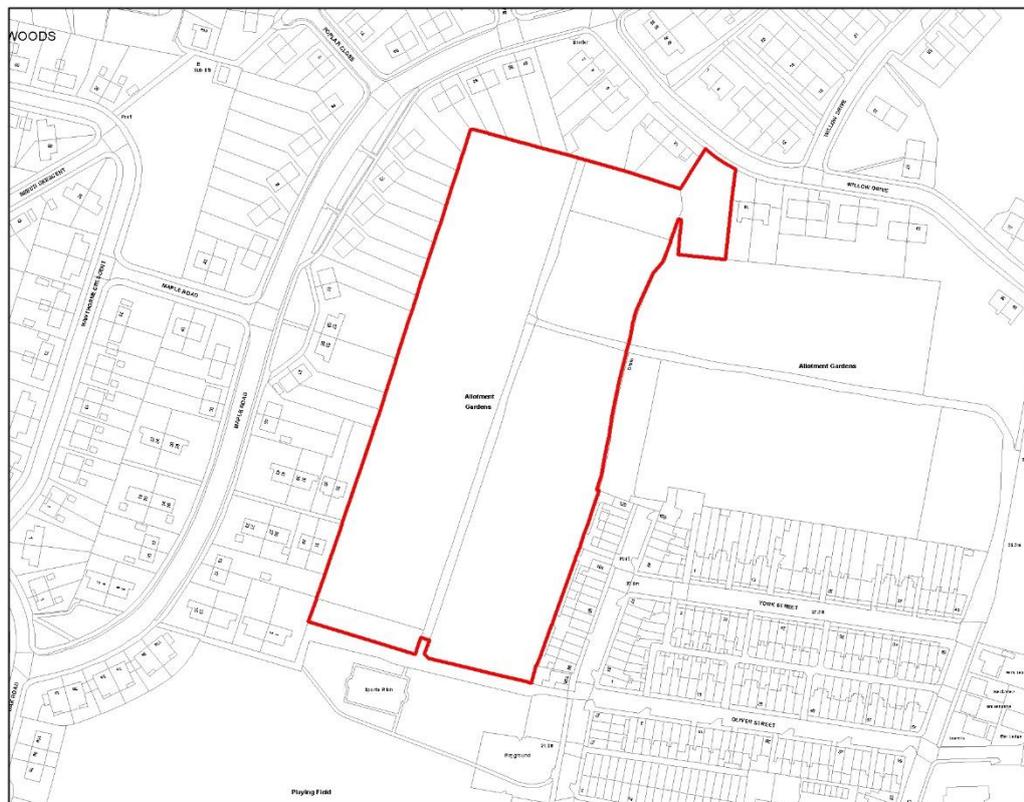


Key :
Notes :
Title : Site - 1046
Completed By : Planning
Reference : Local Plan Sites
Date : 03/06/2019
Scale : 1:2,500

Archaeology	The layout and design should be informed by a programme of archaeological evaluation to be agreed with South Yorkshire Archaeology and undertaken at an early stage.
Biodiversity	Along the southern / south-western boundary of the site there should be a significant wildlife corridor, a minimum of 25-30m in width. This should form part of the public space on the site rather than being enclosed in gardens so that wildlife value can be maximised. The loss of wildlife on the site should be assessed using a biodiversity net gain calculation metric in order to quantify the habitat loss and calculate an appropriate amount of compensation. Given the size of the site it is expected that a good proportion of the compensation would be delivered off site.
Design	A development brief has been produced for the part of the site owned by the Council. Access to the site should predominantly be from Sandringham Road, with a secondary connection northward to Cross Bank and to access the northern part of the site. The northern side of the access road will require landscape screening to the rear of the existing terrace properties alleyway. There is the potential for this site to provide access to neighbouring sites to the east and the layout should make provision for this. The southern part of the site should be laid out as an area of public open space to meet local requirements and to act as a buffer to the sewage works. Although the green infrastructure corridor of 25-30m width which should be developed along the site's southern / south-western edge. This buffer should include informal recreation routes which provide potential future linkages to the land to the east through the green wedge to Carr Lodge. The open space should be overlooked by development. It should provide screening along the southern edge as part of the ecological corridor along this edge. There is a need to provide appropriate stand-off distances from existing residential development along the northern and southern edges of the site. New housing should provide a frontage to Cross Bank.
Education	A contribution towards education will be required.
Public Open Space	On site open space is required with the potential to locate this to the adjacent open space to create a larger area.
Transport	Vehicular access should be taken from Sandford Road / Sunningdale Road by extending the existing turning head into the site. The principle of this is considered acceptable subject

	to pedestrian / cycle connectivity to Cross Bank, and a satisfactory technical assessment being undertaken. Street layout should follow guidance in the South Yorkshire Residential Design Guide. There should also be convenient linkages from the site to the adjacent footway and cycleway networks including retaining the potential for connection to the informal footpaths across land to the east of the site.
Trees & Hedgerows	A tree survey is required. This site includes a potentially valuable piece of urban woodland. Tree loss is only justifiable if the trees survey poorly.
Other	Yorkshire Water are unlikely to support residential development within 200m of the Sewage Works due to the potential for odour nuisance and loss of amenity. Therefore any application for this use should be informed by an odour assessment and include suitable mitigation where appropriate. New development would need to accommodate or divert the existing sewers and overhead power lines which cross the site, and the ditches at the edges, with suitable easements provided if retained in situ. Potentially a landscape / acoustic barrier may be required adjacent the employment uses, subject to surveys.

Site 1048; Schofield Street; Mexborough



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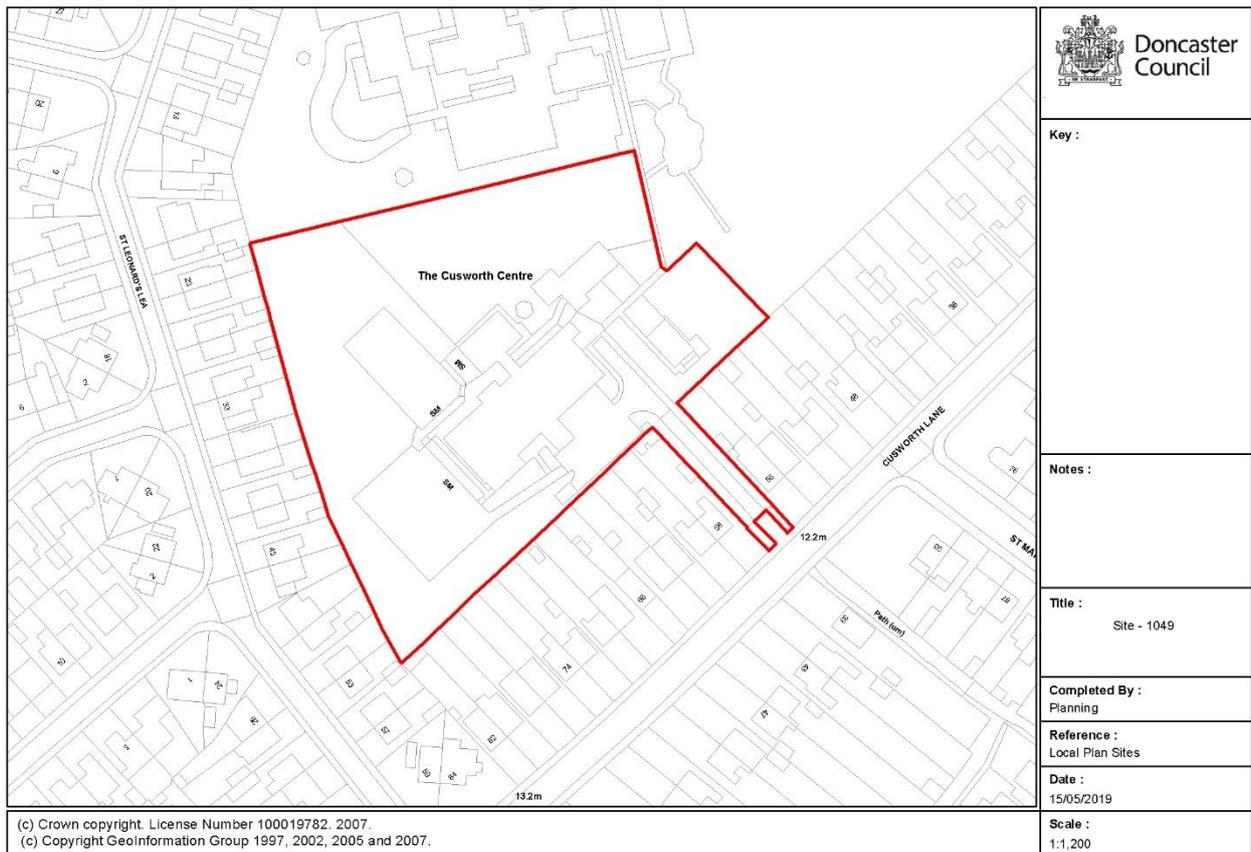


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Notes :
Title : Site - 1048
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:2,000

Archaeology	The layout and design should be informed by a programme of archaeological evaluation to be agreed with South Yorkshire Archaeology and undertaken at an early stage;
Biodiversity	A strong landscaping scheme must be developed that is designed with to deliver the best possible outcome for wildlife. Biodiversity net gain can be used to deliver some off site compensation for the habitat losses.
Design	A development brief has been produced for this site by the Council. A pedestrian / cycle route should be created through the site linking the POS to Willow Drive. The layout should create a robust block structure with properties fronting toward streets, providing dual aspect at corner locations, and creating houses backing onto or side onto adjacent residential edges and the allotment gardens. There is a need to provide appropriate stand-off distances from existing residential development along the northern, eastern and western edges of the site New homes should front toward the POS to the south in order to improve natural surveillance of this area and provide outlook.
Education	A contribution towards education may be required.

Public Open Space	It is apparent this western part of the site has not been used as an allotment for a number of years, and as such in principal the Local Planning Authority do not have an issue with this derelict open space being lost if this can be of benefit to the local community. Given the number of local open spaces in the vicinity of this site, a commuted sum should be provided to improve these as part of an application.
Transport	Vehicular access to the site should be from Willow Drive. May require a routing agreement during construction.
Trees & Hedgerows	Any proposal needs to be subject to a tree survey following the guidance in BS5837:2012 Tree works recommendations carried out by a suitably qualified and competent arborist. The survey should be carried out on the site at the feasibility stage of any development and create a survey report, a categorization of the trees on and adjacent to the site and a tree constraints plan. This information should then be carried forward and used to inform the design brief and design of the subsequent development.

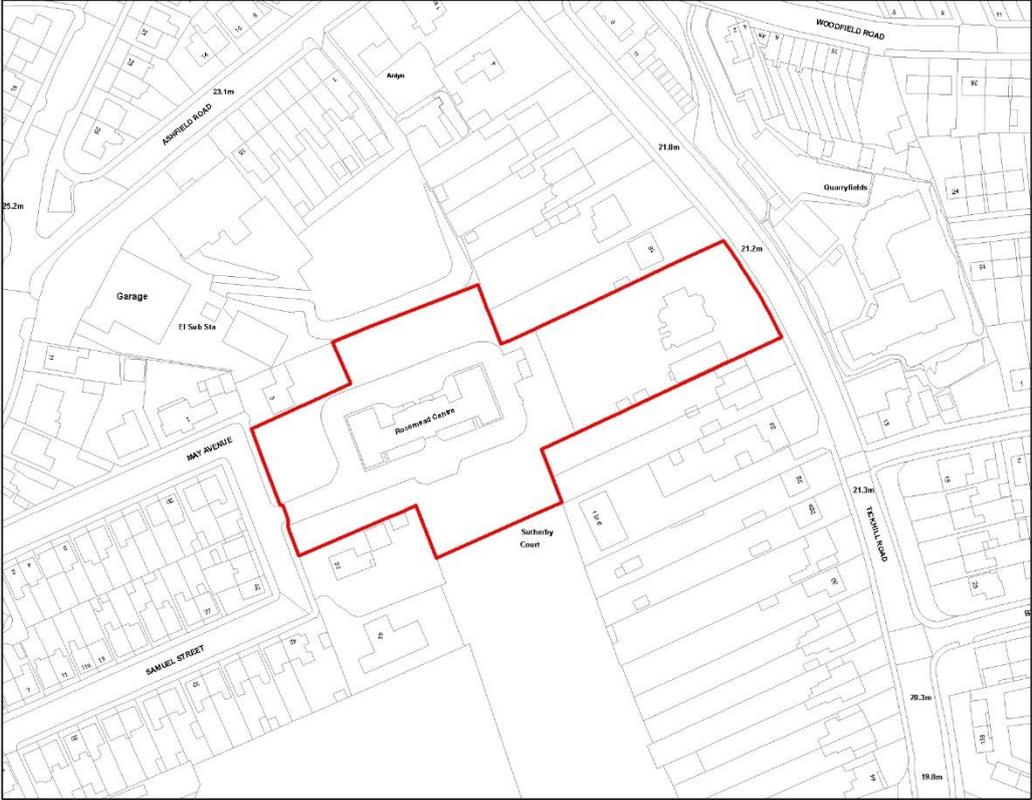
Site 1049; Cusworth Centre; MUA



Biodiversity	Habitat losses should be accounted for and appropriate compensation provided. Mature trees on site should be retained where possible subject to the results of a tree survey. The buildings proposed for demolition would require bat surveys.
Design	New development should back rear gardens onto existing rear gardens and the adjacent school to create a secure layout. The site layout lends itself to the creation of a small area off POS in the centre of the site as a focal point for new homes around the edges.
Education	A contribution towards education will be required.
Public Open Space	On site open space would be the preference for this site.
Transport	A 2.4m x 43m visibility splay would be required at the junction with Cusworth Lane. Access into the site could be via a footway crossover (similar to what is there now for a relatively minor development) and the width for a conventional residential street would be 5.5m wide carriageway with 2m wide footways. For the access into the site this could be reduced to a 5.5m carriageway, 2m wide footway to one side and a 700mm wide hard

	<p>margin to the other. Vehicle tracking would be needed to determine if standards are met with consideration given to the amount of traffic on Cusworth Lane itself. See extract from South Yorkshire Residential Design guide below:</p> <p>“B.3.3.12 Junctions with 30mpg streets:</p> <ul style="list-style-type: none"> • Design vehicle to be determined based on local land use considerations. • Where the average 2 way peak hour traffic flows on both the major and minor arm are less than 500vph, the design vehicle should be able to turn with the vehicle body leaving a 0.5 metres clearance to the carriageway edge on both the major and minor arms. • Where average peak hour 2 way traffic flow on the major arm exceeds 500 vph, the design vehicle should be able to turn without crossing into the opposing lane on the major arm. • When the average peak hour 2 way traffic flow on both arms exceeds 500 vph, the design vehicle should be able to turn without crossing into the opposing lane on both arms.”
Trees & Hedgerows	<p>There is a valuable tree belt in the SW corner and on / adjacent to the southern boundary. Layouts should be informed by a tree survey.</p>

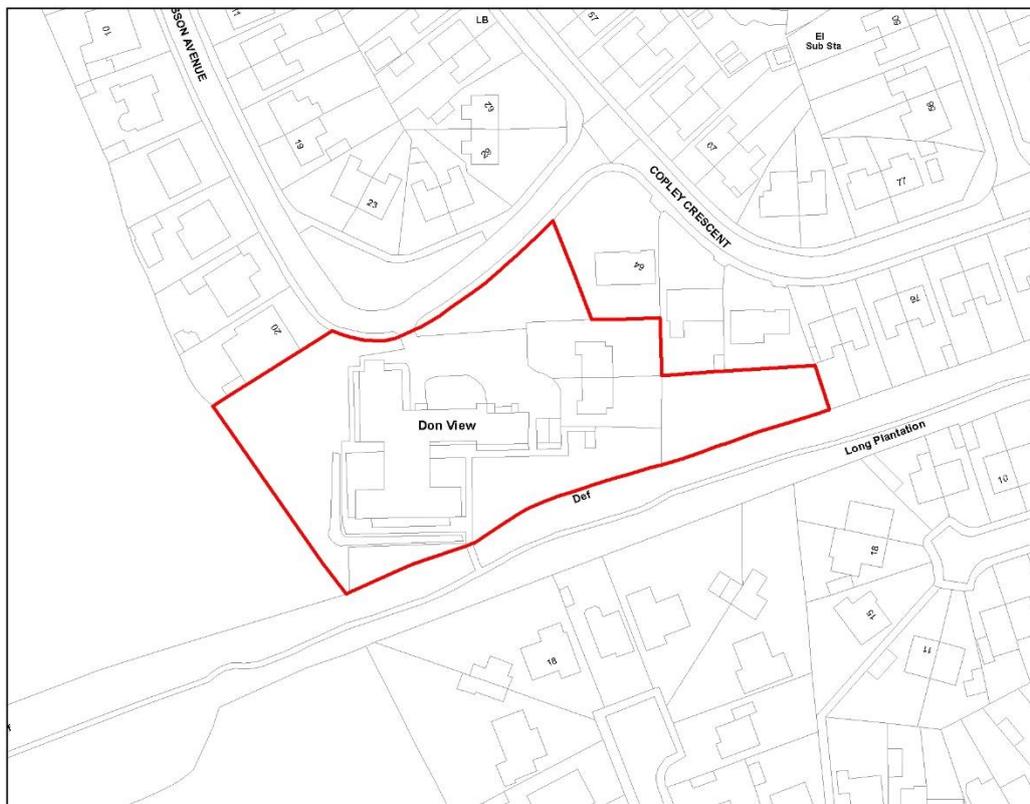
Site 1052; Stanley House / Rosemead House; MUA

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Biodiversity	<p>Habitat losses should be accounted for and appropriate compensation provided. Mature trees on site should be retained where possible subject to the results of a tree survey. The buildings proposed for demolition would require bat surveys.</p>
Design	<p>New development should front toward May Avenue and Tickhill Road, with properties set back from Tickhill Road to respect established building lines and front boundaries retained as far as possible. A pedestrian / cycle route should be developed through the site between May Ave and Tickhill Road to improve pedestrian permeability and movement in the local area. The layout could also enable potential access to the land to the south which may</p>

	come forward for future development. The mature trees are a key characteristic of this site and any layout must be informed by a tree survey and shaped by any retained trees.
Education	A contribution towards education will be required.
Public Open Space	A contribution to improve an offsite open space would be required.
Transport	Access to Tickhill Road in accordance with South Yorkshire Residential Design guide. Visibility splays of 2.4m x 43m required in line with posted speed limit. This may not be achievable due to neighbouring boundary treatments / existing trees. If not, a pedestrian linkage is required. Access from May Avenue would be achievable by upgrading the existing vehicular access.
Trees & Hedgerows	The lime tree on the Tickhill Road frontage is subject to Doncaster Borough Council Tree Preservation Order (No.393) 2017 Stanley House 18 Tickhill Road Balby and there are other mature skyline trees around the periphery of the site that contribute to the locality. Layout should be informed by a tree survey.

Site 1053; Don View, Thelluson Avenue; MUA



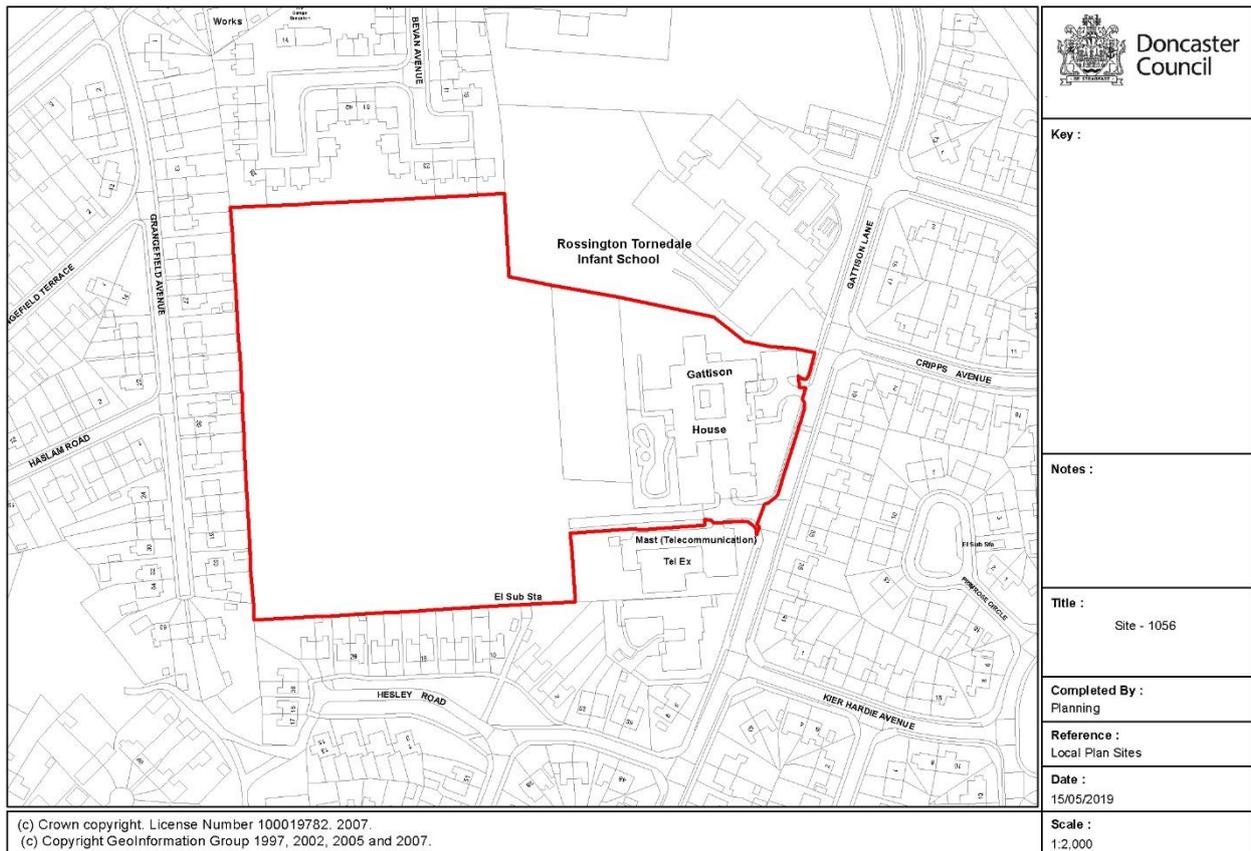
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 Doncaster Council	
Key :	
Notes :	
Title :	Site - 1053
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:1,000

Biodiversity	Habitat losses should be accounted for and appropriate compensation provided. Mature trees on site should be retained where possible subject to the results of a tree survey. The site layout should provide an appropriate buffer from the woodland corridor to the south of the site.
Conservation & Heritage	There is a thick belt of trees to the west and south boundaries of the proposed allocation site and these should be retained and buildings kept to a maximum of two storeys to ensure there is no impact on the neighbouring Park and Garden of Local Historic Interest – Cusworth Hall and its historic parkland/grounds.
Design	New development must front toward Thelluson Avenue. The mature trees are a key characteristic of this site and any layout must be informed by a tree survey and shaped by any retained trees with appropriate stand-off distances where required. The potential to create a pedestrian / cycle link to the adjacent Roman Ridge bridleway should be explored.

Education	A contribution towards education may be required.
Public Open Space	A contribution to an off-site open space would be required.
Transport	The location of the existing access appears suitable although will need updating / upgrading in accordance with South Yorkshire Residential Design Guide. Splays of 2.4m x 43m required. Prudent to include a link to the existing public right of way to the south of the site.
Trees & Hedgerows	Doncaster Borough Council Tree Preservation Order (No.392) 2017 Site of Don View 22 Thellusson Avenue Scawsby covers all of the trees at the site. Layout should be informed by a tree survey.

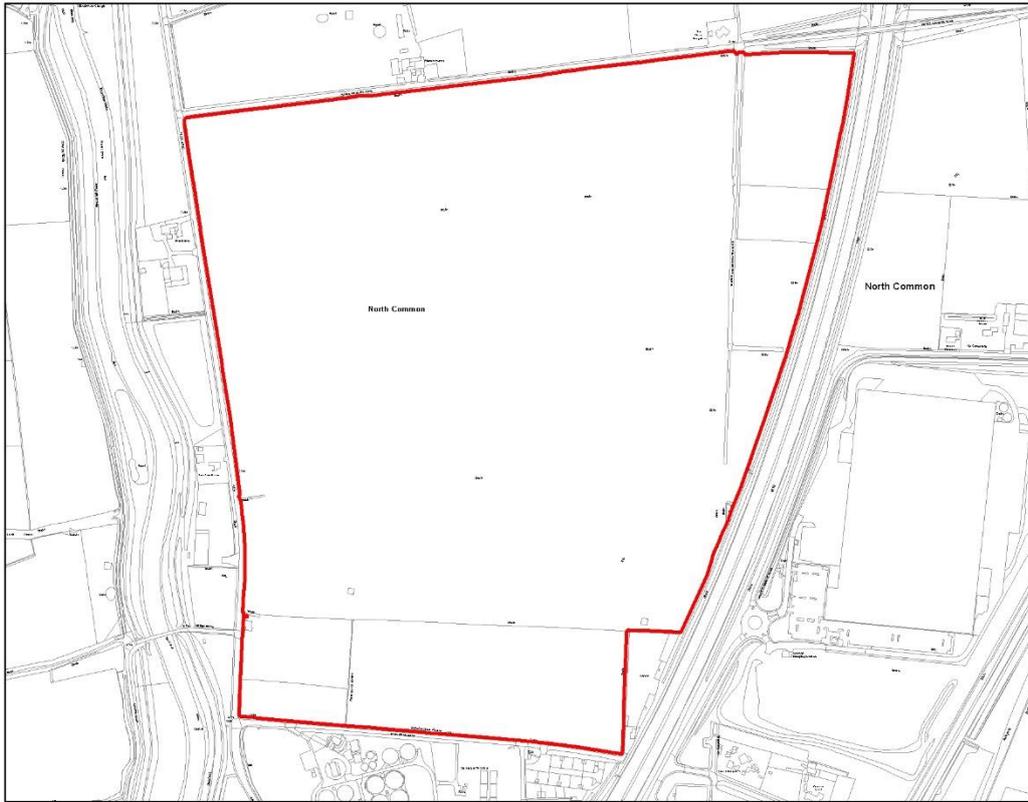
Site 1056; Gattison / Torndale, Rossington; Rossington



Archaeology	The presence or otherwise of significant archaeology on the site is unknown. Contact the South Yorkshire Archaeological Service (SYAS) as to whether any further archaeological investigations are required if the site is brought forward for development.
Biodiversity	Habitat losses should be accounted for and appropriate compensation provided. The buildings proposed for demolition would require bat surveys.
Design	New development should be accessed from and front toward Gattison Lane with semi-detached properties along the frontage. Rear gardens of new housing to back onto existing gardens along north, west and southern edges to create a secure layout, with appropriate separation distances from rear elevations. Public Open Space should be laid out ideally as a centralised area with a regular useable shape.
Education	A contribution towards education will be required.
Public Open Space	Open space should be provided on site.
Transport	Location of existing access ok. Access road in to site to be 5.5m with 2 x 2m contiguous footways designed in accordance with the technical requirements of the South Yorkshire Residential Design Guide. Splays of 2.4m x 43m.
Trees & Hedgerows	There are very important landscape trees notably along the site frontage as well as the north and south boundaries of Gattison House itself. No tree interest within the site aside from the occasional boundary specimen. Layout should be informed by a tree survey.

Employment Sites

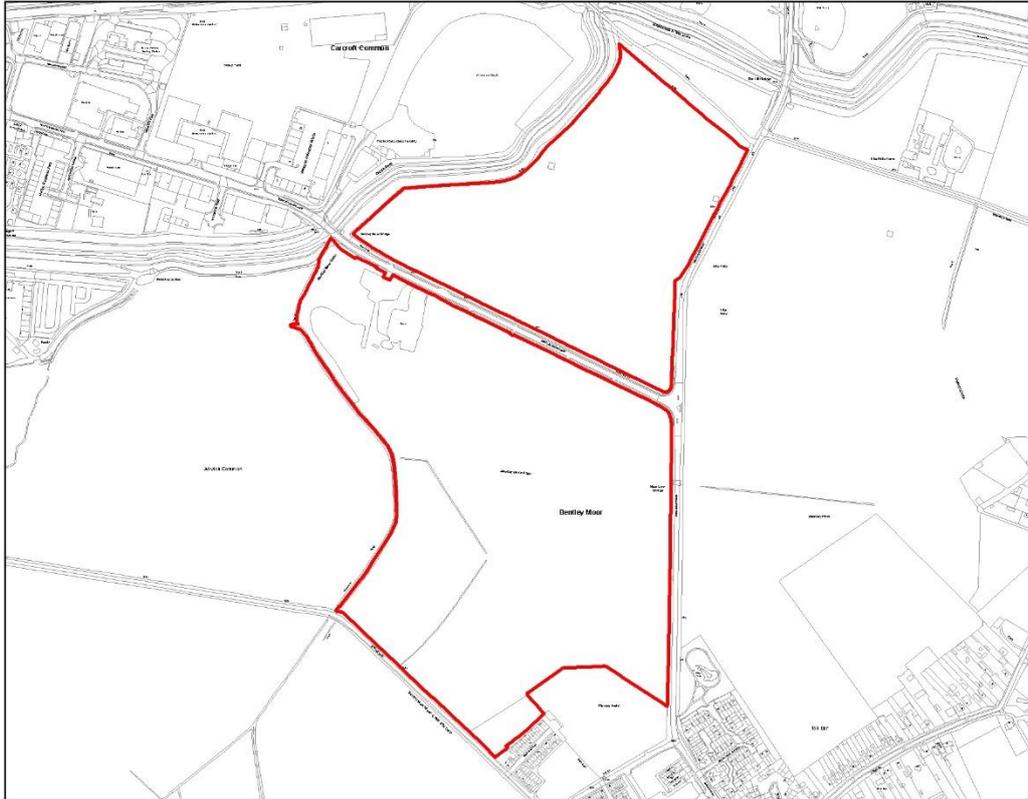
Site 001; Junction 6 M18, Thorne North; Thorne & Moorends



 Doncaster Council	
Key :	
Notes :	
Title :	Site - 001
Completed By :	Planning
Reference :	Local Plan Sites
Date :	15/05/2019
Scale :	1:6,500

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Archaeology	The potential for the survival of buried archaeology below the zone impacted by ploughing is considered to be moderate to high. Further archaeological investigation is likely to be required if the site is brought forward for development.
Biodiversity	New habitat creation landscaping should be provided along the eastern boundary of the site to enhance the ecological corridor along the nearby River Don. Given the proximity of Thorne Moors habitats attractive to foraging nightjar would be beneficial.
Design	A masterplan and design guide will need to be developed with the Council prior to submission of a planning application. The existing Public Right Of Way from North Common Road should be extended westward from its southern end to link with Selby Road. The site layout should be led by a robust landscape and visual impact assessment of the surrounding environment. Views and viewpoints to be agreed with the Council. There is a requirement for significant landscape buffering around the edges of the site and / or the locating of smaller buildings adjacent the open countryside. Likewise green corridors through the site are desirable to create a 'green grid' GI framework utilising existing drains where possible. Buildings should front onto public roads and create a high quality appearance from the motorway. Any large floor plate / large volume buildings should include quality architectural detailing which seeks to either break down the scale of the building or celebrate its prominence as a landmark building. Highest quality materials and detailing should be focused on the active, publicly viewable building elements, particularly those elevations that are visible from the motorway.
Transport	A Transport Assessment will be required. Previous comments have been made to the planning application on this site. Depending on whether this iteration of the scheme comes forward, these either need to be taken account of, or revised comments will be given as part of any future application.
Trees & Hedgerows	A prairie-type landscape where the vast majority of the 1825 Enclosure hedgerows have been removed. Layout should be informed by a tree survey.



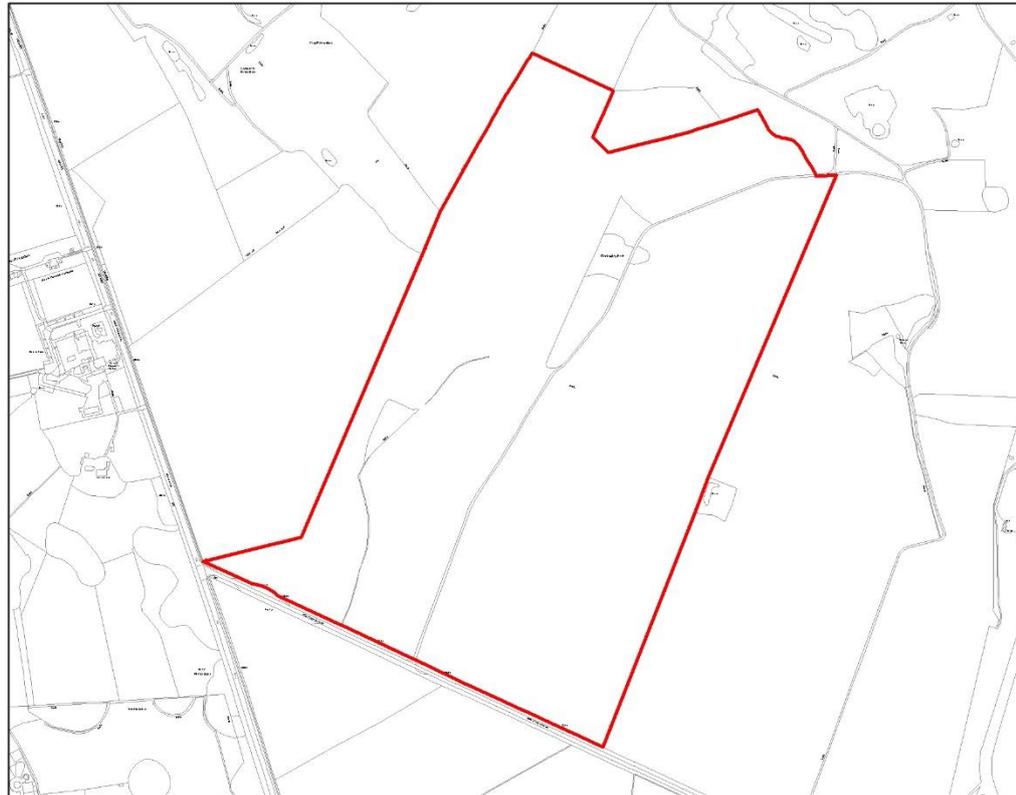
Key :
Notes :
Title : Site - 441
Completed By : Planning
Reference : Local Plan Sites
Date : 15/05/2019
Scale : 1:7,500

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Archaeology	<p>The construction of Bentley Grange may have destroyed any sub-surface archaeological deposits associated with the mid-19th-century brick kiln at that site. The site of Bentley Grange has not been redeveloped and the likely survival of sub-surface assets associated with the building is considered to be high. The excavation of the clay pit will have destroyed any sub-surface archaeological deposits that may have been present at that location.</p> <p>Due to the lack of deep-ground disturbance in the remainder of the site, the likely survival of any previously unrecorded heritage assets is considered to be moderate. Further archaeological investigation may be required if the site is brought forward for development.</p>
Biodiversity	<p>The site is close to a network of Local Wildlife Sites (to the north) and proposals should seek to enhance the wildlife corridor extending south and west along the Old Ea beck and along any connecting drains within the site. The impact of proposals on farmland birds should be accounted and compensated for.</p>
Design	<p>A masterplan and design guide will need to be developed with the Council prior to submission of a planning application. New pedestrian routes should be developed through the site to link up to recreation routes and existing footpaths at the edges. This should include a diagonal pedestrian / cycle route through the site from Tollbar to link to Bentley Moor Lane near the bridge. The site layout should be led by a robust landscape and visual impact assessment of the surrounding environment. Views and viewpoints to be agreed with the Council. This will likely result in a requirement for significant landscape buffering around the edges of the site and / or the locating of smaller buildings adjacent the open countryside. Likewise green corridors through the site are desirable to create a 'green grid' GI framework utilising existing hedgerows, drains and waterbodies where possible. Highest quality materials and detailing should be focused on the active, publicly viewable building elements, particularly those elevations that are visible from the Bentley Moor Lane, Adwick Lane, and the A19. Quality landmark buildings should mark the corner of Bentley Moor Lane / Doncaster Road</p>

Transport	Accessed from Bentley Moor Lane - Derestricted speed limit therefore access to be designed in accordance with DMRB requirements. There is a need to widen footways top the site frontage. Transport Assessment & Travel Plan required.
Trees & Hedgerows	Few remnant internal hedgerows traceable back to 1839 Dun Drainage Award; there is a valuable pond and surrounding woodland area abutting Bentley Moor Lane which would be an excellent hub for the required biodiversity connectivity. Layout should be informed by a tree survey.

Site 941; Site 2, Land East of Poplars Farm, Hurst Lane, Auckley; Auckley – Hayfield Green



Key :

Notes :

Title :
Site - 941

Completed By :
Planning

Reference :
Local Plan Sites

Date :
15/05/2019

Scale :
1:8,000

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Archaeology	<p>Given the evidence for extensive buried archaeological remains on this site, further consideration of the impact on these would be required to establish whether there was capacity for housing on this site.</p> <p>There has been little recorded below-ground disturbance within the purple site which was assessed in the archaeological scoping report as site 753; as such, the survival of any previously unrecorded heritage assets within the site is considered to be moderate. Consequently, further archaeological investigations are likely to be required.</p> <p>The extent and scope of any further investigation for all parts of the site should be discussed with the South Yorkshire Archaeology Service. Archaeological implications – a written scheme of investigation must be approved by the Local Authority prior to development.</p>
Biodiversity	<p>Further survey work will be required related to badgers which are using the site and the status of their sett. Would not like any access or pipelines to go through Finningley Big Wood. Green Infrastructure Plan is required which considers relationships with the wider ecological network. Would wish to see new woodland planting as compensation for any woodland loss. Need to demonstrate biodiversity net gain on this site and how it can be delivered.</p>
Design	<p>Need to integrate the scheme within the wider proposals at the airport and this site should form part of the proposed masterplanning in this location, including firm commitments to</p>

	routes and connections with the wider proposed site. There needs to be suitable routes to encourage movement on foot or bike between the wider site. Assessment must be made of opportunities and constraints. Need to consider the impact of building heights given the countryside location of the site, including views on to the site. Landscape buffers are required to the edges of the site.
Transport	No objections in principle to site, but technical details will need to be discussed and refined through the application process.
Trees & Hedgerows	Information about precise access arrangements and their impact on trees / the TPO'd woodland will be required. Layout should be informed by a tree survey. Trees at the northern tip of the site are deemed to be the best trees and should be considered for retention. Would wish to see woodland W50 preserved. No development through the most valuable woodland. Internal woodland group of very high value, these should be retained as an internal woodland block.

Other Allocated Sites

Site no	Site Name	Notes
195	Askern Miners Welfare	Planning application approved at committee.
241	Mere Lane	Planning application granted on appeal.
501	Marshlands Road, Moorends	Planning application granted on appeal.
835	Warmsworth Reservoir	Planning application granted.
ANP3	Barton Lane, Armthorpe	Armthorpe Neighbourhood Plan allocation.

Appendix 3: Doncaster Sheffield Airport and Business Park

Policy 7 proposes the release of housing linked to delivery of jobs at the airport (or airport masterplan area, or closely related to airport functions). This Appendix clarifies how this is calculated.

Site 940 is allocated for a development of 280 houses on land adjacent to the airport. A Reserve Housing Site is earmarked for up to a maximum of 920 houses on land adjacent to this meaning a total of 1,200 homes could be brought forward overall at the airport. (Both sites are shown on the Policies Map).

The release of houses on the Reserve Housing Site will be strictly controlled and linked to the proven delivery of jobs at the airport (or masterplan area, or closely related to airport functions).

In the following example, it is assumed that the airport currently employs approximately 1,000* people.

The ratio of jobs : houses (i.e. the number of houses allowed per job created) for calculation purposes is 1: 0.11. For clarification, 500 jobs, 1,000 jobs or 2,000 jobs would result in 55, 110 and 220 houses respectively (jobs number x 0.11). The delivery of approximately 9 jobs would therefore result in 1 house.

** This figure will need to be recalculated and agreed at the point of Local Plan adoption (expected to be 2020). The Appendix will be updated when adoption date is known.*

To support the economic expansion of the airport, 280 of the 1,200 houses will be allocated 'up front' (Site 940) in lieu of delivery of jobs. However, the Council will expect the jobs related to this initial tranche to be delivered. Therefore, before any of the remaining 920 houses are permitted, it must be evidenced that a number of jobs equivalent to the 280 houses has actually been delivered:

- Using the ratio of 1 : 0.11, 2545 jobs is the equivalent of 280 houses.
- The Local Plan will be adopted in 2020 with a plan period to 2035, which is 15 years. The 2,545 jobs equivalent to the up-front 280 houses will be split between the 15 years. $2,545 / 15 = 170$ (rounded);
- Before any further release of land is permitted for housing development beyond the 280 upfront houses, the applicant must demonstrate, at the time of an application for planning permission, that:
 - a) the level off airport related jobs existing at the time of Plan adoption has been maintained; and
 - b) an additional 170 net jobs per annum (based on the number of years since 2020 at the point of application) have been delivered.

Should the applicant be able to robustly evidence that this has been achieved, then a calculation can be made to determine how much housing can be permitted. Any net full time equivalent (FTE) jobs delivered above this figure at that point in time will allow housing to be permitted at a rate of 0.11 houses per additional job.

$$\text{Units permissible} = \left(\text{No of jobs at airport at point of application} - \text{number of existing airport related jobs at adoption} - (170 \times \text{no of years since Local Plan adopted}) \right) \times 0.11$$

For example, should an applicant wish to apply for housing on the Airport Reserve Housing Site in 2030, the amount permissible would be calculated as follows:

A	B	C	D	E
Year of application	Existing jobs (indicative estimate for illustrative purposes)	Jobs in lieu (years since Plan Adoption x 170)	Minimum FTE jobs delivered before additional housing released (C + D)	Rate of housing release for any jobs delivered above figure in column D
2030 (10 years)	1,000	1,700	2,700	0.11 per job

Using this example, should an applicant wish to apply for housing in 2030, they must show that the number of jobs at the airport is over 2,700, or in other words, since Local Plan adoption in 2020, 1,700 new jobs have been delivered in addition to the agreed number of existing jobs at Local Plan adoption. For any jobs over 2,700 jobs, houses would be permitted at a rate of 0.11 houses per additional job.

Using the table above, the figures below are presented to illustrate how the calculation would work:

- In 2030, the applicant robustly proves that the airport is directly responsible for the employment of 8,000 people at the airport (or airport masterplan area, or via closely related to airport functions).
- 1000 jobs (actual number to be confirmed at Local Plan adoption) must be deducted as they already existed at Plan Adoption in 2020 ($8,000 - 1,000 = 7,000$).
- 10 years' (2020 – 2030) worth of jobs related to the split of the upfront housing allocation must also be subtracted to account for houses already delivered up front ($170 \times 10 = 1,700$; $7,000 - 1,700 = 5,300$ jobs).
- 5,300 net additional jobs must then be translated into houses using the ratio of 1 job : 0.11 houses. ($5,300 \times 0.11 = 583$ houses).
- In this scenario 583 houses would therefore be permitted. This is in addition to the 280 which were permitted up front.
- The overall site would therefore, at this point, be capable of delivering 863 houses out of a maximum of 1200 ($583 + 280$).
- The remaining 337 ($1,200 - 863$) houses could only come forward were an applicant to be demonstrate delivery of any further net additional jobs beyond those assumed above, and using the calculation above.

There are some very important caveats to this policy:

- The maximum number of up-front houses permitted in the initial tranche is 280.
- The 2,545 jobs that would otherwise result in 280 houses (using the ratio of 1 : 0.11) must be delivered in lieu of this. This must be taken into account when an application for additional housing comes forward.
- The maximum number of houses that may come forward dependent on the delivery of jobs is 920 - in addition to the initial 280. This means there will be a maximum of 1,200 houses permitted related to the proven delivery of jobs. Should the number of jobs exceed the related equivalent number of houses ($10,910$ jobs ($1,200 / 0.11$)), no further housing will be permitted related to the additional jobs.
- Jobs figures are net. They factor in gains and losses over time. They must be robustly evidenced and shown as actually delivered before housing release related to this can be considered.
- The final list of the types of directly related jobs that it is acceptable to count towards this calculation will be agreed following discussions between the Council and the airport. However:
 - Jobs created must be within Doncaster Borough.
 - Jobs must be Full Time Equivalent (FTE).
 - Jobs must be directly related to the airport (or airport masterplan area, or closely related to airport functions). For example, new FTE jobs at an offsite Doncaster based supplier of specialist air related goods directly procured by Doncaster Sheffield Airport.

The Council considers that this strikes the right balance between supporting the airport and its economic aspirations, which are also important to the Borough and the City Region, and capturing the benefits for Doncaster. Additional housing acts as both support for the Airport's development and an incentive to deliver jobs to boost the local economy.

The initial tranche is designed to help the Airport begin to realise its economic ambitions and potential. However, the jobs related to this must be delivered. This is the only time that housing will come before jobs in this location. For subsequent applications, jobs delivery must be clearly demonstrated before housing is released. This means the impetus is with the airport operator, if it wishes to enable housing development, to deliver its economic ambitions, which are also important for the Borough.

Appendix 4: Dwelling Mix and Type

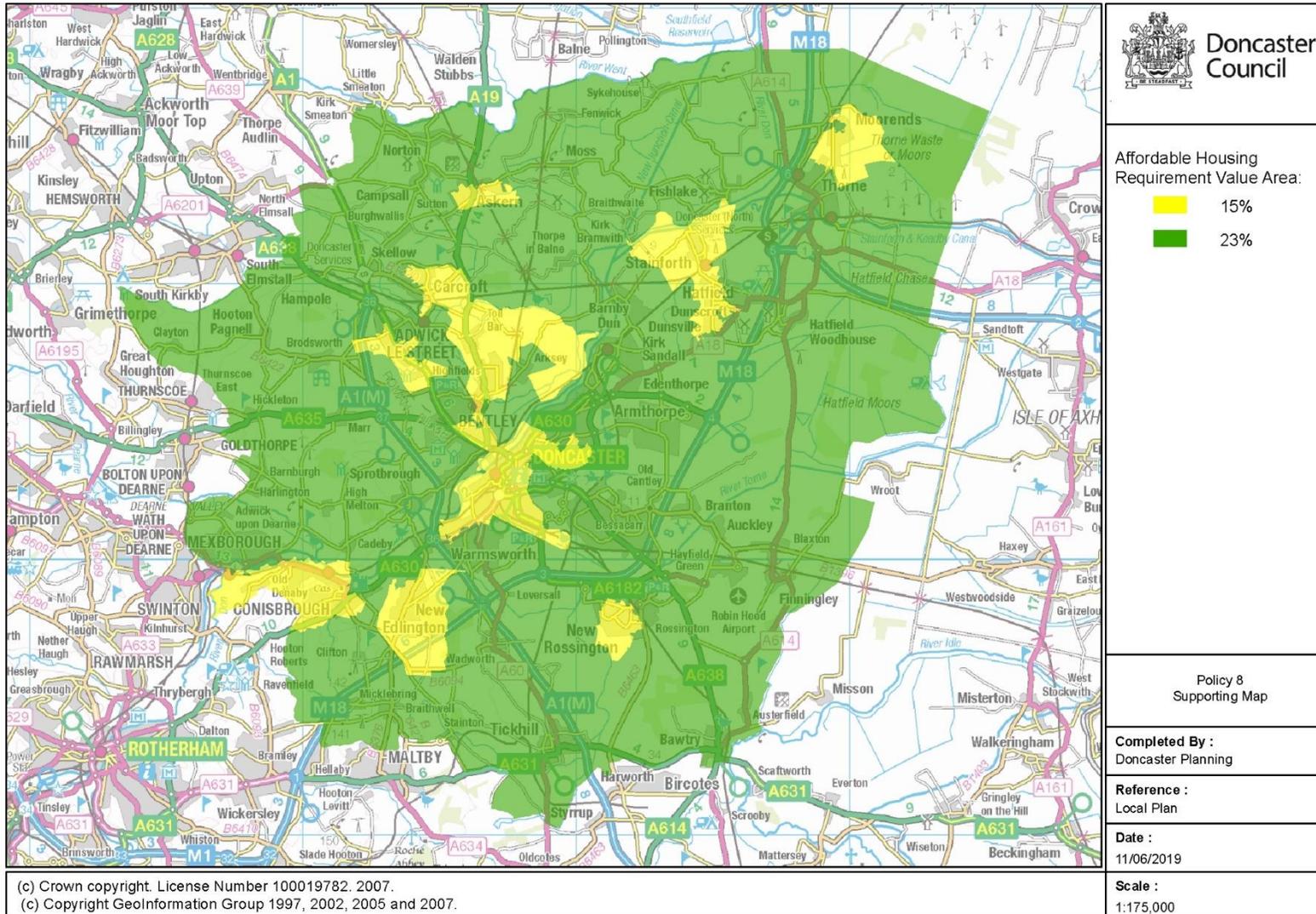
Type	1or2 bed			3-bed House			4+ House			1-bed Flat			2or3 bed Flat			1-bed Bungalow			2-bed Bungalow			3+ bed bungalow			Other			Total		
	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff	Total	Mkt	Aff
Doncaster	15	0	15	434	389	45	182	170	12	47	16	31	31	-2	33	43	-5	48	114	95	19	46	42	3	8	6	2	920	711	209
Main Urban Area	10	-1	11	184	117	67	77	58	19	35	3	32	11	-18	29	23	-3	27	47	3	44	27	23	5	4	1	3	418	181	237
Adwick/Woodlands	0	0	0	16	20	-4	2	2	-1	2	4	-2	8	8	0	3	6	-3	8	8	0	0	0	0	2	2	0	41	51	-10
Armthorpe	1	-1	2	24	15	8	11	7	4	0	-1	1	0	-9	9	1	-2	3	13	12	1	2	2	0	0	0	0	52	24	28
Conisbrough and Denaby	0	2	-2	32	58	-27	19	25	-6	0	0	0	0	5	-5	1	11	-10	1	4	-3	1	3	-2	0	0	0	55	109	-55
Dunscroft / Dunsville / Hatfield / Stainforth	0	0	0	29	23	6	13	12	1	0	0	0	0	0	0	2	1	1	11	8	4	5	5	0	1	1	0	62	49	13
Mexborough	1	6	-5	36	51	-14	7	16	-9	0	0	0	4	23	-20	4	22	-18	4	8	-4	0	0	0	0	0	0	56	127	-71
Rossington	1	5	-4	27	38	-11	11	16	-5	4	5	-1	1	6	-4	1	2	-1	4	10	-6	0	1	-1	1	1	0	49	83	-34
Thorne and Moorends	0	0	0	38	44	-6	13	15	-3	0	0	0	0	4	-4	3	3	0	2	2	0	1	1	0	0	0	0	58	71	-13
Askern	0	0	0	0	11	-11	7	9	-3	0	2	-2	0	2	-2	0	3	-3	4	5	-1	0	0	0	0	0	0	11	33	-22
Auckley and Hayfield Green	0	0	0	4	3	1	2	-1	3	0	0	0	0	-1	1	0	0	0	1	0	1	1	1	0	0	0	0	8	2	6
Barnburgh / Harlington	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	3	1
Barnby Dun	0	0	0	0	-17	17	2	2	0	0	0	0	1	0	2	1	0	0	2	1	1	1	-1	2	0	0	0	7	-15	22
Bawtry	0	-2	2	1	1	0	3	-2	5	1	-3	4	0	-7	7	0	-7	7	0	-3	3	1	1	0	0	0	0	7	-21	28
Carcroft / Skellow	0	0	0	3	-3	6	1	1	0	4	-5	9	4	4	0	0	0	0	2	2	0	1	1	1	0	0	0	16	1	15
Edlington	0	4	-4	6	8	-2	5	6	-1	0	4	-4	1	6	-5	1	1	0	2	2	0	0	0	0	0	0	0	15	30	-15
Finningley	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-32	32	0	0	0	1	1	0	0	0	0	3	-28	31
Sprotbrough	0	0	0	0	0	0	4	4	0	0	0	0	1	2	-1	0	0	0	1	1	-1	0	0	0	0	0	0	6	8	-2
Tickhill	0	0	0	7	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10	1
Defined Villages	0	-3	4	24	18	6	3	-3	6	0	0	0	0	0	0	3	-5	8	8	-6	15	3	-5	7	0	0	0	42	-4	46

(Source: Housing Needs Study 2019)

Notes:

- This Appendix should be read in conjunction with Policy [8](#).
- The table provides an indicative breakdown of house type and mix by area based on the findings from the household survey conducted as part of the Housing Needs Study (2019).
- These figures are annual and based on a share of the annual housing requirement of 920 dwellings per annum.
- The data is a snapshot in time and intended to provide a starting point for applicants looking to determine an appropriate mix when drawing up planning applications – although it does not account for what may have already been secured through schemes already consented.

Appendix 5: Affordable Housing Requirement Value Areas



Appendix 6: Parking Standards

The parking standards set in this appendix have been developed in line with the overarching objectives of the Sheffield City Region Transport Strategy (2018-2040) and aligned to those developed by other local authorities within South Yorkshire.

The Council recognises that parking requirements vary based on location and land use. In particular, it is important to acknowledge that accessibility, in terms of travel distances and availability of public transport, have a significant impact on the need for car use and parking. To reflect this, parking standards have been set for the Borough based on different land use classes and location of development. In line with the NPPF, it is also acknowledged there is a need to reflect local circumstances, context and requirements of individual developments when assessing applications.

Minimum parking standards have been set for residential developments in order to overcome issues associated with low parking provision. In determining the right levels of parking we will consider the anticipated demand from the type of housing proposed, the likely occupiers, the design of the public realm and highway, the proposed parking design solutions, and any local restrictions will be considered.

Although uniform standards have been established for the whole borough, residential developments within Doncaster Town Centre will be assessed on a case by case basis, taking into account accessibility, context and the requirements of individual development. As highlighted in the 2018 Parking Strategy, Doncaster Town Centre is highly accessible with good public transport connections. As such, lower parking provision may be acceptable in some circumstances in residential development within Doncaster Town Centre.

Conversions of existing dwellings or non-residential into Houses in Multiple Occupation (HMOs) can have the potential to increase the demand for parking in an area, particularly on-street provision. Where planning permission is required, adequate parking provision should be provided, taking account of the standards set below alongside guidance set in relevant Supplementary Planning Documents.

A zoned approach has been adopted for non-residential development with maximum parking standards for Doncaster Town Centre and set parking standard requirements for the rest of the Borough. This approach reflects need to ensure functional developments which maximises opportunities for use of sustainable modes of transport in urban locations well served by public transport.

The NPPF states that maximum parking standards for development should only be set where there is a clear and compelling justification for adoption. The 2018 Doncaster Town Centre Car Parking Strategy contained a strategic review of parking consider current provision, occupancy, accessibility, car usage and future demand. The review found a surplus of parking provision in the town centre when considering average occupancy and bench marking. The Strategy highlighted the need to ensure a balanced approach with respect to the provision of car parking in Doncaster Town Centres as an area well served by public transport with congestion and car related air quality challenges.

The use of maximum parking standards in Doncaster Town Centre is justified by the findings of the Car Parking Strategy and looks to optimise the density of development in the town centres and encourage sustainable travel choices in line with the NPPF. To ensure this approach remains appropriate in light of regeneration and development in the town centre, reviews of demand and supply will be carried out annually to monitor changes. The approach adopted by the parking strategy will be reviewed in line with these changes to ensure Doncaster has adequate provision.

A set parking standard requirement has been set for the rest of the Borough to ensure appropriate parking provision. Where a development looks to provide more or less parking than the set standard, robust justification for such variation would need to be provided by the applicant, which would be subject to rigorous assessment.

Where proposals look to depart from the parking standards, Transport Statements and Assessments would be expected to include the following items:

- Surveys of parking capacity and occupancy levels on surrounding streets and parking areas.
- Consideration of likely trip generation and parking accumulations for the proposed development evidenced as appropriate.
- Details of how the parking will be managed and how that will mitigate any under or over-provision.

These above items are not an exhaustive list and in cases where proposals look to depart from the standards, applicants would be encouraged to discuss specific requirements with the Council.

Parking and access requirements for service and delivery vehicles shall be additional to the requirements set out within these standards. Where required, the quantity and design of Heavy Commercial Vehicles (HCV's) will be assessed on a site by site basis.

Non-Residential Development

Land Use	Doncaster Town Centre	Other parts of the Borough	Threshold above which standard applies
Standard Type	Maximum parking standards	Required parking standards	
Food retail	1 space per 14-25 m ²	1 space per 14-20 m ²	1000 m ²
	1 space per 25 m ²	1 space per 20 m ²	All development below 1000 m ²
Non-food retail	1 space per 25-60 m ²	1 space per 20-30 m ²	1000 m ²
	1 space per 50 m ²	1 space per 30 m ²	All development below 1000 m ²
Offices	1 space per 35-60 m ²	1 space per 35 m ²	2500 m ²
	1 space per 60 m ²	1 space per 35 m ²	All development below 2500 m ²
Restaurants and cafes	1 space per 4 m ² gross floor area for customers	1 space per 4 m ² gross floor area for customers	All development
Drinking establishment	1 space per residential staff	1 space per residential staff	
Hot food takeaway	1 space per 3 non-residential staff on duty at the busiest time. Where there are fixed seating areas for diners 1 space per 3 diners can be considered	1 space per 3 non-residential staff on duty at the busiest time. Where there are fixed seating areas for diners 1 space per 3 diners can be considered	
Business (including offices)	1 space per 30-60 m ²	1 space per 30 m ²	2500 m ²
	1 space per 50 m ²	1 space per 30 m ²	All development below 2500 m ²
General industrial	1 space per 50-75 m ²	1 space per 30-50 m ²	2500 m ²
	1 space per 60 m ²	1 space per 50 m ²	All development between 500 m ² and 2500 m ²
	1 space per 75 m ²	1 space per 50 m ²	All development below 500 m ²
Storage or	1 space per 3 staff or	1 space per 3 staff or	All development

distribution	1 space per 60m ² gross floor area up to 300 m ² then 1 space per 100 m ² up to 1000 m ² and 1 space per 150 m ² thereafter Individual assessment of the lorry parking facilities to be provided where necessary, including those sites where the overnight parking of vehicles can be anticipated.	1 space per 60m ² gross floor area up to 300 m ² then 1 space per 100 m ² up to 1000 m ² and 1 space per 150 m ² thereafter Individual assessment of the lorry parking facilities to be provided where necessary, including those sites where the overnight parking of vehicles can be anticipated.	
Hotels	1 space per bedroom plus provision in accordance with class A3/A4 where applicable	1 space per bedroom plus provision in accordance with class A3/A4 where applicable	All Development
Residential institutions	1 space per 4 staff + 1 space per 4 daily visitors	1 space per 2 staff + 1 space per 3 daily visitors	All Development
Non-residential institutions	1 space per 2 staff + 1 space per 15 students	1 space per 2 staff + 1 space per 15 students	All Development
Day nurseries	1 space per 2 full time staff + pick up/drop off provision	1 space per 2 full time staff + pick up/drop off provision	All Development
Medical facilities / Doctors / Dentists / Healthcare / Clinics	1 space per medical practitioner on duty at the busiest time (to include nurses, counsellors, chiropodists etc.) 1 space per 2 non-medical staff 3 spaces per consulting room (to include all rooms occupied by a medical practitioner as defined above)	1 space per medical practitioner on duty at the busiest time (to include nurses, counsellors, chiropodists etc.) 1 space per 2 non-medical staff 3 spaces per consulting room (to include all rooms occupied by a medical practitioner as defined above)	All Development
Places of worship	1 space per 2 staff Visitor provision to be assessed on each individual application	1 space per 2 staff Visitor provision to be assessed on each individual application	All development
Schools	1 space per 3 teaching staff 1 space per 3 non-teaching staff 1 space per 15 students	1 space per 3 teaching staff 1 space per 3 non-teaching staff 1 space per 15 students	All development
Assembly and leisure (excluding cinemas, conference centres and stadia)	1 space per 22-100 m ²	1 space per 22-25 m ²	2500 m ²
Clubs/concert halls	1 space per 5 seats	1 space per 5 seats	All development
Sports facilities	1 space per 200 m ² Some facilities such as private gyms etc. may be assessed on membership/number of participants	1 space per 200 m ² Some facilities such as private gyms etc. may be assessed on membership/number of participants	All development

Cinemas and conference centres	1 space per 5-10 seats	1 space per 5 seats	All development
Stadia	1 space per 15 seats	1 space per 15 seats	1500 seats

Residential Development

The following minimum parking standards will be applied to new residential developments.

Apartments	1.5 spaces, where 1 space is allocated and another is provided for every 2 dwellings in communal parking areas.
2+ bed units	2 allocated spaces per dwelling, plus 1 visitor space per 4 dwellings unallocated and provided in defined bays within the public highway or private drive.
	Integral or standalone garages will not be counted as a parking space unless they are an adequate size (currently 3 x 6 metres minimum clear internal dimensions).

Residential developments within Doncaster Town Centre will be assessed on an individual basis, taking into account accessibility, context and individual development requirements. Lower parking provision may be acceptable in some circumstances in residential development within Doncaster Town Centre.

Additional Standards

The following standards will be applied for other parking users.

Disabled motorists	<p>The recommended spaces for disabled motorist parking are contained within the latest guidance from the department of transport. The recommended proportions of spaces for blue badge holders are as follows.</p> <p>For car parks associated with new development premises, 5% of the total parking capacity should be designated (includes both employees and visitors).</p> <p>For car parks associated with shopping areas, leisure or recreational facilities and places open to the general public, a minimum of one spaces per disabled employee, plus 6% of the total capacity for visiting disabled motorists.</p>
Pedal cycles	A ratio of 1 cycle space per 10 parking spaces should be applied. For schools, cycle parking will be determined by an agreed school travel plan which will set out targets for cycling. The most appropriate facility for cycle parking will be a 'Sheffield stand'. The siting of the stand should be in a location that is convenient, under cover and secure through natural observation (for example, at entrance to building. For residential developments, cycle sheds may be more appropriate). Location of pedal cycle parking facilities should be agreed in writing by the Local Planning Authority.
Motorcycles	A ratio of 1 motorcycle space per 20 parking spaces should be applied. Anchor points should be provided and the space should be convenient and secure through natural observation.
Electric vehicles	<p>For residential developments, 1 charging point should be provided per unit (dwelling with dedicated parking for private usage). For any public usage (such as retail) charging facilities to be provided at an appropriate level to be agreed.</p> <p>In developments where short stay parking is likely, fast charging infrastructure should be used to promote high turnover of charging spaces.</p> <p>Grants may be available through the Office of Low Emission Vehicles.</p>

Appendix 7: Transport Statements, Assessments and Travel Plans

New developments will need to provide, as appropriate, Transport Statements (TS), Transport Assessments (TA) and Travel Plans (TP) to ensure the delivery of travel choice and sustainable opportunities for travel in line with the latest government guidance and best practice. Thresholds for when these documents are required are demonstrated in the table below:

Land Use	Use/description of development	Size	No assessment	TS	TA/TP
Food retail(A1)	Retail sale of food goods to the public- food superstores, supermarkets, convenience food stores	GFA	<250 sq.m	>250 <800 sq. m	>800 sq. m
Non-food retail (A1)	Retail sale of non-food goods to the public; but includes sandwich bars- sandwiches or other cold food purchased and consumed off the premises, internet café	GFA	<800 sq.m	>800 <1500sq. m	>1500 sq. m
A2 Financial and professional services	Financial services- banks, building societies and bureaux de change, professional services (other than health or medical services)- estate agents and employment agencies , other services – betting shops, principally where services are provided to visiting members of the public	GFA	<1000 sq. m	>1000 <2500 sq. m	>2500 sq.m
A3 Restaurants and cafes	Restaurants and cafes- use for the sale of food for consumption on premises, excludes internet cafes (now A1)	GFA	<300 sq. m	>300 <2500 sq.m	>2500sq. m
A4 Drinking establishment	Use as a public house, wine-bar or other drinking establishment	GFA	<300 sq.m	>300 <600 sq. m	>600 sq. m
A5 Hot food takeaway	Use for sale of hot food for consumption on or off the premises	GFA	<250 sq. m	>250 <500 sq. m	>500 sq. m
B1 Business	a. Offices other than in use within Class A2 (financial and professional services) b. Research and development- laboratories, studies	GFA	<1500 sq. m	>1500 < 2500 sq. m	> 2500 sq. m
Land Use	Use/description of development	Size	No assessment	TS	TA/TP
B2 General industrial	General industry (other than classified as in B1), the former 'special industries' use classes, B3- B7 , are now all encompassed in the B2 use class	GFA	<2500 sq. m	>2500 <4000 sq.m	>4000 sq. m
B8 Storage or distribution	Storage or distribution centres- wholesale warehouses, distribution centres and repositories	GFA	<3000 sq. m	>3000 <5000 sq.m	>5000 sq. m
C1 Hotels	Hotels, boarding houses and guest houses, development falls within this class if 'no significant element of care is provided'	Bedroom	<75 beds	>75 <100 bedrooms	>100 bedrooms
C2 Residential institutions- hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care	Beds	<30 beds	>30 <50 beds	>50 beds

C2 Residential institutions- residential education	Boarding schools and training centres	Student	<50 students	>50 <150 students	>150 students
C2 Residential institutions- hostels	Homeless shelters, accommodation for people with learning difficulties and people on probation	Resident	<250 residents	>250 <400 residents	>400 residents
C3 Dwelling houses	Dwellings for individuals, families or not more than 6 people living together as a single household. Not more than 6 people living together includes- students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community	Dwelling unit	<50 units	>50 < 80 units	>80 units
D1 Non-residential institutions	Medical and health services- clinics and health centres, crèches, day nurseries, day centres and consulting rooms (not attached to the consultant's or doctors house) museums, public libraries, art galleries, exhibition halls, non-residential education and training centres, places of worship, religious instruction and church halls	GFA	<500 sq. m	>500 <1000 sq. m	>1000 sq. m
D2 Assembly and leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos, other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms	GFA	<500 sq. m	>500 <1500 sq. m	>1500 sq. m
Others	For example: stadium, retail warehouse clubs, amusement arcades, laundrettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders' yard, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners	TBD	Discuss with highway authority	Discuss with highway authority	Discuss with highway authority

The Transport Assessment is a technical assessment which considers how the development will impact on the existing transportation conditions at the year of opening/occupation and under future year conditions. The assessment of the development impact should use existing site information together with network conditions at the year of planning application submission, to establish a baseline. On top of this, potential person trips to and from the development by individual modes of transport are estimated and applied to the baseline and future year conditions. Analysis of public transport, walking / cycling and the road network, together with safety considerations and accident analysis is undertaken. The Transport Assessment must consider sustainable modes of travel to link in with the site specific initiatives within the Travel Plan in order to carry out a full assessment of the relevant infrastructure and provision. This should be compared against a future year assessment of plus 10 years. The Local Planning Authority may in some instances ask for the Transport Assessment to demonstrate more extensive future year's network conditions. These requests are in line with DfT circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development.

The Transport Statement is a simplified Transport Assessment; it can be used where transport issues arising from a development may not require a full Transport Assessment. A Transport Statement will include an audit and appraisal of the existing conditions, baseline traffic data and existing site use and means of access. The statement should also provide information on the proposed land use and scale of development, means of access, person trip generation and distribution of trips by mode. It should also consider proposed improvements to site accessibility by sustainable travel modes, proposed parking and residual vehicle trip impact.

The use of Travel Plans is an essential measure to mitigate the impact of development traffic. Travel Plans must feature alongside any Transport Assessment prepared in support of a planning application.

The Transport Assessment and Travel Plan provide a basis for the travel forecasts, as set out in the government's latest guidance. Thus, enhancements to sustainable transport networks and services need to be considered before the implications of car trip forecasts are considered.

Travel Plans should form a stand-alone document and should include:

- a clear commitment by developers and occupiers to reduce the number of single occupancy vehicle trips generated by, or attracted to, the site;
- accessibility details, setting out options for travel by all modes available for travel to the site; and
- clear objectives and targets. Targets should be set out both in terms of mode share and number of vehicle trips.

The Travel Plan should set out the baseline situation as well as the target so it is clear what reduction in vehicle trips is being sought. Clear timescales for the achievement of targets should also be included, with a clear programme of measures that will be implemented, setting out how the developer will fund them. It should also include clear details on how the Travel Plan will be delivered and how the Travel Plan Coordinator role will be provided by the developer and a monitoring strategy setting out what will be monitored, by whom and what reporting processes will be in place. The Travel Plan should be very clear on the process to be followed if targets are not met, and set out what additional measures will be funded by the developer.

The Travel Plan should include monitoring proposals based on twice yearly counts at each vehicular entrance point, or annually, where an automatic traffic count is undertaken in a neutral month for a period of 5 years.

A Bond will be required to mitigate any traffic in the event that targets are not met. The purpose of the TP Bond is to ensure that the targets within the Travel Plan towards sustainable travel (bus, walk, cycle etc.) can be met, and if not met the Council would step in with sustainable measures using the Bond. The Council needs to be assured that the Travel Plan is effective and has reasonable targets that can be met. The standard formula for calculating the bond is as follows:

Residential Development:

No. of dwellings x the current cost of a 28 day SY Connect+ ticket x 1.1.

Non-Residential Development:

No. of employees x the current cost of a 28 day SY Connect+ ticket x 1.1.

Applicants are strongly encouraged to discuss and agree the scope of Transport Assessments, Travel Plans and related work with The Council before any assessments are undertaken to avoid abortive work.

There will be a need for early engagement with Highways England in the development of Transport Assessments and Travel Plans for sites which are likely to have a material impact on the Strategic Road Network.

Proposals which impact on the strategic transport network and require new projects will be expected to make a proportionate financial contribution. Further details can be found in Policy [66](#).

Appendix 8: Local Wildlife and Geological Sites : Selection Guidelines

First published in August 2009.

Revised and abridged for the Doncaster Local Plan 2019.

The unabridged version is available on the Doncaster Council website.

List of Contents

1. Introduction.....	327
2. Wildlife Site Selection Guidelines: Habitats	327
3. Woodland and Scrub Habitats.....	328
4. Parkland and Wood Pasture Habitats.....	332
5. Hedgerow Habitats.....	333
6. Grassland Habitats, including Lowland Heathland / Acid Grassland Mosaics.....	336
7. Fen and Mire Habitats	342
8. Standing Water Habitats	345
9. Flowing Water Habitats	347
10. Mixed Habitats and Structural Mosaics.....	350
11. Habitats of Artificial Substrates	352
12. Wildlife Site Selection Guidelines: Species.....	354
13. Site Selection Criteria – Mammals.....	355
14. Site Selection Criteria – Birds.....	356
15. Site Selection Criteria - Reptiles	357
16. Site Selection Criteria - Amphibians	357
17. Site Selection Criteria - Multiple Species Groups	357
18. Geological / Geomorphological Selection Guidelines	359

List of Tables

Table 3.2. Habitat Character list: Lowland Heathy Oak Woodland.....	330
Table 3.3. Habitat Character list: Limestone Woodland.....	331
Table 3.4. Habitat Character list: Wet Woodland	331
Table 3.5. Habitat Character list: Scrub	332
Table 5.2. Habitat Character list: Ancient and/or Species Rich hedgerows (woody species)	334
Table 5.3. Habitat Character list: Ancient and/or Species Rich hedgerows (non-woody species).....	335
Table 6.2. Habitat Character list: Neutral and wet grassland.....	339
Table 6.3. Habitat Character list: Limestone grassland	340

Table 6.4. Habitat Character list: Acid Grassland/Lowland Heathland	340
Table 7.3. Habitat Character list: Lowland Raised Mire	343
Table 7.4. Habitat Character list: Mixed Fen	344
Table 8.2. Habitat Character list: Standing Water	346
Table 9.2. Habitat Character list: Flowing water	348
Table 10.2. Habitat Mosaics	351
Table 10.3. Bryophyte Species list	352
Table 11.1. Species of Artificial Substrates (Coal mine, spoil disposal, or coking/processing sites)	353
Table 11.2. Species of Artificial Substrates (Settlement lagoons and waste sites of the glass processing industry)	353
Table 11.3. Species of Artificial Substrates (Foundry sand and resins sites)	354
Table 13.1 Numbers of bats that indicate a significant breeding roost in Doncaster	356

1. Introduction

These guidelines underpin the selection of Local Wildlife and Geological Sites in Doncaster Borough, in support of Policy [32](#) of the Local Plan.

The guidelines are divided into three parts based upon; habitat; species and geological selection criteria. Each of the three parts includes the relevant site selection criteria, guidance on how they should be applied and a rationale for the significance of the feature in the context of Doncaster’s biological and geological resource.

It is only necessary for one criterion to be met, for a site to be designated and Local Sites can be selected based on both wildlife and geological interests.

2. Wildlife Site Selection Guidelines: Habitats

Both quantitative and qualitative features are used as a basis for assessing Local Wildlife Sites and these are incorporated into criteria based upon habitat and species attributes.

The habitat criteria are broadly based on those defined by Ratcliffe³⁶ for designating Sites of Special Scientific Interest, but adapted to include notable features of the Borough’s local biodiversity. The habitats and features reflect those identified in Doncaster’s Local Biodiversity Action Plan³⁷, which include locally occurring Priority Habitats for England³⁸ as well as local biodiversity priorities. Species highlighted in bold (see unabridged document) within the descriptive text for each habitat chapter, are those of conservation importance identified in Doncaster’s Species Audit³⁹.

National Vegetation Classification (NVC)⁴⁰ and Phase 1 Habitat Survey⁴¹ data, is used as a basis for identifying, mapping, measuring and classifying semi-natural habitats. Some selection criteria may also include a minimum habitat size attribute, which may be associated with survey methodology and standards.

³⁶ Ratcliffe, D.A. (ed). 1977. *A Nature Conservation Review*. 2 vols. Cambridge University Press

³⁷ Doncaster Biodiversity Action Partnership, 2007, Doncaster Local Biodiversity Action Plan

³⁸ Natural Environment and Rural Communities Act, 2006, Section 41.

³⁹ Doncaster Biodiversity Action Partnership, 2007, A Species Audit for Doncaster Borough

⁴⁰ Rodwell, J.S, (2006), NVC Users' Handbook, 68 pages, ISBN 978 1 86107 574 1

⁴¹ JNCC, (2010), Handbook for Phase 1 habitat survey - a technique for environmental audit, ISBN 0 86139 636 7

Local 'Habitat Character' lists have also been created to assess habitat quality. These lists for key communities, help to define local habitat typicality and provide a means of assessing their quality through a measure of species diversity. The lists consist of indicator species; more typical community components (the presence of which scores one point) and rarities and/or indicators (locally) of high quality and highly distinctive habitat (these score 2 points). To qualify for Local Site status, sites must achieve the threshold score for the habitat being assessed.

Site assessment makes use of the entire dataset managed by Doncaster's Local Records Centre. The data used is both site-specific and attached to 1km grid squares and attributed to sites by location names.

3. Woodland and Scrub Habitats

Doncaster Borough supports a diversity of woodland and scrub habitats. The following guidelines are for the selection of sites of broadleaf semi-natural woodland and scrub, and broadleaf and coniferous plantations on former ancient, or long-standing semi-natural woodland sites.

Site Selection Criteria – Woodland and Scrub

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

WD1 Stands of semi-natural woodland or scrub larger than 0.25ha that have an affinity to the following National Vegetation Classification communities:

W1 Grey Willow – Marsh Bedstraw Woodland

(*Salix cinerea* - *Galium palustre*)

W2 Grey Willow – Downy Birch – Common Reed Woodland

(*Salix cinerea* - *Betula pubescens* - *Phragmites australis*)

W7 Common Alder – Ash – Yellow Pimpernel Woodland

(*Alnus glutinosa* - *Fraxinus excelsior* - *Lysimachia nemorum*)

Application

This criterion selects sites exceeding the minimum area requirement for the habitat unit and demonstrating an affinity to the above listed National Vegetation Classification communities. The minimum area is based upon knowledge of the existing habitat resource. As site data is not generally recorded on a habitat compartment basis, the site boundary should relate to recognisable management units for the selection attribute and to semi-natural landscape features.

Rationale

This criterion is designed to identify semi-natural woodland communities of a nationally recognised type that are rare in Doncaster. Their rare and fragmented distribution locally necessitates appropriate protection, and this is also reflected in the minimum area requirement. Sites supporting more commonly occurring National Vegetation Classification communities i.e. W8, W10 and W16, along with non-assignable habitats will be assessed using alternative woodland criteria.

WD2 Woodland sites of 0.5ha or more that support field evidence of features of ancient or long-standing woodland. Evidence includes:

- (a) If it is an acidic woodland a score of 14 or more derived from the 'Lowland heathy oak woodland' habitat character list (Table 3.2)
- (b) If it is a calcareous woodland a score of 20 or more derived from the 'Limestone woodland' habitat character list (Table 3.3)
- (c) If it is a wet woodland a score of 16 or more derived from the 'Wet woodland' habitat character list, (Table 3.4)
- (d) If it is a scrub community a score of 18 or more derived from the 'Scrub' habitat character list, (Tables 3.5), and a scrub stand of 0.5ha.

Application

This criterion selects woodland sites, including semi-natural and plantation woodland, scrub and habitat mosaics, which exceed the minimum area requirement for the site unit. Sites must attain or exceed the specified score for the corresponding Habitat Character lists. The species listed do not have to be present throughout the entire woodland and the site boundary should relate to recognisable management units and to semi-natural landscape features. The minimum site area is based upon knowledge of the existing woodland. For sites qualifying under (WD2d) the scrub habitat stand should be at least 0.5ha, to discount small patches of scrub, that are not part of a larger woodland site.

Rationale

This criterion assesses sites in terms of botanical diversity and local habitat typicality and provides a basic measure of the diversity of the Borough's woodland resource. Sites that are long-standing and therefore potentially species-rich, due to longevity or traditional management should score highly. This criterion should identify ancient woodlands and replanted ancient woodland sites where associated botanical features and diversity have prevailed and need to be protected from further degradation or loss. The species lists for the woodland types have varying scoring thresholds, based upon the differing nature of the habitats and their botanical attributes. A sample of sites of varying quality but representing each of the woodland types has been assessed to establish an appropriate scoring threshold for each.

WD3 Areas of woodland that support:

- (a) 68+ species of native woodland vascular plants or
- (b) 5+ species of fern, or
- (c) 'notable', old or veteran trees

Application

This criterion selects areas of woodland and scrub that support the special attributes identified. A minimum habitat area has not been specified as some attributes are associated with individual features. Site boundaries should relate to recognisable management units for the qualifying selection attribute, where this is not part of a larger designated site. A notable tree is defined by being of great age for its species, a rare species or of particularly high visual amenity and this will be subject to assessment by a local expert.

Rationale

The habitat features identified in this criterion provide an indication of woodland diversity, rarity and naturalness. Some of the features, such as veteran trees, provide specialist microhabitats supporting niche biodiversity and are therefore important in their own right. Generally habitat communities that reflect such characteristics are long-standing and species-rich.

WD4 Bluebell woodlands (locally usually NVC W10, and sometimes W8 and W16) greater than 0.5ha.

Application

This criterion selects semi-natural woodland, scrub and habitat mosaics, exceeding the minimum area requirement for the habitat unit and supporting a significant bluebell population. As a guide, the ground cover of bluebell should be 40% or greater in at least 10% of the woodland area. Site boundaries should relate to recognisable management units and to semi-natural landscape features.

Rationale

The UK supports a significant proportion of the European population of bluebell and, as such, has a particular duty to ensure the survival of this species through the protection of bluebell woodlands.

WD5 Woodland sites of 0.5ha or more, which have a score within 20% of the scoring threshold for any of the different local woodland types (see WD2) and which adjoin, or lie within 0.5km of an existing woodland, scrub or hedgerow statutory site or Local Wildlife Site.

Application

This criterion selects sites supporting woodland, scrub and hedgerow habitats, and mosaics of the above, exceeding the minimum area requirement for the habitat unit. This is a multi-factor assessment, based upon the identification of sites of lesser, yet substantive biodiversity value, which function as an effective wildlife corridor based upon their proximity to other statutory and Local Wildlife Sites of a similar type. In accordance with Defra's Local Sites guidance⁴², where a site has a number of small fragments of semi-natural habitats that together could be managed to provide linkages for natural colonisation or movement, a local site boundary can be defined to take in a wider area and include discontinuous patches.

Rationale

This criterion is designed to identify sites with substantive biodiversity value, which themselves may reflect the former extent of an area of continuous semi-natural woodland, and which through their relative position are capable of supporting a wider network of statutory and non-statutory sites. The relative position of sites within the wider ecological unit is essential in supporting the effective functioning of habitats and in facilitating the natural population dynamics of species that live and move within and between them. This criterion is designed to support the maintenance of networks of natural habitats.

Table 3.2. Habitat Character list: Lowland Heathy Oak Woodland

Scientific Name	Common Name
<i>Asplenium scolopendrium</i>	Hart's-tongue
<i>Athyrium filix-femina</i>	Lady Fern
<i>Betula pendula</i>	Silver Birch
<i>Betula pubescens</i>	Downy Birch
<i>Blechnum spicant</i>	Hard Fern
<i>Calluna vulgaris</i>	Heather
<i>Ceratocarpus claviculata</i>	(White) Climbing-corydalis
<i>Deschampsia flexuosa</i>	Wavy Hair-grass
<i>Digitalis purpurea</i>	Foxglove
<i>Dryopteris dilatata</i>	Broad buckler fern
<i>Dryopteris filix-mas</i>	Male ferns
<i>Galium saxatile</i>	Heath Bedstraw
<i>Holcus mollis</i>	Creeping Soft-grass

<i>Hyacinthoides non-scripta</i>	Native bluebell
<i>Ilex aquifolium</i>	Holly
<i>Lonicera periclymenum</i>	Honeysuckle
<i>Luzula sylvatica</i>	Great Wood-rush
<i>Melampyrum pratense</i>	Common Cow-wheat
<i>Oxalis acetosella</i>	Wood-Sorrel
<i>Potentilla erecta</i>	Tormentil
<i>Quercus petraea</i>	Sessile Oak
<i>Quercus x rosacea</i>	
<i>Sorbus aucuparia</i>	Rowan
<i>Teucrium scorodonia</i>	Wood Sage
<i>Ulex europaeus</i>	(Common) Gorse / Forze
<i>Vaccinium myrtillus</i>	Bilberry
Species below score 2	
<i>Adoxa moschatellina</i>	Moschatel
<i>Dryopteris affinis</i>	Scaly Male-fern

⁴² Defra, 2006, Local Sites - guidance on their identification, selection and management

<i>Polypodium interjectum</i>	Intermediate Polypody
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Table 3.3. Habitat Character list: Limestone Woodland

Scientific Name	Common Name
<i>Acer campestre</i>	Field Maple
<i>Arum maculatum</i>	Lords-and-Ladies / Cuckoo Pint
<i>Brachypodium sylvaticum</i>	(Wood) False-brome
<i>Bromopsis ramosa</i>	Hairy Brome
<i>Bryonia dioica</i>	White Bryony
<i>Carex sylvatica</i>	Wood Sedge
<i>Circaea lutetiana</i>	Enchanter's Nightshade
<i>Clematis vitalba</i>	Traveller's-joy
<i>Cornus sanguinea</i>	Dogwood
<i>Fragaria vesca</i>	Wild Strawberry
<i>Fraxinus excelsior</i>	Ash
<i>Geranium robertianum</i>	Herb-Robert
<i>Geum urbanum</i>	Wood Avens / Herb Bennet
<i>Hyacinthoides non-scripta</i>	Bluebell
<i>Hypericum hirsutum</i>	Hairy St. John's Wort
<i>Ligustrum vulgare</i>	Wild Privet
<i>Melica uniflora</i>	Wood Melick
<i>Mercurialis perennis</i>	Dog's Mercury
<i>Narcissus pseudonarcissus</i>	Wild daffodil
<i>Phyllitis scolopendrium</i>	Hart's-tongue Fern
<i>Poa nemoralis</i>	Wood Meadow-grass
<i>Primula vulgaris</i>	Primrose
<i>Sanicula europaea</i>	Sanicle
<i>Tamus communis</i>	Black Bryony
<i>Tilia platyphyllos</i>	Large-leaved Lime
<i>Viola hirta</i>	Hairy Violet
<i>Viola odorata</i>	Sweet Violet
<i>Viola reichenbachiana</i>	Early Dog Violet
<i>Viola riviniana</i>	Common Dog-violet
Species below score 2	
<i>Adoxa moschatellina</i>	Moschatel
<i>Allium scorodoprasum</i>	Sand Leek
<i>Aquilegia vulgaris</i>	Columbine
<i>Campanula latifolia</i>	Gnt Bellflower
<i>Cardamine impatiens</i>	Narrow-leaved Bitter- cress
<i>Carex digitata</i>	Fingered Sedge
<i>Carex divulsa</i> subsp. <i>divulsa</i>	Grey Sedge
<i>Carex pallescens</i>	Pale Sedge

<i>Chrysosplenium oppositifolium</i>	Opposite-leaved Golden-saxifrage
<i>Convallaria majalis</i>	Lily-of-the-Valley
<i>Crataegus laevigata</i>	Midland Hawthorn
<i>Daphne laureola</i>	Spurge-laurel
<i>Dryopteris affinis</i>	Scaly Male-fern
<i>Epipactis phyllanthes</i>	Green-flowered Helleborine
<i>Equisetum telmateia</i>	Giant Horsetail
<i>Euonymus europaeus</i>	Spindle
<i>Gagea lutea</i>	Yellow Star-of-Bethlehem
<i>Galium odoratum</i>	Sweet Woodruff / Woodruff
<i>Helleborus foetidus</i>	Stinking hellebore
<i>Hordelymus europaeus</i>	Wood barley
<i>Hypericum pulchrum</i>	Slender St John's-wort
<i>Listera ovata</i>	Common Twayblade
<i>Lonicera xylosteum</i>	Fly Honeysuckle
<i>Luzula pilosa</i>	Hairy Wood-rush
<i>Malus sylvestris</i>	Crab Apple
<i>Melica nutans</i>	Mountain Melick
<i>Neottia nidus-avis</i>	Bird's-nest Orchid
<i>Orchis mascula</i>	Early Purple-orchid
<i>Polystichum aculeatum</i>	Hard Shield-fern
<i>Polystichum setiferum</i>	Soft Shield-fern
<i>Primula x polyantha</i>	False Oxlip
<i>Ranunculus auricomus</i>	Goldilocks Buttercup
<i>Rhamnus cathartica</i>	(Purging) Buckthorn
<i>Rorippa amphibia</i>	Great Yellow-cress
<i>Sorbus torminalis</i>	Wild Service-tree
<i>Tilia cordata</i>	Small-leaved Lime
<i>Viburnum lantana</i>	Wayfaring-tree

Table 3.4. Habitat Character list: Wet Woodland

Scientific Name	Common Name
<i>Ajuga reptans</i>	Bugle
<i>Alnus glutinosa</i>	Alder
<i>Angelica sylvestris</i>	Wild Angelica
<i>Asplenium scolopendrium</i>	Hart's-tongue
<i>Betula pubescens</i>	Downy Birch
<i>Calamagrostis epigejos</i>	Wood Small-Reed
<i>Caltha palustris</i>	Marsh Marigold
<i>Cardamine flexuosa</i>	Wavy Bittercress
<i>Carex remota</i>	Remote Sedge
<i>Epilobium palustre</i>	Marsh Willowherb
<i>Fraxinus excelsior</i>	Ash
<i>Juncus bulbosus</i>	Bulbous Rush
<i>Molinia caerulea</i>	Purple moor grass
<i>Populus tremula</i>	Aspen

<i>Ranunculus repens</i>	Creeping Buttercup
<i>Rumex sanguineus</i>	Wood Dock
<i>Salix aurita</i>	Eared Willow
<i>Salix cinerea</i>	Grey (Sallow) Willow
<i>Salix fragilis</i>	Crack Willow
<i>Salix viminalis</i>	Osier
<i>Scutellaria galericulata</i>	(Common) Skullcap
<i>Solanum dulcamara</i>	Bittersweet / Woody Nightshade
<i>Valeriana officinalis</i>	Common Valerian
<i>Viburnum opulus</i>	Guelder Rose
Species below score 2	
<i>Calamagrostis canescens</i>	Purple Small-reed
<i>Carex acutiformis</i>	Lesser Pond-sedge
<i>Carex divulsa subsp. divulsa</i>	Grey Sedge
<i>Carex elongata</i>	Elongated Sedge
<i>Carex pallescens</i>	Pale Sedge
<i>Carex paniculata</i>	Greater Tussock-sedge
<i>Carex riparia</i>	Great(er) Pond-sedge
<i>Chrysosplenium oppositifolium</i>	Opposite-leaved Golden-saxifrage
<i>Dryopteris affinis</i>	Scaly Male-fern
<i>Dryopteris carthusiana</i>	Narrow Buckler-fern
<i>Eupatorium cannabinum</i>	Hemp-agrimony
<i>Frangula alnus</i>	Alder Buckthorn
<i>Populus nigra subsp. betulifolia</i>	Black Poplar
<i>Thelypteris palustris</i>	Marsh Fern

Scientific Name	Common Name
<i>Acer campestre</i>	Field Maple
<i>Betula pendula</i>	Silver Birch
<i>Bryonia dioica</i>	White bryony
<i>Clematis vitalba</i>	Traveller's Joy
<i>Corylus avellana</i>	Hazel
<i>Crataegus monogyna</i>	Hawthorn
<i>Fraxinus excelsior</i>	Ash
<i>Hedera helix</i>	Ivy
<i>Humulus lupulus</i>	Hop
<i>Ilex aquifolium</i>	Holly
<i>Ligustrum vulgare</i>	Wild Privet
<i>Lonicera periclymenum</i>	Honeysuckle
<i>Prunus spinosa</i>	Blackthorn
<i>Quercus robur</i>	Pedunculate Oak
<i>Rosa arvensis</i>	Field Rose
<i>Rosa canina agg.</i>	Dog Rose
<i>Rubus fruticosus agg.</i>	Bramble
<i>Salix cinerea</i>	Grey (Sallow) Willow
<i>Sambucus nigra</i>	Elder
<i>Tamus communis</i>	Black Bryony
<i>Ulex europaeus</i>	(Common) Gorse
<i>Ulmus glabra</i>	Wych Elm
Species below score 2	
<i>Berberis vulgaris</i>	(European) Barberry
<i>Cornus sanguinea</i>	Dogwood
<i>Crataegus laevigata</i>	Midland Hawthorn
<i>Dryopteris affinis</i>	Scaly Male-fern
<i>Euonymus europaeus</i>	Spindle
<i>Viburnum lantana</i>	Wayfaring-tree
<i>Rosa rubiginosa</i>	Sweet-briar
<i>Rosa tomentosa agg.</i>	Rose

Table 3.5. Habitat Character list: Scrub

4. Parkland and Wood Pasture Habitats

Historic, formal and pastoral landscapes supporting assemblages of semi-natural habitats are scattered across Doncaster Borough. The following guidelines are for the selection of sites supporting parkland and lowland wood pasture habitats (along with their associated features).

Site Selection Criteria – Parkland and Wood Pasture

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- PK1 Parkland or wood pasture sites greater than 5 ha that support habitats and species traditionally associated with parkland or wood pasture and/or support individual, groupings or scattered old, notable or veteran trees.

Application

This criterion selects parkland and wood pasture sites exceeding the minimum area requirement for the site unit, irrespective of designation or listing. The site should exhibit a combination of semi-natural habitats or man-made features (see unabridged document), supporting related biodiversity interest. Site boundaries should reflect landscape and habitat management units and features and may therefore incorporate estate buildings and infrastructure. Arable land units should be excluded from site area assessments, but may be included within the site boundary.

Rationale

Parkland sites supporting traditionally associated habitats provide a diverse range of biodiversity features. As a result of relative habitat continuity, lack of modification and traditional land management practices they can support a range of species that may no longer occur in the wider countryside or that are specifically associated with niche habitats related with long standing features. Of particular significance are old and veteran trees, which themselves provide stable habitats at a micro-habitat and landscape-scale.

- PK2 Groupings of relatively old and/or veteran trees in former parkland, wood pasture or similar sites, and known to support fungi and/or invertebrates and/or lichens which are either characteristic or specialist species of veteran trees.

Application

This criterion selects former and existing parkland and wood pasture sites, irrespective of condition, altered use, management or fragmented nature. Eligible sites are required to support groupings of relatively old⁴³ and/or veteran trees (either native or exotic) and their associated specialist biodiversity. Site boundaries will reflect landscape and habitat management units for the feature of interest.

Rationale

Veteran trees characteristically support features including; cavities and crevices, rot holes and hollows, pools, dead wood and sap runs, and such provide microhabitats and resources for a range of specialist species. Long-standing groupings of such can support a significant variety of wildlife and afford greater stability than individual specimens.

5. Hedgerow Habitats

The following guidelines are for the selection of sites supporting ancient and/or species rich hedgerows.

Site Selection Criteria - Hedgerows

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- HD1 A hedgerow that is at least 30 metres in length, pre-dates 1845 and supports;
 - (a) 5 or more species (per 30 metre sample), of native hedgerow trees and shrubs listed in the 'Ancient and/or Species Rich hedgerows' character list for woody species (Table 5.2), or
 - (b) 4 or more species (per 30 metre sample), of native hedgerow trees and shrubs (Table 4.2), and has a score of 5 or more from the 'Ancient and/or Species Rich hedgerows' character list for non-woody species (Table 5.3), or
 - (c) Supports 'notable'⁴⁴, old or veteran tree/s, or
 - (d) Is remnant ancient woodland of hedgerow dimension

⁴³ Read, H. (2000) *Veteran Trees: A guide to good management*. Peterborough: English Nature.

⁴⁴ Pretty E., *et al.* (2001), *Notable and Venerable Trees in the Doncaster Borough*, Doncaster Metropolitan Council.

Application

This criterion selects hedgerows exceeding 30m in length and believed to pre-date 1845, as determined by map and field evidence. This milestone is taken to represent the pre-dating of enclosure acts (irrespective of the existence of the Act), as supported by the Amended Hedgerow Regulations 1997⁴⁵. This criterion is in many provisions compatible with the hedgerow regulations, but focuses on biodiversity value. The minimum linear site length is 30m, although site boundaries will relate to recognisable management units and semi-natural landscape features. In this instance, species scoring two points on the hedgerow species lists, also include those species associated with hedgerows on limestone substrates, which are considered to be of particular local biodiversity value.

Rationale

Pre-enclosure Act hedgerows are considered to be ancient hedgerows by the UK Habitat Action Plan for Hedgerows. Such long-established semi-natural features of the landscape can exhibit great structural diversity, support features of great biodiversity value, such as veteran trees and even represent remnants of the original wildwoods. Particular emphasis has been awarded to hedgerows with an associated limestone flora, which tend to be more botanically diverse, are of limited distribution and have suffered more from degradation and removal on the fertile limestone plateau and river valley areas. Despite this a geographical weighting has not been adopted, and sites will be required to meet the criterion on age and biodiversity attributes.

HD2 Hedgerow/s connecting statutory sites or Local Wildlife Sites, which are at least 30 metres in length, 0.5km or less apart and support 3 or more native tree and shrub species (Table 5.2) and/or has a score of 3 or more for non woody species (Table 5.3).

Application

This criterion selects any stretch of 'connecting' hedgerow of a more or less continuous nature, where gaps should not account collectively for more than 25% of the hedge line. The criterion targets hedgerows of lesser, yet substantive biodiversity value, which can to function as an effective wildlife corridor based upon their proximity to other statutory and Local Wildlife Sites. Sites meeting the above assessment criteria will be proposed for Local Wildlife Site designation, with boundaries based upon habitat management units and semi-natural landscape features.

Rationale

Hedgerows are a significant wildlife habitat in their own right, and also provide a network of structured vegetation corridors across the wider landscape. The connectivity and relative position of habitat features within a wider ecological unit is important in supporting the effective functioning of particular habitats and the natural population dynamics of the species that live and move within and between them. Hedgerows themselves may reflect the former extent of semi-natural woodland, however their value as a wildlife corridor linking a range of habitats is extremely important, particularly when the sites are statutory or other Local Wildlife Sites. This criterion is designed to support the maintenance of networks of natural habitats.

Table 5.2. Habitat Character list: Ancient and/or Species Rich hedgerows (woody species)

Scientific Name	Common Name
<i>Acer campestre</i>	Field Maple
<i>Alnus glutinosa</i>	Alder

<i>Betula sp.</i>	Birch sp
<i>Cornus sanguinea</i>	Dogwood
<i>Corylus avellana</i>	Hazel
<i>Crataegus monogyna</i>	Hawthorn
<i>Cytisus scoparius</i>	Broom
<i>Euonymus europaeus</i>	Spindle

⁴⁵ The Hedgerow Regulations (1997) Amended, & Amendment to the Hedgerow Regulations 1997: A guide to the Law and Good Practice (page 27)

<i>Fraxinus excelsior</i>	Ash
<i>Ilex aquifolium</i>	Holly
<i>Ligustrum vulgare</i>	Wild privet
<i>Malus sylvestris</i>	Crab Apple
<i>Populus tremula</i>	Aspen
<i>Prunus avium</i>	Wild Cherry
<i>Prunus spinosa</i>	Blackthorn
<i>Quercus robur</i>	Pedunculate Oak
<i>Quercus x rosacea</i>	Hybrid Oak
<i>Rosa arvensis</i>	Field Rose
<i>Rosa canina</i> agg.	Dog Rose
<i>Salix</i> sp.	Willow sp
<i>Sambucus nigra</i>	Elder
<i>Sorbus aucuparia</i>	Whitebeam
<i>Tilia platyphyllos</i>	Large-leaved Lime
<i>Ulex europaeus</i>	Gorse
<i>Ulmus glabra</i>	Wych Elm
<i>Ulmus procera</i>	English Elm
<i>Viburnum opulus</i>	Guelder Rose
Species below score 2	
<i>Berberis vulgaris</i>	Barberry
<i>Crataegus laevigata</i>	Midland Hawthorn
<i>Daphne laureola</i>	Spurge-laurel
<i>Frangula alnus</i>	Alder Buckthorn
<i>Prunus padus</i>	Bird Cherry
<i>Rhamnus cathartica</i>	Buckthorn
<i>Rosa rubiginosa</i>	Sweet-briar
<i>Rosa tomentosa</i> agg.	Rose
<i>Sorbus torminalis</i>	Wild Service-tree
<i>Tilia cordata</i>	Small-leaved Lime
<i>Viburnum lantana</i>	Wayfaring-tree

Table 5.3. Habitat Character list: Ancient and/or Species Rich hedgerows (non-woody species)

Scientific Name	Common Name
<i>Adoxa moschatellina</i>	Moschatel
<i>Agrostis capillaries</i>	Common bent
<i>Allium ursinum</i>	Ramsons
<i>Anemone nemorosa</i>	Wood anemone
<i>Anisantha sterilis</i>	Barren brome
<i>Arum maculatum</i>	Lords-and-ladies
<i>Athyrium filix-femina</i>	Lady fern
<i>Brachypodium pinnatum</i>	Tor grass
<i>Brachypodium sylvaticum</i>	Wood false-brome

<i>Bromopsis erecta</i>	Upright brome
<i>Bromopsis ramosa</i>	Hairy brome
<i>Bromus hordeaceus</i>	Soft brome
<i>Bryonia dioica</i>	White bryony
<i>Campanula latifolia</i>	Great bell-flower
<i>Chaerophyllum temulum</i>	Rough Chervil
<i>Circaea lutetiana</i>	Enchanter's nightshade
<i>Conopodium majus</i>	Pignut
<i>Dactylis glomerata</i>	Cocksfoot
<i>Deschampsia cespitosa</i>	Tufted hair-grass
<i>Dryopteris dilatata</i>	Broad buckler fern
<i>Dryopteris filix-mas</i>	Male fern
<i>Equisetum arvense</i>	Horsetail
<i>Festuca gigantea</i>	Giant fescue
<i>Festuca rubra</i>	Red fescue
<i>Fragaria vesca</i>	Wild strawberry
<i>Galium odoratum</i>	Woodruff
<i>Geranium robertianum</i>	Herb robert
<i>Geum urbanum</i>	Wood avens/Herb bennet
<i>Glechoma hederacea</i>	Ground ivy
<i>Hedera helix</i>	English Ivy
<i>Holcus lanatus</i>	Yorkshire fog
<i>Holcus mollis</i>	Creeping soft grass
<i>Humulus lupulus</i>	Golden hop
<i>Hyacinthoides non-scripta</i>	Bluebell
<i>Hypericum hirsutum</i>	Hairy St-John's wort
<i>Lamium galeobdolon</i>	Yellow archangel
<i>Lonicera periclymenum</i>	Honeysuckle
<i>Lysimachia nemorum</i>	Yellow pimpernel
<i>Melica uniflora</i>	Wood melick
<i>Mercurialis perennis</i>	Dog's mercury
<i>Oxalis acetosella</i>	Wood sorrel
<i>Poa nemoralis</i>	Wood meadow-grass
<i>Poa pratensis</i>	Smooth meadow-grass
<i>Poa trivialis</i>	Rough meadow-grass
<i>Potentilla erecta</i>	Tormentil
<i>Potentilla sterilis</i>	Barren strawberry
<i>Primula vulgaris</i>	Primrose
<i>Ranunculus ficaria</i>	Lesser celandine
<i>Ranunculus repens</i>	Creeping buttercup
<i>Rubus fruticosus</i> agg.	Blackberry/ Bramble
<i>Sanicula europaea</i>	Sanicle
<i>Silene dioica</i>	Red campion
<i>Stellaria holostea</i>	Greater stitchwort
<i>Tamus communis</i>	Black bryony
<i>Teucrium scorodonia</i>	Wood sage

<i>Veronica Montana</i>	Wood speedwell
<i>Viola odorata</i>	Sweet violet
<i>Viola reichenbachiana</i>	Early dog violet
<i>Viola riviniana</i>	Common dog violet
Species below score 2	
<i>Asplenium adiantum-nigrum</i>	Black spleenwort
<i>Asplenium ruta-muraria</i>	Wall Rue fern
<i>Asplenium trichomanes</i>	Maidenhair spleenwort
<i>Carex spicata</i>	Spiked sedge
<i>Carex sylvatica</i>	Wood sedge
<i>Ceterach officinarum</i>	Rustyback fern

<i>Cystopteris fragilis</i>	Brittle bladder fern
<i>Deschampsia flexuosa</i>	Wavy hair-grass
<i>Dryopteris affinis</i>	Scaly male-fern
<i>Helleborus foetidus</i>	Stinking hellebore
<i>Narcissus pseudonarcissus</i>	Wild daffodil
<i>Paris quadrifolia</i>	Herb paris
<i>Phyllitis scolopendrium</i>	Hart's tongue fern
<i>Polypodium interjectum</i>	Intermediate Polypody
<i>Polypodium vulgare</i>	Common polypody
<i>Polystichum aculeatum</i>	Hard shield fern
<i>Ranunculus auricomus</i>	Goldilocks buttercup
<i>Sison amomum</i>	Stone Parsley

6. Grassland Habitats, including Lowland Heathland / Acid Grassland Mosaics

Doncaster Borough supports a diversity of grassland habitats ranging from vegetated limestone crags, through to lowland heath and scrub communities.

Site Selection Criteria – Grassland and Heathland

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

GR1 Areas of ancient or long established semi-natural grassland of at least 0.1ha in size, or at least 50m in length if along a linear feature (drain, verge, bank, hedge, way leave), that support stands of one or more of the following National Vegetation Classification community types:

U1 sheep's fescue – common bent – sheep's sorrel grassland

(Festuca ovina-Agrostis capillaris-Rumex acetosella)

U2 wavy hair-grass grassland

(Deschampsia flexuosa)

U4 sheep's fescue – common bent – heath bedstraw grassland

(Festuca ovina-Agrostis capillaris-Galium saxatile)

MG4 meadow foxtail – greater burnet grassland

(Alopecurus pratensis-Sanguisorba officinalis)

MG5 crested dog's-tail – common knapweed grassland

(Cynosurus cristatus-Centaurea nigra)

CG3 upright brome grassland

(Bromus erectus)

CG4 tor grass grassland

(Brachypodium pinnatum)

CG5 upright brome – tor grass grassland

(Bromus erectus-Brachypodium pinnatum)

Application

This criterion selects grasslands exceeding the minimum area or length requirement for the habitat unit and supporting grassland with an affinity to the above listed National Vegetation Classification communities. The minimum dimensions have been based upon knowledge of the existing habitat resource, however as site data is not generally recorded on a habitat compartment basis, the boundary will relate to recognisable management units for the selection attribute and to semi-natural landscape features. This criterion excludes recently created grasslands.

Rationale

This criterion is designed to identify semi-natural grassland communities of a nationally recognised type that are rare in Doncaster. Their rarity and limited extent, both in terms of size and isolation, necessitates appropriate protection and this is also reflected in the relatively small minimum area requirement. Determination of an appropriate site boundary should correspond with management units, rather than distinct habitat types, as this is likely to be fragmented or of varying NVC affinity. The designation of a broader management unit will also ensure that the valuable associated bryophyte interest is protected. Affinity to a characteristic NVC assemblage should reflect relative long-standing and therefore identify established and often species-rich grasslands, which are not of recent origin. Sites supporting more commonly occurring NVC communities and non-assignable habitats will be assessed using alternative grassland criteria.

GR2 Areas of semi-natural grassland of at least 0.25ha or 50m if along a linear feature (drain, verge, bank, hedge, way leave), scoring:

- a) 45 or more from the 'Neutral and wet grassland habitat character' list (Table 6.2) or,
- b) 26 or more from the 'Limestone grassland habitat character' list (Table 6.3) or,
- c) 20 or more from the 'Lowland heathland/Acid grassland mosaic habitat character' list (Table 6.4).

Application

This criterion selects grassland and heathland mosaic sites including composite areas of bryophyte turf, scrub, bare ground and habitat mosaics, which exceed the minimum area or length requirement for the habitat unit. Habitats are required to attain the score specified for each of the corresponding Habitat Character lists. The species listed do not have to be present throughout the entire grassland. The species lists combine indicators of both local habitat typicality and quality, though do include rarities, which are highlighted in bold and generate a double score. Grasslands should not have been recently created. The minimum site dimensions have been based upon knowledge of the existing habitat resource. Site boundaries should relate to recognisable management units and to semi-natural landscape features.

Rationale

This criterion assesses sites in terms of botanical diversity and local habitat typicality and provides a basic measure of the biodiversity of the Borough's grassland and heathland mosaic resource. Sites that are long-standing and therefore potentially species-rich, due to longevity or traditional management should rank highly. The species lists for the grassland types have varying scoring thresholds, based upon the differing nature of the habitats and their botanical attributes. A sample of sites of varying quality but representing each of the grassland types has been assessed to establish an appropriate scoring threshold for each.

GR3 Areas of semi-natural grassland of at least 0.25ha or 50m if along a linear feature (drain, verge, bank, hedge, way leave), which have a score within 20% of the qualifying threshold

for any of the different local grassland types (see GR2) and which adjoin or lie within 500m of an existing grassland, heathland, or fen statutory site or Local Wildlife Site.

Application

This criterion selects sites supporting grassland habitats and heathland mosaics, exceeding the minimum dimensions for the habitat unit. This is a multi-factor assessment, based upon the identification of sites of lesser, yet substantive biodiversity value i.e. assessed as within 20% of the scores specified for qualification, and which can function as an effective wildlife corridor due to their proximity to other statutory and Local Wildlife Sites of a similar type. In accordance with Defra's Local Sites guidance⁴⁶, where a site has a number of small fragments of semi-natural habitats that together could be managed to provide linkages for natural colonisation or movement, a site boundary can be defined to take in a wider area and include discontinuous patches. Sites meeting the above assessment criteria will be proposed for Local Wildlife Site designation.

Rationale

Sites identified for selection using this criterion have substantive biodiversity value, and support the ecological functions of the wider network of statutory and non-statutory sites. The relative position of sites within the wider landscape is essential in supporting networks of similar habitats and their communities. The retention and enhancement of wildlife corridors and linking of fragmented habitats is extremely significant when the sites are statutory or other Local Sites of a similar type.

LH1 Areas greater than 0.1ha of dry or wet heath, which score 14 or more from the 'Lowland heathland/Acid grassland mosaic habitat character' list (Table 6.4).

Application

This criterion selects heathland sites wet or dry, exceeding the minimum area requirement for the habitat unit and attaining the score specified from the corresponding Habitat Character list. The species list reflects the ecological character of Doncaster's heathland communities in light of their geographical, geological and landscape context, rather than assigned NVC categories. The species listed are not required to be present throughout the entire site. The site boundary may include other habitats considered to support the integrity and management of the heathland feature.

Rationale

This criterion targets sites in terms of their botanical diversity and local habitat typicality. These sites are important due to the rarity of the habitat within the region. In addition, this habitat type supports a large number of species of conservation importance, many of which are uniquely associated with these habitats. The relatively small area requirement has been assigned to stress the rarity of the habitat in size and distribution.

LH2 Areas greater than 0.1ha of dry or wet heath, which have a score within 20% of the qualifying threshold for LH1 and which adjoin or lie within 500m of an existing grassland, heathland, or fen statutory site or Local Wildlife Site.

Application

This criterion selects sites supporting heathland habitats, which exceed the minimum area requirement for the habitat unit, attain a score within 20% of the qualifying threshold for heathland sites and is in close proximity to other statutory sites or Local Wildlife Sites of specified type. The site boundary can be defined to take in a wider area and include discontinuous patches. The site boundary should be drawn to protect the sites interest as part of a management unit, and consider means of physical connectivity to neighbouring wildlife sites.

⁴⁶ Defra, 2006, Local Sites: Guidance on their Identification, Selection and Management

Rationale

Sites identified for selection using this criterion have substantive biodiversity value, and through their intrinsic value and relative position, can support the wider network of statutory and non-statutory sites. Due to the rarity of heathland habitats within the region it is important to identify sites that exhibit some biodiversity interest and can also be targeted for enhancement and restoration.

Table 6.2. Habitat Character list: Neutral and wet grassland

Scientific Name	Common Name
<i>Achillea millefolium</i>	Yarrow
<i>Agrostis capillaris</i>	Common Bent
<i>Agrostis stolonifera</i>	Creeping Bent / Fiorin
<i>Allium oleraceum</i>	Field Garlic
<i>Alopecurus geniculatus</i>	Marsh foxtail
<i>Alopecurus pratensis</i>	Meadow foxtail
<i>Angelica sylvestris</i>	Wild Angelica
<i>Anthoxanthum odoratum</i>	Sweet Vernal-grass
<i>Bellis perennis</i>	Daisy
<i>Briza media</i>	Quaking Grass
<i>Bromus commutatus</i>	Meadow Brome
<i>Bromus hordeaceus</i>	Soft-brome
<i>Campanula rotundifolia</i>	Harebell
<i>Cardamine pratensis</i>	Cuckooflower/ lady's smock
<i>Carex flacca</i>	Glaucous Sedge
<i>Carex hirta</i>	Hairy Sedge
<i>Carex ovalis</i>	Oval Sedge
<i>Centaurea nigra</i>	(Black) Common Knapweed
<i>Cerastium fontanum</i>	Common Mouse-ear
<i>Chaerophyllum temulum</i>	Rough Chervil
<i>Cirsium palustre</i>	Marsh Thistle
<i>Conopodium majus</i>	Pignut
<i>Cynosurus cristatus</i>	Crested Dog's-tail
<i>Dactylis glomerata</i>	Cock's-foot
<i>Dactylorhiza fuchsii</i>	Common Spotted-Orchid
<i>Dactylorhiza praetermissa</i>	Southern Marsh-Orchid
<i>Danthonia decumbens</i>	Heath Grass
<i>Deschampsia cespitosa</i>	Tufted-hairgrass
<i>Festuca ovina</i>	Sheep's Fescue
<i>Festuca rubra</i>	Red Fescue
<i>Filipendula ulmaria</i>	Meadowsweet
<i>Hypochaeris radicata</i>	Cat's-ear
<i>Juncus effusus</i>	Soft Rush
<i>Lathyrus pratensis</i>	Meadow Vetchling

<i>Leontodon autumnalis</i>	Autumn Hawkbit
<i>Leucanthemum vulgare</i>	Oxeye Daisy
<i>Lolium perenne</i>	Perennial Rye-Grass
<i>Lotus corniculatus</i>	Bird's-foot Trefoil
<i>Lotus uliginosus</i>	Greater Birdsfoot Trefoil
<i>Luzula campestris</i>	Field Wood-rush
<i>Plantago lanceolata</i>	Ribwort Plantain
<i>Poa pratensis</i>	Smooth(-stalked) Meadow-Grass
<i>Poa trivialis</i>	Rough(-stalked) Meadow-Grass
<i>Potentilla erecta</i>	Tormentil
<i>Prunella vulgaris</i>	Self-heal
<i>Ranunculus acris</i>	Meadow Buttercup
<i>Ranunculus bulbosus</i>	Bulbous Buttercup
<i>Ranunculus repens</i>	Creeping Buttercup
<i>Rumex acetosa</i>	Common Sorrel
<i>Stellaria graminea</i>	Lesser Stitchwort
<i>Taraxacum officinale agg.</i>	Dandelions
<i>Trifolium dubium</i>	Lesser (Yellow-)Trefoil
<i>Trifolium pratense</i>	Red Clover
<i>Trifolium repens</i>	White Clover
<i>Veronica chamaedrys</i>	Germander Speedwell
<i>Vicia cracca</i>	Tufted Vetch
Species below score 2	
<i>Alchemilla glabra</i>	(Smooth) Lady's-mantle
<i>Alchemilla xanthochlora</i>	(Intermediate) Lady's-mantle
<i>Carex caryophyllea</i>	Spring Sedge
<i>Carex elongata</i>	Elongated Sedge
<i>Fritillaria meleagris</i>	Fritillary (excluding planted stock)
<i>Hordeum secalinum</i>	Meadow Barley
<i>Juncus compressus</i>	Round-fruited Rush
<i>Knautia arvensis</i>	Field Scabious
<i>Lathyrus nissolia</i>	Grass Vetchling
<i>Leontodon hispidus</i>	Rough Hawkbit
<i>Ophioglossum vulgatum</i>	Adder's-Tongue (Fern)
<i>Primula veris</i>	Cowslip
<i>Rhinanthus minor</i>	Yellow Rattle
<i>Sanguisorba officinalis</i>	Great Burnet

<i>Silaum silaus</i>	Pepper-Saxifrage
<i>Sison amomum</i>	Stone Parsley
<i>Stachys officinalis</i>	Betony
<i>Stellaria palustris</i>	Marsh Stitchwort
<i>Succisa pratensis</i>	Devil's-bit Scabious

Table 6.3. Habitat Character list: Limestone grassland

Scientific Name	Common Name
<i>Agrimonia eupatoria</i>	(Common) Agrimony
<i>Allium oleraceum</i>	Field Garlic
<i>Allium vineale</i>	Wild Onion
<i>Anthyllis vulneraria</i>	Kidney Vetch
<i>Betonica officinalis</i>	Betony
<i>Brachypodium pinnatum</i>	Tor-Grass
<i>Briza media</i>	Quaking-Grass
<i>Bromopsis erecta</i>	Upright Brome
<i>Campanula rotundifolia</i>	Harebell
<i>Carex caryophyllea</i>	Spring Sedge
<i>Carex flacca</i>	Glaucous Sedge
<i>Centaurea scabiosa</i>	Greater Knapweed
<i>Centaureum erythraea</i>	Common Centaury
<i>Chaerophyllum temulum</i>	Rough Chervil
<i>Galium verum</i>	Lady's Bedstraw
<i>Helictotrichon pubescens</i>	Downy Oat-Grass
<i>Leontodon hispidus</i>	Rough Hawkbit
<i>Linum catharticum</i>	(Purging) Fairy Flax
<i>Pilosella officinarum</i>	Mouse-ear Hawkweed
<i>Pimpinella saxifraga</i>	Burnet-saxifrage
<i>Polygala vulgaris</i>	(Common) Milkwort
<i>Primula veris</i>	Cowslip
<i>Sanguisorba minor</i>	Salad Burnet
<i>Thymus polytrichus</i>	Wild Thyme
<i>Trisetum flavescens</i>	Yellow Oat-Grass
Species below score 2	
<i>Anacamptis pyramidalis</i>	Pyramidal Orchid
<i>Aquilegia vulgaris</i>	Columbine
<i>Asperula cynanchica</i>	Squinancywort
<i>Astragalus danicus</i>	Purple Milk-vetch
<i>Avenula pratensis</i>	Meadow Oat-grass
<i>Blackstonia perfoliata</i>	Yellow-Wort
<i>Bromopsis benekenii</i>	Lesser Hairy-brome
<i>Campanula glomerata</i>	Clustered Bellflower
<i>Carlina vulgaris</i>	Carlina Thistle
<i>Cirsium acaule</i>	Dwarf Thistle
<i>Cirsium dissectum</i>	Meadow Thistle
<i>Cirsium eriophorum</i>	Woolly Thistle

<i>Clinopodium acinos</i>	Basil Thyme
<i>Clinopodium ascendens</i>	Common Calamint
<i>Clinopodium vulgare</i>	Wild Basil
<i>Dactylorhiza fuchsii</i>	Common Spotted-Orchid
<i>Danthonia decumbens</i>	Heath-grass
<i>Equisetum variegatum</i>	Variiegated Horsetail
<i>Erigeron acer</i>	Blue Fleabane
<i>Euphrasia</i>	Eyebrights
<i>Euphrasia anglica</i>	Eyebrights
<i>Euphrasia cambrica</i>	Eyebrights
<i>Euphrasia confusa</i>	Eyebrights
<i>Euphrasia nemorosa</i>	Eyebrights
<i>Euphrasia officinalis</i> agg.	Eyebrights
<i>Filipendula vulgaris</i>	Dropwort
<i>Fritillaria meleagris</i>	Fritillary (excluding planted stock)
<i>Genista tinctoria</i>	Dyer's Greenweed
<i>Gentianella amarella</i>	Autumn Gentian
<i>Glycyrrhiza glabra</i>	Liquorice
<i>Gymnadenia conopsea</i>	Fragrant Orchid
<i>Helianthemum nummularium</i>	Common Rock-rose
<i>Helictotrichon pratense</i>	Meadow Oat-Grass
<i>Hippocrepis comosa</i>	Horseshoe Vetch
<i>Hypericum montanum</i>	Pale St John's-Wort
<i>Inula conyzae</i>	Ploughman's-Spikenard
<i>Koeleria macrantha</i>	Crested Hair-Grass
<i>Leontodon saxatilis</i>	Lesser Hawkbit
<i>Ononis repens</i>	(Common) Restharrow
<i>Ophrys apifera</i>	Bee Orchid
<i>Orchis mascula</i>	Early Purple-orchid
<i>Origanum vulgare</i>	(Wild) Marjoram
<i>Parnassia palustris</i>	Grass-of-Parnassus
<i>Phleum bertolonii</i>	Smaller Cat's-tail
<i>Plantago media</i>	Hoary Plantain
<i>Platanthera chlorantha</i>	Greater Butterfly-orchid
<i>Potentilla tabernaemontani</i>	Spring Cinquefoil
<i>Rosa pimpinellifolia</i>	Burnet Rose
<i>Saxifraga granulata</i>	Meadow Saxifrage
<i>Scabiosa columbaria</i>	Small Scabious
<i>Spiranthes spiralis</i>	Autumn Lady's-tresses
<i>Stellaria alsine</i>	Bog Stitchwort
<i>Viola hirta</i>	Hairy Violet

Table 6.4. Habitat Character list: Acid Grassland/Lowland Heathland

Scientific Name	Common Name
<i>Agrostis canina</i>	Velvet Bent

<i>Agrostis capillaris</i>	Common Bent
<i>Anchusa arvensis</i>	Bugloss
<i>Blechnum spicant</i>	Hard Fern
<i>Calluna vulgaris</i>	Heather
<i>Campanula rotundifolia</i>	Harebell
<i>Carex nigra</i>	Common Sedge
<i>Carex pilulifera</i>	Pill Sedge
<i>Cerastium fontanum</i>	Common Mouse-ear
<i>Chaerophyllum temulum</i>	Rough Chervil
<i>Dactylorhiza maculata</i>	(White Sedge) Heath Spotted-Orchid
<i>Dactylorhiza maculata ericetorum</i>	(White Sedge) Heath Spotted-Orchid
<i>Deschampsia flexuosa</i>	Wavy Hair-grass
<i>Eriophorum angustifolium</i>	Common Cottongrass
<i>Filago vulgaris</i>	Common Cudweed
<i>Galium saxatile</i>	Heath Bedstraw
<i>Gnaphalium uliginosum</i>	Marsh Cudweed
<i>Hydrocotyle vulgaris</i>	Marsh Pennywort
<i>Juncus bulbosus</i>	Bulbous Rush
<i>Lathyrus linifolius</i>	Bitter-vetch
<i>Myosotis discolor</i>	Changing Forget-Me-Not
<i>Myrica gale</i>	Bog Myrtle
<i>Pinguicula vulgaris</i>	Common Butterwort
<i>Potentilla erecta</i>	Tormentil
<i>Pteridium aquilinum</i>	Brake / Bracken
<i>Rumex acetosella</i>	Sheep Sorrel agg.
<i>Salix repens</i>	Creeping Willow
<i>Teucrium scorodonia</i>	Wood Sage
<i>Ulex europaeus</i>	(Common) Gorse
<i>Veronica officinalis</i>	Heath Speedwell
Species below score 2	
<i>Aira caryophyllea</i>	Silver Hair-grass
<i>Aira praecox</i>	Early Hair-grass
<i>Calamagrostis canescens</i>	Purple Small-Reed
<i>Calamagrostis epigejos</i>	Wood Small-reed
<i>Carex arenaria</i>	Sand Sedge

<i>Carex binervis</i>	Moor Sedge
<i>Cerastium semidecandrum</i>	Scarious Chickweed
<i>Cerastium arvense</i>	Field Mouse-ear
<i>Danthonia decumbens</i>	Heath-Grass
<i>Empetrum nigrum</i>	Crowberry
<i>Empetrum nigrum nigrum</i>	Crowberry
<i>Erica cinerea</i>	Bell Heather
<i>Erica tetralix</i>	Cross-leaved Heath
<i>Erodium cicutarium</i>	Common Stork's-bill
<i>Filago minima</i>	Small Cudweed
<i>Genista anglica</i>	Petty Whin
<i>Gnaphalium sylvaticum</i>	Heath Cudweed
<i>Hypericum pulchrum</i>	Slender St. John's-Wort
<i>Hypochaeris glabra</i>	Smooth Cat's-ear
<i>Juncus squarrosus</i>	Heath Rush
<i>Luzula multiflora</i>	Heath Wood-Rush
<i>Luzula multiflora congesta</i>	Heath Wood-Rush
<i>Luzula multiflora multiflora</i>	Heath Wood-Rush
<i>Mentha pulegium</i>	Pennyroyal
<i>Molinia caerulea</i>	Purple Moor-Grass
<i>Myosotis ramosissima</i>	Early Forget-Me-Not
<i>Nardus stricta</i>	Mat-Grass
<i>Ornithopus perpusillus</i>	Bird's-Foot
<i>Plantago coronopus</i>	Buck's-Horn Plantain
<i>Polygala serpyllifolia</i>	Heath Milkwort
<i>Potentilla anglica</i>	Trailing Tormentil
<i>Scleranthus annuus</i>	Knawel
<i>Stellaria pallida</i>	Lesser Chickweed
<i>Teesdalia nudicaulis</i>	Shepherd's Cress
<i>Trifolium striatum</i>	Knotted Clover
<i>Ulex minor</i>	Dwarf Gorse
<i>Vaccinium myrtillus</i>	Bilberry
<i>Vicia lathyroides</i>	Spring Vetch
<i>Viola canina</i>	Heath Dog-violet
<i>Viola tricolor</i>	Wild Pansy
<i>Vulpia bromoides</i>	Squirrel-Tail Fescue
<i>Vulpia myuros</i>	Rat's-Tail Fescue

7. Fen and Mire Habitats

A range of fen and mire habitats are present throughout the borough, supporting a rich diversity of aquatic and terrestrial communities.

Site Selection Criteria – Fen and Mires

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- LM1 Lowland raised mire sites greater than 0.1 ha that support at least 1 species from the following indicator list and a further 3 species from the 'Lowland raised mire habitat character' list (Table 7.3);

Erica tetralix – Cross-leaved heath

Eriophorum angustifolium – Common cottongrass

Vaccinium oxycoccos - Cranberry

Drosera rotundifolia – Common sundew

Narthecium ossifragum – Bog asphodel
Sphagnum species

Molinia caerulea – Purple moor grass

Calamagrostis canescens – Purple small reed

Application

This criterion selects sites exceeding the minimum area requirement for the site unit and supporting 1 lowland raised mire indicator species (listed above) as well as at least 3 species associated with the community type as listed in Table 7.3. The minimum area requirement is based upon knowledge of the existing resource and allows for the inclusion of associated habitats, which support mire development and ecology. Determination of the site boundary should consider hydrological function and relate to recognisable management units and to semi-natural landscape features.

Rationale

Doncaster's lowland raised mires are not in pristine condition and therefore are unlikely to be detected using NVC community definitions. This criterion has therefore been adapted to use a series of key indicator species, rather than community assemblages, to avoid discounting valuable sites. This criterion is designed to identify a nationally rare habitat, present in Doncaster Borough. The rare and fragmented distribution of this habitat outside statutory sites necessitates appropriate protection for the site itself and habitat network supporting Natura 2000 sites and this is reflected in the small site area and inclusion of supporting habitats.

- FE1 Stands of tall-herb fen and/or reedbed that are greater than 0.25ha in area and are predominantly comprised of one or more of the following NVC communities:

S4 Common reed (*Phragmites australis*) swamp and reed-bed.

S25 Common reed – Hemp agrimony (*Phragmites australis* - *Eupatorium cannabinum*) tall-herb fen

S26 Common reed – Common nettle (*Phragmites australis* - *Urtica dioica*) tall-herb fen

S28 Reed canary grass (*Phalaris arundinacea*) tall-herb fen

M27 Meadowsweet – Wild angelica (*Filipendula ulmaria* - *Angelica sylvestris*) mire (Doncaster's 'Fenny Fields')

Application

This criterion selects sites supporting fen habitats that have been established for more than 5 years. Sites of this age are more likely to exhibit enhanced habitat structure (normally associated with larger sites), and may support a diverse faunal interest. The transient nature of the habitat should be taken into account in establishing an appropriate site boundary, which can include a combination of other fen, swamp, mire, grassland, scrub, wet woodland and open water communities. Site eligibility based upon minimum area, should however be based upon the area of fen habitat rather than that of the entire site.

Rationale

This criterion is designed to identify characteristic National Vegetation Classification habitat types that are locally and regionally rare. The minimum area requirement reflects the limited extent of local habitats exhibiting this character, which have suffered fragmentation and isolation. This criterion specifically targets the inclusion of local peculiarities.

FE2 Mixed fen sites greater than 0.25 ha scoring 23 or more from the 'Mixed fen habitat character' list (Table 7.4):

Application

This criterion selects sites exceeding the minimum area requirement for the site unit, and supporting fen habitat (rich or poor) that exhibit a characteristic species assemblage and attain a diversity score above the qualification threshold. The site can comprise a combination of fen and associated habitats, and the boundary should relate to recognisable management units and to semi-natural landscape features.

Rationale

Fen sites have suffered fragmentation and degradation, largely as a result of changes in land use and land management. Existing fen sites greater than 0.25ha exhibiting a typical and diverse fen species assemblage should be selected to help protect their integrity and continuity.

Table 7.3. Habitat Character list: Lowland Raised Mire

Scientific Name	Common Name
<i>Achillea ptarmica</i>	Sneezewort
<i>Anagallis tenella</i>	Bog Pimpernel
<i>Carex nigra</i>	Common Sedge
<i>Drosera rotundifolia</i>	Round-Leaved Sundew
<i>Dryopteris carthusiana</i>	Narrow Buckler-Fern
<i>Empetrum nigrum</i>	Crowberry
<i>Erica tetralix</i>	Cross-Leaved Heath
<i>Eriophorum angustifolium</i>	Common Cottongrass
<i>Eriophorum vaginatum</i>	Hare's-Tail Cottongrass
<i>Hydrocotyle vulgaris</i>	Marsh Pennywort
<i>Juncus bulbosus</i>	Bulbous Rush
<i>Juncus squarrosus</i>	Heath Rush
<i>Menyanthes trifoliata</i>	Bogbean
<i>Molinia caerulea</i>	Purple Moor-Grass
<i>Myrica gale</i>	Bog Myrtle
<i>Pedicularis palustris</i>	Marsh Lousewort
<i>Pedicularis sylvatica</i>	(Common) Lousewort
<i>Potamogeton polygonifolius</i>	Bog Pondweed
<i>Salix repens</i>	Creeping Willow

<i>Scutellaria minor</i>	Lesser Skullcap
<i>Sphagnum balticum</i>	Baltic Bog-Moss
<i>Sphagnum capillifolium</i>	Red Bog-moss
<i>Sphagnum recurvum</i>	a bog moss
<i>Tolypella intricata</i>	Tassel Stonewort
<i>Trichophorum cespitosum</i>	Deergrass
<i>Vaccinium oxycoccos</i>	Cranberry
Species below score 2	
<i>Andromeda polifolia</i>	Bog-Rosemary
<i>Calamagrostis canescens</i>	Purple Small-Reed
<i>Carex curta</i>	White Sedge
<i>Comarum palustre</i>	Marsh Cinquefoil
<i>Dactylorhiza maculata ericetorum</i>	Heath Spotted-Orchid
<i>Dactylorhiza traunsteinerioides</i>	Narrow-leaved Marsh-orchid
<i>Osmunda regalis</i>	Royal Fern
<i>Rhinanthus angustifolius</i>	Greater Yellow-Rattle
<i>Utricularia australis</i>	Bladderwort

Table 7.4. Habitat Character list: Mixed Fen

Scientific Name	Common Name
<i>Achillea ptarmica</i>	Sneezewort
<i>Agrostis stolonifera</i>	Creeping Bent / Fiorin
<i>Angelica sylvestris</i>	Wild Angelica
<i>Bidens tripartita</i>	Trifid Bur-Marigold
<i>Caltha palustris</i>	Marsh Marigold
<i>Carex acutiformis</i>	Lesser Pond-Sedge
<i>Carex disticha</i>	Brown Sedge
<i>Carex otrubae</i>	False Fox-Sedge
<i>Dactylorhiza purpurella</i>	Northern Marsh Orchid
<i>Deschampsia caespitosa</i>	Tufted Hair Grass
<i>Dryopteris carthusiana</i>	Narrow Buckler Fern
<i>Dryopteris cristata</i>	Crested Buckler Fern
<i>Eleocharis palustris</i>	Common Spike-Rush
<i>Epilobium palustre</i>	Marsh Willowherb
<i>Equisetum palustre</i>	Marsh Horsetail
<i>Eupatorium cannabinum</i>	Hemp-agrimony
<i>Filipendula ulmaria</i>	Meadowsweet
<i>Galium palustre</i>	Marsh Bedstraw
<i>Galium uliginosum</i>	Fen Bedstraw
<i>Glyceria declinata</i>	Small Sweet-Grass
<i>Glyceria maxima</i>	(Reed Sweet-grass) Great Water Grass
<i>Glyceria notata</i>	Plicate Sweet-Grass
<i>Hydrocotyle vulgaris</i>	Marsh Pennywort
<i>Hypericum tetrapterum</i>	Square-stemmed St John's-wort
<i>Iris pseudacorus</i>	Yellow (Flag) Iris
<i>Isolepis setacea</i>	Bristle Club-Rush
<i>Juncus acutiflorus</i>	Sharp-flowered Rush
<i>Juncus articulatus</i>	Jointed Rush
<i>Juncus bufonius</i> agg.	Toad Rush
<i>Juncus bulbosus</i>	Bulbous Rush
<i>Juncus conglomeratus</i>	Compact Rush
<i>Juncus effusus</i>	Soft Rush
<i>Juncus inflexus</i>	Hard Rush
<i>Lotus pedunculatus</i>	Greater Bird's-foot Trefoil
<i>Lychnis flos-cuculi</i>	Ragged Robin
<i>Lycopus europaeus</i>	Gipsywort
<i>Lysimachia vulgaris</i>	Yellow Loosestrife
<i>Lythrum portula</i>	Water Purslane
<i>Lythrum salicaria</i>	Purple-loosestrife
<i>Mentha aquatica</i>	Water Mint
<i>Montia fontana</i>	Blinks
<i>Myosotis laxa</i>	Tufted Forget-Me-Not
<i>Myosotis scorpioides</i>	Water Forget-Me-Not
<i>Myosoton aquaticum</i>	Water Chickweed
<i>Myrrhis odorata</i>	Sweet Cicily

<i>Oenanthe crocata</i>	Hemlock Water-Dropwort
<i>Persicaria amphibia</i>	Amphibious Bistort
<i>Persicaria hydropiper</i>	Water-Pepper
<i>Petasites hybridus</i>	Butterbur
<i>Phalaris arundinacea</i>	Reed Canary-Grass
<i>Phragmites australis</i>	Common Reed
<i>Pulicaria dysenterica</i>	Common Fleabane
<i>Ranunculus flammula</i>	Lesser Spearwort
<i>Ranunculus sceleratus</i>	Celery-Leaved Buttercup
<i>Rorippa nasturtium-aquaticum</i>	Water-Cress
<i>Scrophularia auriculata</i>	Water Figwort
<i>Scutellaria galericulata</i>	(Common) Skullcap
<i>Solanum dulcamara</i>	Bittersweet / Woody Nightshade
<i>Stachys palustris</i>	Marsh Woundwort
<i>Stellaria uliginosa</i>	Bog Stitchwort
<i>Typha latifolia</i>	(Bulrush) / Great Reedmace
<i>Valeriana officinalis</i>	Common Valerian
<i>Veronica beccabunga</i>	Brooklime
<i>Viola palustris</i>	Marsh Violet
Species below score 2	
<i>Calamagrostis canescens</i>	Purple Small-reed
<i>Calamagrostis stricta</i>	Narrow Small-reed
<i>Carex acuta</i>	Slender Tufted-Sedge
<i>Carex elata</i>	Tufted sedge
<i>Carex elongata</i>	Elongated Sedge
<i>Carex paniculata</i>	Greater Tussock-Sedge
<i>Carex pseudocyperus</i>	Cyperus Sedge
<i>Carex riparia</i>	Greater Pond-Sedge
<i>Carex rostrata</i>	Bottle Sedge
<i>Carex vesicaria</i>	Bladder-sedge
<i>Carex vulpina</i>	True Fox Sedge
<i>Cladium mariscus</i>	Great Fen-sedge
<i>Eleocharis acicularis</i>	Needle Spike-Rush
<i>Equisetum telmateia</i>	Giant Horsetail
<i>Juncus subnodulosus</i>	Blunt-Flowered Rush
<i>Lathyrus palustris</i>	Marsh Pea
<i>Oenanthe fistulosa</i>	Tubular Water-Dropwort
<i>Oenanthe lachenalii</i>	Parsley Water-Dropwort
<i>Osmunda regalis</i>	Royal Fern
<i>Pinguicula vulgaris</i>	Common Butterwort
<i>Potentilla palustris</i>	Marsh Cinquefoil
<i>Ranunculus aquatilis</i>	Common Water-Crowfoot

<i>Ranunculus lingua</i>	Greater Spearwort
<i>Rumex hydrolapathum</i>	(Great) Water Dock
<i>Samolus valerandi</i>	Brookweed

<i>Thalictrum flavum</i>	Common Meadow-rue
<i>Typha angustifolia</i>	Lesser Bulrush

8. Standing Water Habitats

Standing waters include both natural and man-made features, such as lakes, ponds, drains, and gravel pits. Whilst many of Doncaster's standing water habitats appear quite natural, they owe their origin to activities such as mineral extraction, industrial processes, construction of canal, railway and road embankments, fishing, power generation, stock watering, and ornament. They include the sluggish waters of canals, features formerly part of flowing waters, i.e. oxbow lakes and also drains, where they dry out or have an intermittent flow or are reliant on pumping.

Site Selection Criteria – Standing Water

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- SW1 Eutrophic and mesotrophic standing water, that scores 25 or more from the 'Standing water habitat character' list (Table 8.2).

Application

This criterion selects sites which exhibit a neutral to nutrient enriched water quality and attain the score specified for the corresponding Habitat Character list. The species listed do not have to be present throughout the entire waterbody. Site boundaries should relate to recognisable management units and to semi-natural landscape features. They should include areas of marginal vegetation fringing the waterbody, for which the associated species are included in the Habitat Character list, although bordering semi-natural habitats should be considered under the Mixed Habitats and Structural Mosaic criteria. For linear waterbodies species diversity should be assessed over a 30m stretch of habitat, although the site boundary may extend beyond the survey section to clear landmarks. This is particularly important within drain networks, where individual channels are subject to routine vegetation clearance, justifying the designation of a greater area of eligible habitat to support their biodiverse regeneration.

Rationale

This criterion is designed to identify sites in terms of their botanical diversity and local habitat typicality. The species listed in the Habitat Character list are indicative of the vegetation found in good quality standing open water habitat. A minimum area requirement has not been assigned in reflection of the rarity of species rich standing water habitats, particularly small ponds.

- SW2 Standing water that supports one of the known rare aquatic habitats in Doncaster, as listed below:

- a) Mesotrophic standing water
- b) Oligotrophic standing water
- c) 5 or more submerged native aquatic species
- d) Stable charophyte communities
- e) Inland brackish waters and saltmarsh
- f) Spring-fed calcareous waterbodies

Application

This criterion selects sites known to support the listed features, and again should include areas of marginal vegetation fringing the waterbody.

Rationale

These habitat attributes are considered locally rare and worthy of protection through site designation. Biodiversity interest for selected features will also be entomological and therefore sites will be identified through nomination rather than Habitat Character lists.

Table 8.2. Habitat Character list: Standing Water

Scientific Name	Common Name
<i>Agrostis stolonifera</i>	Creeping Bent / Fiorin
<i>Alisma plantago-aquatica</i>	Water-plantain
<i>Apium nodiflorum</i>	Fool's Water-Cress
<i>Berula erecta</i>	Lesser Water-Parsnip
<i>Callitriche stagnalis</i>	Common Water-Starwort
<i>Caltha palustris</i>	Marsh Marigold
<i>Carex acutiformis</i>	Lesser Pond-Sedge
<i>Carex otrubae</i>	False Fox-Sedge
<i>Chara</i>	Stonewort sp.
<i>Chara globularis</i>	Fragile Stonewort
<i>Chara hispida</i>	Bristly Stonewort
<i>Chara pedunculata</i>	Hedgehog Stonewort
<i>Chara vulgaris agg.</i>	Common Stonewort
<i>Chara vulgaris longibracteata</i>	Common Stonewort
<i>Eleocharis palustris</i>	Common Spike-Rush
<i>Equisetum fluviatile</i>	Water Horsetail
<i>Equisetum palustre</i>	Marsh Horsetail
<i>Glyceria declinata</i>	Small Sweet-Grass
<i>Glyceria fluitans</i>	Floating Sweet-Grass
<i>Glyceria maxima</i>	(Reed Sweet-grass) Great Water Grass
<i>Glyceria notata</i>	Plicate Sweet-Grass
<i>Hydrocotyle vulgaris</i>	Marsh Pennywort
<i>Iris pseudacorus</i>	Yellow (Flag) Iris
<i>Isolepis setacea</i>	Bristle Club-Rush
<i>Juncus acutiflorus</i>	Sharp-flowered Rush
<i>Juncus articulatus</i>	Jointed Rush
<i>Juncus bufonius agg.</i>	Toad Rush
<i>Juncus bulbosus</i>	Bulbous Rush
<i>Juncus conglomeratus</i>	Compact Rush
<i>Juncus effusus</i>	Soft Rush
<i>Juncus inflexus</i>	Hard Rush
<i>Lemna minor</i>	Common Duckweed
<i>Lycopus europaeus</i>	Gipsywort
<i>Lysimachia vulgaris</i>	Yellow Loosestrife
<i>Lythrum salicaria</i>	Purple-Loosestrife
<i>Mentha aquatica</i>	Water Mint
<i>Myosotis laxa</i>	Tufted Forget-Me-Not
<i>Myosotis scorpioides</i>	Water Forget-Me-Not
<i>Myosoton aquaticum</i>	Water Chickweed
<i>Myriophyllum spicatum</i>	Spiked Water-Milfoil
<i>Nuphar lutea</i>	Yellow Water-Lily

<i>Nymphaea alba</i>	White Water-Lily
<i>Oenanthe crocata</i>	Hemlock Water-Dropwort
<i>Persicaria amphibia</i>	Amphibious Bistort
<i>Persicaria hydropiper</i>	Water-Pepper
<i>Petasites hybridus</i>	Butterbur
<i>Phalaris arundinacea</i>	Reed Canary-Grass
<i>Phragmites australis</i>	Common Reed
<i>Potamogeton berchtoldii</i>	Small Pondweed
<i>Potamogeton crispus</i>	Curled Pondweed
<i>Potamogeton natans</i>	Broad-Leaved Pondweed
<i>Potamogeton pectinatus</i>	Fennel Pondweed
<i>Potamogeton perfoliatus</i>	Perfoliate Pondweed
<i>Ranunculus flammula</i>	Lesser Spearwort
<i>Ranunculus peltatus</i>	Pond Water-Crowfoot
<i>Ranunculus sceleratus</i>	Celery-Leaved Buttercup
<i>Rorippa nasturtium-aquaticum</i>	Water-Cress
<i>Schoenoplectus lacustris</i>	Common Club-Rush
<i>Schoenoplectus tabernaemontani</i>	Grey Club-Rush
<i>Scrophularia auriculata</i>	Water Figwort
<i>Solanum dulcamara</i>	Bittersweet / Woody Nightshade
<i>Sparganium erectum</i>	Branched Bur-reed
<i>Spirodela polyrhiza</i>	Great Duckweed
<i>Typha latifolia</i>	(Bulrush) / Great Reedmace
<i>Veronica beccabunga</i>	Brooklime
<i>Viola palustris</i>	Marsh Violet
Species below score 2	
<i>Alisma lanceolatum</i>	Narrow-leaved Water-plantain
<i>Baldellia ranunculoides</i>	Lesser Water-Plantain
<i>Bidens cernua</i>	Nodding Bur-marigold
<i>Butomus umbellatus</i>	Flowering Rush
<i>Callitriche hermaphroditica</i>	Autumnal Water-starwort
<i>Callitriche obtusangula</i>	Blunt-fruited Water-starwort
<i>Callitriche platycarpa</i>	Various-Leaved Water-Starwort
<i>Carex acuta</i>	Slender Tufted-Sedge
<i>Carex elata</i>	Tufted Sedge

<i>Carex elongate</i>	Elongated Sedge
<i>Carex paniculata</i>	Greater Tussock-Sedge
<i>Carex pseudocyperus</i>	Cyperus Sedge
<i>Carex riparia</i>	Greater Pond-Sedge
<i>Carex rostrata</i>	Bottle Sedge
<i>Carex vesicaria</i>	Bladder-sedge
<i>Ceratophyllum demersum</i>	Rigid Hornwort
<i>Cladium mariscus</i>	Great Fen-sedge
<i>Eleocharis acicularis</i>	Needle Spike-Rush
<i>Eleogiton fluitans</i>	Floating Club-Rush
<i>Equisetum variegatum</i>	Variiegated Horsetail
<i>Groenlandia densa</i>	Opposite-leaved Pondweed
<i>Hippuris vulgaris</i>	Mare's-Tail
<i>Hottonia palustris</i>	Water-violet
<i>Hydrocharis morsus-ranae</i>	Frogbit
<i>Juncus subnodulosus</i>	Blunt-Flowered Rush
<i>Lythrum portula</i>	Water Purslane
<i>Lemna gibba</i>	Fat Duckweed
<i>Lemna trisulca</i>	Ivy-Leaved Duckweed
<i>Menyanthes trifoliata</i>	Bogbean
<i>Montia fontana</i>	Blinks
<i>Myriophyllum verticillatum</i>	Whorled Water-Milfoil
<i>Oenanthe aquatica</i>	Fine-Leaved Water-Dropwort
<i>Oenanthe fistulosa</i>	Tubular Water-Dropwort
<i>Oenanthe lachenalii</i>	Parsley Water-Dropwort
<i>Persicaria mitis</i>	Tasteless Water-pepper
<i>Potamogeton coloratus</i>	Fen Pondweed
<i>Potamogeton obtusifolius</i>	Blunt-Leaved Pondweed

<i>Potamogeton polygonifolius</i>	Bog Pondweed
<i>Potamogeton pusillus</i>	Lesser Pondweed
<i>Potamogeton trichoides</i>	Hairlike Pondweed
<i>Ranunculus aquatilis</i>	Common Water-Crowfoot
<i>Ranunculus baudotii</i>	Brackish Water-crowfoot
<i>Ranunculus circinatus</i>	Fan-Leaved Water-Crowfoot
<i>Ranunculus lingua</i>	Greater Spearwort
<i>Ranunculus trichophyllum</i>	Thread-Leaved Water-Crowfoot
<i>Rumex hydrolapathum</i>	(Great) Water Dock
<i>Rumex maritimus</i>	Golden Dock
<i>Rumex palustris</i>	Marsh Dock
<i>Sagittaria sagittifolia</i>	Arrowhead
<i>Samolus valerandi</i>	Brookweed
<i>Sium latifolium</i>	Greater water-parsnip
<i>Sparganium emersum</i>	Unbranched Bur-reed
<i>Typha angustifolia</i>	Lesser Bulrush
<i>Utricularia australis</i>	Bladderwort
<i>Utricularia minor</i>	Lesser Bladderwort
<i>Utricularia vulgaris</i>	Greater Bladderwort
<i>Utricularia vulgaris sens.lat.</i>	Greater Bladderwort
<i>Utricularia vulgaris sens.str.</i>	Greater Bladderwort
<i>Veronica anagallis-aquatica</i>	Water Speedwell
<i>Veronica catenata</i>	Pink Water-Speedwell
<i>Veronica scutellata</i>	Marsh Speedwell

9. Flowing Water Habitats

Natural rivers and flowing waters are dynamic, biodiverse systems, undergoing constant modification of course and form. They form vital wildlife corridors and their associated floodplain wetlands support a mosaic of aquatic habitats including; swift and slow flowing open waters, marshes, fen, damp grassland, wet woodland and swamp. They also exhibit characteristic physical features associated with hydrological processes, e.g. riffles and pools, which support a range of aquatic species, and exposed sediments (whether tidal or draw-down), shingle beds and sand bars, which are important for a number of invertebrates. Doncaster borough supports a number of biodiverse flowing water and associated habitats. These guidelines may also be applied to drains with a determinable flow.

Site Selection Criteria – Flowing Water

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- FW1 A stretch of river or smaller water course that supports 2 or more of the following a)-d):

- a) regularly supports a high and/or near natural water quality as determined by Biological General Quality Assessment methodology used by the Environment Agency,
- b) a suite of 3 or more features of natural river habitats, that should normally occur in the stretch of watercourse being evaluated from those listed below:
 - i. Cascades
 - ii. Islands
 - iii. Oxbows
 - iv. Pools
 - v. Rapids
 - vi. Riffle and run systems
 - vii. River cliffs (earth or rock)
 - viii. Exposed estuarine sand or mud banks
 - ix. Shingle banks/gravel shoals
 - x. Unmodified bank profiles
 - xi. Unvegetated point bars
 - xii. Vegetated point bars
 - xiii. Accumulations of coarse woody debris
- c) A score of 20 or more from the 'Flowing water habitat character' list (Table 9.2)
- d) Significant water-crowfoot beds

Application

This criterion selects flowing water sites and associated wetland habitats of natural and artificial origin. There is no minimum area requirement, however the linear nature of flowing water habitats necessitates that assessments should be undertaken in sections between landmark features. Botanical diversity should be measured across a sample distance of 30m within the designated stretch.

Rationale

Rivers play a vital role in providing habitats, feeding grounds and wildlife corridors on a major scale, yet their semi-natural character and water quality has been eroded by external pressures. Flowing water sites exhibiting the features listed above are eligible for designation. The features listed in b) can offer specific conditions for a variety of fauna and d) is of locally restricted distribution and associated with base-rich substrates and indicative of unpolluted water.

FW2 Any stream or spring originating from calcareous substrata in the Southern Magnesian Limestone Natural Area that supports a characteristic calcareous invertebrate fauna as verified by an invertebrate ecologist.

Application

This criterion selects streams or springs originating from the Southern Magnesian Limestone Natural Area, which supports a characteristic calcareous invertebrate assemblage. There is no minimum area requirement, and the site boundary should contain a distinct management unit between landmark features.

Rationale

It is difficult to specify a characteristic calcareous stream flora for Doncaster, although possible indicators include water-crowfoot. Therefore calcareous invertebrate fauna should be used as an indicator of appropriate and favourable condition, for this locally notable habitat.

Table 9.2. Habitat Character list: Flowing water

Scientific Name	Common Name
<i>Agrostis stolonifera</i>	Creeping Bent / Fiorin
<i>Alisma plantago-aquatica</i>	Water-plantain
<i>Apium nodiflorum</i>	Fool's Water-Cress

<i>Berula erecta</i>	Lesser Water-Parsnip
<i>Callitriche stagnalis</i>	Common Water-Starwort
<i>Caltha palustris</i>	Marsh Marigold
<i>Carex acutiformis</i>	Lesser Pond-Sedge
<i>Carex otrubae</i>	False Fox-Sedge
<i>Chara</i>	Stonewort sp.
<i>Chara globularis</i>	Fragile Stonewort

<i>Chara hispida</i>	Bristly Stonewort
<i>Chara pedunculata</i>	Hedgehog Stonewort
<i>Chara vulgaris</i> agg.	Common Stonewort
<i>Chara vulgaris longibracteata</i>	Common Stonewort
<i>Eleocharis palustris</i>	Common Spike-Rush
<i>Equisetum fluviatile</i>	Water Horsetail
<i>Equisetum palustre</i>	Marsh Horsetail
<i>Glyceria declinata</i>	Small Sweet-Grass
<i>Glyceria fluitans</i>	Floating Sweet-Grass
<i>Glyceria maxima</i>	(Reed Sweet-grass) Great Water Grass
<i>Glyceria notata</i>	Plicate Sweet-Grass
<i>Hydrocotyle vulgaris</i>	Marsh Pennywort
<i>Iris pseudacorus</i>	Yellow (Flag) Iris
<i>Isolepis setacea</i>	Bristle Club-Rush
<i>Juncus acutiflorus</i>	Sharp-flowered Rush
<i>Juncus articulatus</i>	Jointed Rush
<i>Juncus bufonius</i> agg.	Toad Rush
<i>Juncus bulbosus</i>	Bulbous Rush
<i>Juncus conglomeratus</i>	Compact Rush
<i>Juncus effusus</i>	Soft Rush
<i>Juncus inflexus</i>	Hard Rush
<i>Lemna minor</i>	Common Duckweed
<i>Lycopus europaeus</i>	Gipsywort
<i>Lysimachia vulgaris</i>	Yellow Loosestrife
<i>Lythrum portula</i>	Water Purslane
<i>Lythrum salicaria</i>	Purple-Loosestrife
<i>Mentha aquatica</i>	Water Mint
<i>Montia fontana</i>	Blinks
<i>Myosotis laxa</i>	Tufted Forget-Me-Not
<i>Myosotis scorpioides</i>	Water Forget-Me-Not
<i>Myosoton aquaticum</i>	Water Chickweed
<i>Myriophyllum spicatum</i>	Spiked Water-Milfoil
<i>Nuphar lutea</i>	Yellow Water-Lily
<i>Nymphaea alba</i>	White Water-Lily
<i>Oenanthe crocata</i>	Hemlock Water-Dropwort
<i>Persicaria amphibia</i>	Amphibious Bistort
<i>Persicaria hydropiper</i>	Water-Pepper
<i>Petasites hybridus</i>	Butterbur
<i>Phalaris arundinacea</i>	Reed Canary-Grass
<i>Phragmites australis</i>	Common Reed
<i>Potamogeton berchtoldii</i>	Small Pondweed
<i>Potamogeton crispus</i>	Curled Pondweed
<i>Potamogeton natans</i>	Broad-Leaved Pondweed
<i>Potamogeton pectinatus</i>	Fennel Pondweed
<i>Potamogeton perfoliatus</i>	Perfoliate Pondweed
<i>Ranunculus flammula</i>	Lesser Spearwort
<i>Ranunculus peltatus</i>	Pond Water-Crowfoot
<i>Ranunculus sceleratus</i>	Celery-Leaved Buttercup
<i>Rorippa nasturtium-aquaticum</i>	Water-Cress
<i>Schoenoplectus lacustris</i>	Common Club-Rush
<i>Schoenoplectus tabernaemontani</i>	Grey Club-Rush
<i>Scrophularia auriculata</i>	Water Figwort

<i>Solanum dulcamara</i>	Bittersweet / Woody Nightshade
<i>Sparganium erectum</i>	Branched Bur-reed
<i>Typha latifolia</i>	(Bulrush) / Great Reedmace
<i>Veronica beccabunga</i>	Brooklime
<i>Viola palustris</i>	Marsh Violet
Species below score 2	
<i>Baldellia ranunculoides</i>	Lesser Water-Plantain
<i>Butomus umbellatus</i>	Flowering Rush
<i>Callitriche platycarpa</i>	Various-Leaved Water-Starwort
<i>Carex acuta</i>	Slender Tufted-Sedge
<i>Carex elata</i>	Tufted Sedge
<i>Carex elongata</i>	Elongated Sedge
<i>Carex paniculata</i>	Greater Tussock-Sedge
<i>Carex pseudocyperus</i>	Cyperus Sedge
<i>Carex riparia</i>	Greater Pond-Sedge
<i>Carex rostrata</i>	Bottle Sedge
<i>Ceratophyllum demersum</i>	Rigid Hornwort
<i>Cladium mariscus</i>	Great Fen-sedge
<i>Eleocharis acicularis</i>	Needle Spike-Rush
<i>Eleogiton fluitans</i>	Floating Club-Rush
<i>Equisetum variegatum</i>	Variegated Horsetail
<i>Hippuris vulgaris</i>	Mare's-Tail
<i>Hottonia palustris</i>	Water-violet
<i>Hydrocharis morsus-ranae</i>	Frogbit
<i>Juncus subnodulosus</i>	Blunt-Flowered Rush
<i>Lemna gibba</i>	Fat Duckweed
<i>Lemna trisulca</i>	Ivy-Leaved Duckweed
<i>Menyanthes trifoliata</i>	Bogbean
<i>Myriophyllum verticillatum</i>	Whorled Water-Milfoil
<i>Oenanthe aquatica</i>	Fine-Leaved Water-Dropwort
<i>Oenanthe fistulosa</i>	Tubular Water-Dropwort
<i>Oenanthe lachenalii</i>	Parsley Water-Dropwort
<i>Potamogeton coloratus</i>	Fen Pondweed
<i>Potamogeton obtusifolius</i>	Blunt-Leaved Pondweed
<i>Potamogeton polygonifolius</i>	Bog Pondweed
<i>Potamogeton pusillus</i>	Lesser Pondweed
<i>Potamogeton trichoides</i>	Hairlike Pondweed
<i>Ranunculus aquatilis</i>	Common Water-Crowfoot
<i>Ranunculus circinatus</i>	Fan-Leaved Water-Crowfoot
<i>Ranunculus lingua</i>	Greater Spearwort
<i>Ranunculus trichophyllus</i>	Thread-Leaved Water-Crowfoot
<i>Rumex hydrolapathum</i>	(Great) Water Dock
<i>Rumex maritimus</i>	Golden Dock
<i>Sagittaria sagittifolia</i>	Arrowhead
<i>Samolus valerandi</i>	Brookweed
<i>Sium latifolium</i>	Greater water-parsnip
<i>Sparganium emersum</i>	Unbranched Bur-reed
<i>Typha angustifolia</i>	Lesser Bulrush
<i>Utricularia australis</i>	Bladderwort

<i>Utricularia minor</i>	Lesser Bladderwort
<i>Utricularia vulgaris</i>	Greater Bladderwort
<i>Utricularia vulgaris sens.lat.</i>	Greater Bladderwort

<i>Utricularia vulgaris sens.str.</i>	Greater Bladderwort
<i>Veronica catenata</i>	Pink Water-Speedwell

10. Mixed Habitats and Structural Mosaics

Wildlife sites rarely comprise vegetation of homogenous type, cover or structure, but exhibit variation within and between habitats at all scales. At a macro-scale habitat mosaics and structural features can significantly contribute to the overall biodiversity of an area, whilst at a micro-scale they can provide specific ecological requirements to support the different life stages and habits of a particular species. Mixed habitats and structural mosaics are therefore considered particularly important for invertebrate species and assemblages, as the structural heterogeneity they provide within a small area supports greater species-richness and opportunities for specialist and niche diversity.

The following guidelines are for the selection and designation of Local Wildlife Sites supporting habitats and features that are both individually and collectively of conservation value. The guidelines aim to identify:

- Sites supporting habitats of substantive nature conservation value, which just fail to meet the selection criteria for their specific habitat components, yet which together with other features, present an enhanced array of ecological resources for biological communities. This includes areas adjoining, or in close proximity to other Local Wildlife Sites or statutory sites.
- Sites that support varied macro-habitats and provide more structural variation than individual habitats in isolation.

Site Selection Criteria – Mixed Habitats and Structural Mosaics

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- SM1 Sites of 0.5ha or more in size, or 50m if along a linear feature, where the predominant habitat is of borderline Local Wildlife Site quality and adjoins or lies within 500m of an existing Local Wildlife Site or statutory site.

Application

This criterion selects mixed habitat sites exceeding the minimum area requirement for the site unit, where the predominant habitat is of borderline Local Wildlife Site quality. Habitat quality is based upon attainment of a score within 20% of the qualifying threshold set for any of the various Habitat Character lists. The site should lie within 500m of an existing Local Wildlife Site or statutory type of any habitat type. The site boundary should relate to landscape features associated with the mosaic, which can include contributing artificial structures.

Rationale

This criterion is designed to identify sites that due to component habitat size or quality are ineligible for Local Wildlife Site designation on their own merit, yet whose substantive nature conservation value is elevated given their proximity to other Local Wildlife Sites and statutory sites. Such sites support connectivity within the wider landscape and provide features of interest, which attract and support the species ecology of neighbouring wildlife sites of recognised value.

- SM2 Sites of 5ha or more in size that support a mosaic of the semi-natural habitats listed in Table 10.2, which collectively have a habitat mosaic score of 6 or more.

Application

This criterion selects sites exceeding the minimum area requirement for the site unit that support a mosaic of semi-natural habitats, including geological features such as rock faces, and therefore potentially incorporating Local Geological Sites. Two of the habitats present should in combination cover at least 25% of the total site area, to ensure adequate semi-natural habitat coverage, although the site may incorporate other artificial habitats. Individual habitats have been attributed a score based upon their local significance, considering status, distribution and quality. Site boundaries relate to landscape features associated with the mosaic, which can include contributing artificial structures.

Rationale

Sites supporting mixed semi-natural habitats and structural mosaics on this scale and exceeding the habitat mosaic score make a significant contribution to the borough's biodiversity. Such sites play an important role in providing opportunity and resources to protect and conserve the biodiversity and character associated with their respective Natural Area. Large expanses of semi-natural and other habitats are particularly important for their faunal interest, especially where animal species require an extended territory to provide for and play-out different aspects of their life cycle.

Table 10.2. Habitat Mosaics⁴⁷

Habitat	Score
<i>Neutral Grassland</i>	<i>4 points</i>
<i>Calcareous Grassland</i>	<i>4 points</i>
<i>Acid Grassland</i>	<i>4 points</i>
<i>Wet Heath & Acid Grassland mosaic</i>	<i>4 points</i>
<i>Dry Heath & Acid Grassland mosaic</i>	<i>3 points</i>
<i>Scrub communities</i>	<i>2 points</i>
<i>Open Water and Swamp (flowing or standing)</i>	<i>2 points</i>
<i>Marsh & Fen</i>	<i>2 points</i>
<i>Semi-Natural Woodland</i>	<i>2 points</i>
<i>Other habitat types covered by these guidelines</i>	<i>1 point</i>

SM3 Sites supporting 10 or more species of bryophyte listed in Table 10.3

Application

This criterion selects sites that support at least 10 bryophyte species from those listed in Table 10.3. The site can include geological and artificial features and site boundaries should relate to habitat and landscape features associated with the mosaic.

Rationale

Bryophytes are non-vascular plants which grow in mats or cushions on rocks, soil, or as epiphytes on the trunks and leaves of trees, generally flourishing in moist conditions. Mosses, liverworts and hornworts provide structural diversity on a micro-scale, provide seed beds for larger plants, they capture and recycle soluble nutrients and bind the soil to keep it from eroding. Sphagnum mosses are particularly important bryophyte components of peatland and wetland communities. Sites supporting a variety of bryophytes are likely to be structurally diverse and exhibit a range of conditions and habitats that may similarly be favorable for the niche ecology of invertebrates.

⁴⁷ Adapted from: North Yorkshire SINC Panel, 2002, Guidelines for Site Selection

Table 10.3. Bryophyte Species list

Scientific Name	Common Name
<i>Aulacomnium palustre</i>	Bog Groove-moss
<i>Blasia pusilla</i>	
<i>Brachythecium albicans</i>	Whitish Feather-moss
<i>Bryum pseudotriquetrum</i>	
<i>Bryum subapiculatum</i>	
<i>Calypogeia fissa</i>	
<i>Calypogeia muelleriana</i>	
<i>Campylopus flexuosus</i>	
<i>Campylopus introflexus</i>	Heath Star Moss
<i>Campylopus pyriformis</i>	Dwarf Swan-neck Moss
<i>Cephalozia bicuspidata</i>	
<i>Cephalozia connivens</i>	Forcipated Pincerwort
<i>Cephaloziella rubella</i>	
<i>Ceratodon purpureus</i>	Redshank
<i>Dicranella cerviculata</i>	Red-neck Forklet-moss
<i>Dicranella heteromalla</i>	Silky Forklet-moss
<i>Dicranum polysetum</i>	
<i>Dicranum scoparium</i>	Broom Fork-moss
<i>Diplophyllum albicans</i>	
<i>Fossombronina incurva</i>	Weedy Frillwort
<i>Gymnocolea inflata</i>	
<i>Hypnum jutlandicum</i>	

<i>Jungermannia gracillima</i>	
<i>Lepidozia reptans</i>	
<i>Lophocolea semiteres</i>	Southern Crestwort
<i>Lophozia excisa</i>	
<i>Mylia anomala</i>	
<i>Nardia scalaris</i>	
<i>Orthodontium</i>	
<i>Pleuroidium subulatum</i>	
<i>Pleurozium schreberi</i>	
<i>Pohlia annotina</i>	Pale-fruited Thread-moss
<i>Pohlia camptotrachela</i>	
<i>Pohlia nutans</i>	Nodding Thread-moss
<i>Polytrichum commune</i>	Common Haircap
<i>Polytrichum formosum</i>	Bank Haircap
<i>Polytrichum juniperinum</i>	Juniper Haircap
<i>Polytrichum longisetum</i>	Slender Haircap
<i>Polytrichum piliferum</i>	Bristly Haircap
<i>Ptilidium ciliare</i>	
<i>Rhytidiadelphus squarrosus</i>	Springy Turf-moss
<i>Scleropodium purum</i>	Neat Feather-moss
<i>Sphagnum subnitens</i>	
<i>Thuidium tamariscinum</i>	
<i>Warnstorfia fluitans</i>	

11. Habitats of Artificial Substrates

The following guidelines are for the selection and designation of Local Wildlife Sites supporting distinct habitats of biodiversity interest and value associated with artificial substrates.

Site Selection Criteria – Artificial Substrates

Sites that meet one or more of the following criteria will be eligible for Local Wildlife Site designation.

- AS1 A former coal mine, spoil disposal, or coking/processing site of at least 0.25ha that scores 10 or more from the 'Species of Artificial Substrates' list (Table 11.1).
- AS2 Settlement lagoons and waste sites of the glass processing industry of 0.25ha or more in size, scoring 10 or more from the 'Species of Artificial Substrates' list (Table 11.2).
- AS3 Sites greater than 0.25ha where foundry sand and resins have been used in industrial moulding processes, and which score 10 or more from the 'Species of Artificial Substrates' list (Table 11.3).

Application

These criteria select the relevant industrial sites of at least 0.25ha, attaining the associated species diversity and habitat typicality score. There should be a good distribution of the species present from the 'Species of Artificial Substrates' throughout the designated areas. Site boundaries can include a combination of habitats of semi-natural and artificial substrates and other man-made features, if the qualifying habitats are dispersed across large or mixed character sites.

Rationale

The Artificial Substrates criteria tend to focus on sites of selected historical industrial processes, where distinctive wildlife communities associated with specific industrial wastes are supported. These sites are diminishing in number and their habitats are inherently susceptible to transition, which could result in the loss of an element of their biodiversity interest, therefore their localised and special characteristics should be recognised through site designation.

Table 11.1. Species of Artificial Substrates (Coal mine, spoil disposal, or coking/processing sites)

Scientific Name	Common Name
<i>Agrostis capillaris</i>	Common Bent
<i>Aira praecox</i>	Early Hair-Grass
<i>Anagallis arvensis</i>	Scarlet Pimpernel
<i>Asplenium adiantum-nigrum sensu stricto</i>	Black Spleenwort
<i>Betula pendula</i>	Silver Birch
<i>Betula pubescens</i>	Downy Birch
<i>Blackstonia perfoliata</i>	Yellow-wort
<i>Calluna vulgaris</i>	Heather
<i>Carex arenaria</i>	Sand Sedge
<i>Centaurium erythraea</i>	Common Centaury
<i>Cotula coronopifolia</i>	
<i>Cytisus scoparius</i>	Broom
<i>Daucus carota</i>	Wild Carrot
<i>Deschampsia flexuosa</i>	Wavy Hair-Grass
<i>Erodium cicutarium agg</i>	Common Stork's-Bill
<i>Euphorbia helioscopia</i>	Sun Spurge
<i>Hieracium</i>	Hawkweed
<i>Hypericum humifusum</i>	Trailing St. John's-Wort
<i>Hypericum perforatum</i>	Perforate St. John's-Wort
<i>Juncus effusus</i>	Soft Rush
<i>Juncus gerardii</i>	Saltmarsh Rush
<i>Leucanthemum vulgare</i>	Oxeye Daisy
<i>Linaria vulgaris</i>	Common Toadflax
<i>Linum catharticum</i>	Fairy Flax
<i>Melilotus albus</i>	White Melilot
<i>Melilotus altissimus</i>	Tall Melilot
<i>Myosotis discolor</i>	Changing Forget-Me-Not
<i>Myosotis ramosissima</i>	Early Forget-Me-Not
<i>Ornithopus perpusillus</i>	Bird's-Foot
<i>Pilosella officinarum</i>	Mouse-Ear-Hawkweed
<i>Potentilla erecta</i>	Tormentil
<i>Reseda lutea</i>	Wild Mignonette
<i>Rhinanthus minor</i>	Yellow-Rattle
<i>Rumex acetosella acetosella</i>	Sheep's Sorrel
<i>Salix caprea</i>	Goat Willow
<i>Salix cinerea</i>	Grey Willow
<i>Schoenoplectus tabernaemontani</i>	Grey Club-Rush
<i>Silene uniflora</i>	Sea Campion
<i>Spergularia rubra</i>	Sand Spurrey

<i>Ulex europaeus</i>	Gorse
<i>Vulpia myuros</i>	Rat's-tail Fescue

Table 11.2. Species of Artificial Substrates (Settlement lagoons and waste sites of the glass processing industry)

Scientific Name	Common Name
<i>Anthyllis vulneraria</i>	Kidney Vetch
<i>Artemisia absinthium</i>	Wormwood
<i>Asplenium adiantum-nigrum sensu stricto</i>	Black Spleenwort
<i>Betula pendula</i>	Silver Birch
<i>Blackstonia perfoliata</i>	Yellow-wort
<i>Centaurium erythraea</i>	Common Centaury
<i>Cytisus scoparius</i>	Broom
<i>Dactylorhiza fuchsii</i>	Common Spotted-Orchid
<i>Dactylorhiza praetermissa</i>	Southern Marsh-Orchid
<i>Erigeron acer</i>	Blue Fleabane
<i>Hieracium</i>	Hawkweed
<i>Hypericum perforatum</i>	Perforate St. John's-Wort
<i>Inula conyzae</i>	Ploughman's Spikenard
<i>Juncus inflexus</i>	Hard Rush
<i>Lepidium draba</i>	Hoary Cress
<i>Leucanthemum vulgare</i>	Oxeye Daisy
<i>Linaria vulgaris</i>	Common Toadflax
<i>Linum catharticum</i>	Fairy Flax
<i>Odontites vernus</i>	Red Bartsia
<i>Oenothera biennis</i>	Common Evening-Primrose
<i>Oenothera glazioviana</i>	Large-flowered Evening - Primrose
<i>Ononis repens</i>	Common Restharrow
<i>Picris echioides</i>	Bristly Oxtongue
<i>Pilosella aurantiaca</i>	Fox-and-Cubs

<i>Pilosella officinarum</i>	Mouse-Ear-Hawkweed
<i>Potentilla erecta</i>	Tormentil
<i>Puccinellia distans</i>	Reflexed Saltmarsh-grass
<i>Reseda lutea</i>	Wild Mignonette
<i>Rhinanthus minor</i>	Yellow-Rattle
<i>Salix caprea</i>	Goat Willow
<i>Salix cinerea</i>	Grey Willow
<i>Trifolium arvense</i>	Hare's foot clover
<i>Ulex europaeus</i>	Gorse

<i>Cytisus scoparius</i>	Broom
<i>Erigeron acer</i>	Blue Fleabane
<i>Erodium cicutarium agg</i>	Common Stork's-Bill
<i>Festuca ovina agg.</i>	Sheep's Fescue agg.
<i>Filago minima</i>	Small Cudweed
<i>Filago vulgaris</i>	Common Cudweed
<i>Geranium molle</i>	Dove's-Foot Crane's-Bill
<i>Gnaphalium uliginosum</i>	Marsh Cudweed
<i>Hypericum perforatum</i>	Perforate St. John's-Wort
<i>Linaria vulgaris</i>	Common Toadflax
<i>Myosotis discolor</i>	Changing Forget-Me-Not
<i>Myosotis ramosissima</i>	Early Forget-Me-Not
<i>Oenothera biennis</i>	Common Evening-Primrose
<i>Oenothera fallax</i>	Intermediate Evening-Primrose
<i>Oenothera glazioviana</i>	Large-Flowered Evening-Primrose
<i>Ornithopus perpusillus</i>	Bird's-Foot
<i>Pilosella officinarum</i>	Mouse-Ear-Hawkweed
<i>Rhinanthus minor</i>	Yellow-Rattle
<i>Rumex acetosella acetosella</i>	Sheep's Sorrel
<i>Sedum acre</i>	Biting Stonecrop
<i>Verbascum thapsus</i>	Great Mullein
<i>Vulpia bromoides</i>	Squirrel-Tail Fescue
<i>Vulpia myuros</i>	Rat's-tail Fescue

Table 11.3. Species of Artificial Substrates (Foundry sand and resins sites)

Scientific Name	Common Name
<i>Agrostis capillaris</i>	Common Bent
<i>Aira caryophyllea</i>	Silver Hair-Grass
<i>Amsinckia micrantha</i>	Common Fiddleneck
<i>Anagallis arvensis</i>	Scarlet Pimpernel
<i>Anchusa arvensis</i>	Bugloss
<i>Artemisia absinthium</i>	Wormwood
<i>Asplenium adiantum-nigrum sensu stricto</i>	Black Spleenwort
<i>Betula pendula</i>	Silver Birch
<i>Blackstonia perfoliata</i>	Yellow-wort
<i>Centaureum erythraea</i>	Common Centaury

12. Wildlife Site Selection Guidelines: Species

Background

The designation of Local Sites on the basis of qualifying habitats will result in the protection of a wide range of species of conservation importance and interest. However, not all sites of importance for key species will qualify for Local Site designation based on their habitats alone. It's also important to recognise the biodiversity interests of individual sites to conserve them appropriately – especially if these relate to a specific species. A set of criteria have therefore been developed, to help assess sites that may be of importance for the conservation of particular species.

Use of the Doncaster Biodiversity Audit

Doncaster's Species Audit⁴⁸ was originally compiled as part of Doncaster's Local Biodiversity Action Plan, to highlight species of conservation concern and interest in the Borough. These species were identified using a series of national, regional and local selection criteria agreed by Doncaster Biodiversity Action Partnership. The criteria were based upon published conservation listings, reflecting the known distribution and abundance of species and changing population trends, and therefore included the most threatened species requiring conservation action.

The Species Audit is designed to be updated to reflect species status changes and this will ensure the continued relevance of the document in highlighting species of local and national conservation interest and concern. Using the Audit to underpin the species-based selection criteria provides an opportunity to designate Local Sites that support relatively stable populations of key species.

Population size assessment

Several of the species criteria use the term 'significant' in relation to population size, when determining if a Local Site should be designated. The significance of a population on a particular site will be determined through consultation with an appropriate expert, e.g. relevant county recorder for a species group or an advisor from Natural England. This approach allows for consideration of both discrete and meta-populations in determining the importance of the site, based on expert knowledge of the area and species in question. It also allows for a more flexible consideration of data availability, recording effort limitations and potential population shifts linked to climate change etc.

Population data

Local Sites designated on account of their species interest should ideally be evidenced by population data recorded within the last five years, that has been provided by, or verified by, a reliable source and indicate a stable presence of the species concerned. Stability will be inferred when a species has been recorded at a site in at least two of the previous five years. For a site to qualify, the species population should be considered to be of significant size, for one of the two recording events. If it is deemed that the population on a site has declined between survey visits, but that this is as a result of inappropriate management, then efforts will be focused on bringing the site into appropriate management and achieving favourable condition (in accordance with Defra guidelines). Similarly, a site will not be automatically de-designated due to lack of data. Instead, sites will only be assessed for de-designation if sufficient survey effort has established that the species is no longer present.

13. Site Selection Criteria – Mammals

- M1 (a) Any single hibernation roost that regularly supports 2 or more species of bat and/or 15 or more individuals.
- (b) Any series of smaller bat hibernation roosts that while individually would not qualify under criteria M1(a) are together considered of significance.
- (c) Any roost that regularly supports three or more species of bat.
- (d) Any breeding roost that regularly supports a significant population of a bat species.

Application

These criteria will be used to select sites that support significant populations of bats within Doncaster. The criteria will not be applied to industrial buildings, agricultural buildings or domestic dwellings. Other man-made structures such as bridges, tunnels and mine shafts will be eligible for designation, as well as natural features such as trees and caves. Foraging areas, which have been identified by surveys as supporting the roost site, will also be eligible for inclusion within the designated area. Sites considered for inclusion under criterion M1(b) will be assessed through appropriate consultation.

⁴⁸ A Species Audit of Doncaster Borough (2007)

Rationale

All species of bat found within the UK are protected by legislation (Wildlife and Countryside Act 1981 and The Conservation (Natural Habitats, &c.) Regulations. This protection has stemmed from the serious declines that these species have undergone in the last 50 years. Bats have a slow reproductive rate, females having only one offspring in a year, and hence are vulnerable to population crashes if breeding colonies are destroyed or damaged. An ideal breeding roost may be used repeated over many years and hence is appropriate for designation as a conservation site. Hibernation roosts can also be used repeatedly over many years. A good roost has to provide a variety of environmental conditions and be suitable in a range of prevailing weather conditions. Roosts that support large numbers of bats or a variety of species are therefore particularly important. In addition, sites with a series of smaller roosts, that may provide differing environmental conditions, are equally important.

Table 13.1 Numbers of bats that indicate a significant breeding roost in Doncaster.

Bat Species	Significant roost
<i>Barbastella barbastellus</i>	30 or more animals
<i>Myotis brandtii</i>	30 or more animals
<i>Myotis daubentonii</i>	30 or more animals
<i>Myotis mystacinus</i>	30 or more animals
<i>Myotis nattereri</i>	30 or more animals
<i>Nyctalus leisleri</i>	30 or more animals
<i>Nyctalus noctula</i>	30 or more animals
<i>Pipistrellus pipistrellus</i>	100 or more animals
<i>Pipistrellus pygmaeus</i>	100 or more animals
<i>Plecotus auritus</i>	30 or more animals

M2 Any site known to support an otter breeding holt.

Application

This criterion will be used to designate sections of watercourse and surrounding habitat that show evidence of use by breeding otter.

Rationale

Protection of otter breeding sites is important to ensure conservation of the species.

14. Site Selection Criteria – Birds

B1 Any cliff, crag or sand bank that supports a breeding bird species present on the Doncaster Species Audit.

Application

This criterion will be used to identify any geological features, such as cliff faces resulting from minerals extraction works, which support a breeding bird species present on the Audit. The criterion may result in the identification of areas within active minerals sites. Due to the industrial nature of these sites a specific cliff face may be altered over time. It is envisaged that designation will be used as a tool to highlight the importance of the habitat for use by birds and ensure encourage its maintenance within a site as a whole rather than for the protection of one very specific area. It is also envisaged that this criterion will be used to protect sites important for breeding sand martins.

Rationale

Cliff faces provide important nesting habitat for bird species such as peregrine falcon. Highlighting the importance of the cliff habitat for such birds will be used to help guide quarry restoration as well as day to day management of these important sites.

B2 Wet meadows that support at least 3 species, or 6 pairs of breeding wader.

Application

This criterion will be used to protect wet areas that are important for breeding wader species.

Rationale

Wet meadows can provide important habitat for a variety of wading birds.

15. Site Selection Criteria - Reptiles

R1 Any site that regularly supports a population of two or more reptile species.

Rationale

Four species of reptile are recorded in Doncaster:

Grass Snake - *Natrix natrix*
Adder - *Vipus berus*
Common Lizard - *Lacerta vivipara*
Slow Worm - *Anguis fragilis*

The presence of two or more reptile species is considered a good reptile site.

16. Site Selection Criteria - Amphibians

A1 Any site that regularly supports four or more species of amphibian native to Doncaster.

Rationale

Five species of amphibian are known to be present within Doncaster. A site containing four of these five therefore represents a good amphibian assemblage.

17. Site Selection Criteria - Multiple Species Groups

Sites that meet the following criteria will be eligible for Local Site designation.

MS1 Any site that supports a significant population of a species included on one of the following lists within the Doncaster Biodiversity Audit:

Amphibians

Birds

Reptiles

Mammals (not including bats)

Ants

Bees

Wasps

Beetles

Butterflies

Crickets/Grasshoppers

Moths

Fungi

Fish

Crustaceans and Molluscs

Vascular Plants

Mosses and Liverworts

Lichens

Stoneworts

Application

The presence of a species on the site should ideally be verified in at least two of the preceding five years to indicate a stable population; however variable recording effort and data availability mean that this is not always possible. Appropriate advice will be sought to determine whether the site contains a significant population either in terms of the number of individuals present or in terms of the sites contribution to the distribution of the species across a wider area. For species where population size is difficult to assess, such as many invertebrates, then records that simply indicate the presence of a species on site will be sufficient to allow the site to be designated. The boundaries of the site will be determined by considering the ecological requirements of the species concerned, alongside the size of the relevant habitat management units.

Rationale

The species listed on Doncaster's Species Audit are selected on the basis of national, regional and local conservation priorities. Sites that support significant populations of these species are worthy of protection.

MS2 Any site that supports a good population of a species that has undergone a significant decline, documented at a national, regional or local level.

Application

This criterion is designed to apply to all species groups and to species not present on the Audit. It will be used to identify sites that are important for declining species. The decline must be documented, either nationally regionally or locally.

Rationale

Species undergoing significant declines are at risk of extinction unless action is taken now to help address the problems they face. Identifying and protecting strongholds for these species is an important aspect of species conservation. For example, many farmland birds have undergone serious declines over the last 30 years as a result of changing agricultural practises⁴⁹ The protection of sites that support a range of farmland species is therefore important.

⁴⁹ The Second Silent Spring (1999) Krebs *et al.* Nature. Vol 400:611-612.

18. Geological / Geomorphological Selection Guidelines

An area's geodiversity can be considered against a number of natural features including its geology, landform, soils and processes creating the features evident today. Geodiversity features can encompass:

- Important sites or natural features worthy of designation or protection for the quality of the earth heritage feature.
- Sites or natural features where a representative example of an earth heritage feature can be seen.
- Sites or features currently used for interpreting earth science.
- Areas or features with a potential for geo-tourism and education.
- The whereabouts and nature of past and present mineral products and workings.
- How earth science can influence the shaping of the man-made environment, urban landscape, and architecture.
- Hazard management.
- Inter-relationships and inter-dependence between other areas of interest such as biodiversity, archaeology and history.

Site Selection Criteria – Geodiversity

In accordance with Defra guidance⁵⁰ the resurvey criteria used in the 2007 resurvey was the (RIGS) Regionally Important Geological / Geomorphological Sites criteria, which incorporates the 'Geological Conservation Review' (GCR) criteria developed for identifying nationally important sites. The overarching emphasis of the GCR and RIGS criteria is the value of the site for education, research and aesthetics.

G1 Local Geological Sites, including RIGS, are currently selected on the local and regional basis using four nationally agreed criteria (1990):

- The value of the site for educational purposes
- The value of the site for study for both professional and amateur earth scientists
- The historical value of the site in terms of important advances in earth science knowledge, events or human exploitation
- The aesthetic value of the site in the landscape, particularly in relation to promoting public awareness and appreciation of earth sciences

The UK RIGS site assessment form incorporates all the above criteria.

⁵⁰ Local Sites: Guidance on their Identification, Selection and Management

Appendix 9: Criteria for the Selection of Parks and Gardens of Local Historic Interest

Evidence Base Summary

Title:	Parks and Gardens of Local Historic Interest
Date Produced:	To be produced
Author:	DMBC/external specialist consultants

Key Messages

13 Parks and Gardens of Local Historic Interest were identified within the Doncaster UDP

- The character and significance of these and of any other potential entries will be analysed to justify inclusion.
- Criteria will be established through consultation.
- Additional nominations will be invited through public consultation.
- Boundaries will be identified on a map.
- The database will be used as a material consideration in the determination of planning applications.
- It will be subject to periodic review.

Summary of Methodology

The methodology will involve, for each park and garden:

- a brief description.
- a summary analysis of its historical development (based on information obtained from desk-top research, consultations and site visits).
- where relevant, written and cartographic identification of the wider historic designed landscape setting of Registered Parks and Gardens and of Parks and Gardens of Local Historic Interest.
- an assessment of the significance of the park or garden, based on relevant established criteria..

The database will be prefaced by a succinct, overarching statement of significance setting out local historic distinctiveness in parks and gardens.

The criteria for inclusion will reflect those for the national *Register of Parks and Gardens of Special Historic Interest in England*, but adapted for the local historic environment. They will also take into account advice contained in English Heritage's *Good Practice Guide for Local Listing: Identifying and Managing Significant Local Heritage Assets* (Consultation Draft, February 2011).

The criteria, which are not mutually exclusive, are likely to be: -

Age

(Complex sites may meet more than one criterion, and dates should not be too rigidly interpreted. Interest may derive from a single period or from a series of phases of development varying in their impact on the landscape and in their degree of interest. With sites of multiple phases, it is the sum of the developments as seen in the landscape today which is considered. The value of a site can rest in the fact that its present form is the outcome of a series of phases of development or of a more or less continuous sequence of change).

1. Sites formed before about 1750 where at least a proportion of the original layout is evident
2. Sites laid out between about 1750 and about 1840 where enough of the layout survives to reflect the original design
3. Sites with a significant phase of development dating from after about 1840 which are of interest and which are relatively intact, the degree of interest and integrity needing to be greater as the site becomes closer in time
4. Careful selection of sites from the period after 1945
5. Sites less than 30 years old, normally only where they are of special quality or interest

Aesthetic Value

6. The intrinsic design value of the park or garden relating to local styles or any other distinctive local characteristics

Landscape or Horticultural Interest

7. Parks and gardens which are of importance locally for the interest of their landscape or garden design, or style, including layout and form
8. Parks and gardens which include designed associated structures (such as ha-has, statuary, follies etc.)
9. Woodland, tree belts, stands, clumps or landscape features identified as part of the wider designed historic estate setting of a park or garden
10. Parks and gardens which are important locally for their tradition of planting or plantsmanship
11. Locally important examples of parks or gardens of a particular type or having a particular function (NB: omit unless distinct from 7 or 16)
12. Parks or gardens displaying interesting or unusual trees or plants

Designer

13. Parks or gardens laid out by landscape architects, designers, gardeners or plantsmen of national or local renown with their original form surviving to an extent which makes them of interest
14. Rarity as judged against local characteristics

Group Value

15. Parks and gardens which are important to the setting of Listed buildings, buildings of local historic interest, or Scheduled Monuments, or which form a wider part of a Registered Park or Garden, or which contribute positively to the character or appearance of a Conservation Area, having a clear visual, design or historic relationship

Historic Interest

16. Parks or gardens which illustrate or commemorate important aspects of local economic, cultural, social or military history (e.g. public parks, town squares, cemeteries, parks incorporating public memorials, grounds of institutions)

Historical Association

17. Parks and gardens having strong associations with nationally or locally important figures or events. The links will need to be documented or supported by a strong local tradition

Social and Communal Value

18. Parks and gardens perceived as a source of local identity, distinctiveness, social interaction or coherence; often residing in intangible aspects of heritage contributing to the “collective memory” of a place

Evidential Value

19. The significance of a park or garden may be enhanced by a significant contemporary or historic written, drawn or photographic record.

Consultations

Consultation on the draft criteria will be carried out with professional colleagues, Doncaster Civic Trust, the Local History Society, the South Yorkshire Archaeology Service (HER), the Yorkshire Gardens Trust, the Garden History Society, Friends of Hyde Park Cemetery, Friends of Cusworth Park, English Heritage and other interested parties.

Appendix 10: Draft criteria for Locally Listing Buildings and Structures

The following criteria are for assessing unlisted buildings and structures for inclusion in a Doncaster list of buildings or structures of local historic interest.

Any locally listed building must meet following 'exclusive' criteria before it can be assessed against the 'inclusive criteria' below. The purpose of this is to exclude any nominations of candidates that would not qualify as an 'undesigned heritage asset' under the definition of the NPPF or buildings that have no more than personal significance. In addition it is to exclude buildings already of national significance i.e. listed buildings. If a building is suspected of, or, can be deemed to have national significance it should be submitted to the listing branch of Historic England for assessment as such.

Exclusive criteria

For any nominated candidate to be considered for inclusion in the local list;

1. It must be capable of being a heritage asset within definition of National Planning Policy Framework. This defines a heritage asset as 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)'.
2. It must have heritage interest that can be conserved and enjoyed.
3. It must have value for the local character and identity of the borough beyond family or personal connections.
4. Its significance must be greater than the general positive value of its surroundings.
5. It must not be a building of national significance (listed building).
6. The building is not a dangerous structure.

If a building or structure which meets these 'Exclusive Criteria' it will be considered against the following Inclusive criteria;

Age/Rarity/Integrity/Authenticity

There should be elements of the building or structure that it is desirable to conserve; consequently the building or structure must be able to be placed in one of the following categories.

1. The building or structure reflects the earliest phase of development of one of Doncaster's communities.
2. The building or structure is a rare or important surviving example of a particular type or form, material, or style.
3. The building or structure survives in something like its original form i.e. its style, form and construction are easily identifiable.

In addition it must also be shown that it contributes to the character of an area and is valued by local people in accordance with at least one of the criteria detailed below. These criteria broadly reflect the different types of heritage significance identified by Historic England.

Historic interest

- (a) Historical Association

- i. The building or structure has a well authenticated historical association with a notable person(s) or event of national significance.
- ii. The building or structure has a prolonged and direct association with figures or events of local interest.

(b) Social Importance

The building or structure has played an influential role in the development of an area or the life of one of Doncaster's communities. Such buildings may include churches, schools, village and town halls, chapels, public houses, memorials, places of employment and workhouses, which formed a focal point or key social role in the historical development of the area.

(c) Industrial Importance

The building or structure clearly relates to traditional or historic industrial processes or important businesses or the products of such industrial processes or businesses in the history of Doncaster, for example the mining or railway industry, or are intact industrial structures, for example bridges.

Architectural interest

(a) Sense of place

- i. The building or structure is representative of a style that is characteristic of settlements in Doncaster borough, for example, limestone barns.

(b) Innovation and Virtuosity

- i. The building or structure has a noteworthy quality of workmanship and materials.
- ii. The building or structure is the work of a notable local/national architect/engineer/builder.
- iii. The building or structure shows innovation in materials, technique, architectural style or engineering.

(c) Group Value

- i. The buildings/structures form a group which as a whole has a unified architectural or historic value to the local area for example terraces, uniform rows, farmsteads.
- ii. The buildings/structures are an example of deliberate town planning from before 1947, for example, planned colliery settlements

Townscape Value/Landmark status

- (a) Buildings which contribute significantly to townscape appearance e.g. pubs, churches, factories, cinemas, banks, etc.
- (b) The buildings/structures have prominence and a landmark quality that is fundamental to the sense of a particular locality or form a landmark, from within or from outside an area.
- (c) Buildings that are a focal point of social or visual interest e.g. prominent corner sites.

Archaeological interest

Some existing buildings have older foundations, which have evidential significance, and such buildings can be included on the list. Archaeological interest may include the presence of features of evidential value within a later building such as mullioned windows. For the purposes of the local list archaeological interest would be excluded conventional below ground archaeology which cannot be defined as a building or structure.

Notes

- (a) *The significance of a local historic asset of any kind may be enhanced by a significant contemporary or historic record*
- (b) *Whilst local listing provides no additional planning controls, the fact that a building or site is on a local list means that its conservation as a heritage asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application (NPPF, paragraph 17).*
- (c) *If consideration is given to withdrawing permitted development rights then local heritage assets located outside conservation areas may enjoy relatively strong protection from demolition.*
- (d) *A Neighbourhood Plan may indicate buildings and sites which merit inclusion on the local list.*

Appendix 11: Noise

Understanding When Noise Could Become a Concern

Planning Practice Guidance: Noise identifies a noise exposure hierarchy which provides broad guidance on the levels at which noise exposure could become a concern.

At the lowest extreme, when noise is not noticeable, there is by definition no effect. As noise exposure increases, it crosses the **No Observed Effect Level**. This is the stage at which noise becomes noticeable, though it has no adverse effect as it does not cause any change in behaviour or attitude. If the noise level is at this level, no specific measures are required to manage the acoustic environment.

As noise exposure increase it crossed the **Lowest Observed Adverse Effect Level**, and may reach the **Observed Adverse Effect Level**. At this level noise can start to cause small changes in behaviour and attitude. For example, this could cause people to turn up the volume on the television or needing to speak more loudly to be heard. The noise level starts to have an adverse effect where consideration needs to be given to mitigating and minimising those effects.

Continued increase in noise exposure will at some point cause the **Significant Observed Adverse Effect Level** to be crossed. Above this level, noise causes a material change in behaviour, for example necessitating that windows are kept closed most of the time. If noise exposure is above this level, the planning process should be used to prevent this effect occurring through the use of appropriate mitigation such as design and layout.

At the highest extreme noise exposure would cause extensive and sustained changes in behaviour, without an ability to mitigate the effect of noise. At this level the impacts on health and quality of life are such that, regardless of the benefits of the activity causing the noise, the situation should be prevented from occurring.

Managing Noise in Doncaster: Guidance to Support Local Plan Policy [55](#)

Noise Sensitive Development Affected by Noise from Transport Sources

Local Plan Policy [55](#) outlines that noise sensitive uses will only be permitted where users of the development will not be exposed to unacceptable noise disturbance from existing or proposed uses.

This section provides guidance to determine the threshold at which noise exposure from transport-based sources (air, road, rail and mixed sources) is considered to become significant or unacceptable in a Doncaster context.

Building on the noise exposure hierarchy identified in *Planning Practice Guidance: Noise*, and using the guidance of PPG24, the Annex identifies measurable local values through which to determine the acceptability of noise sensitive proposals where noise exposure from transport is a factor.

In particular, it identifies a measurable threshold for the Significant Observed Adverse Effect Level (SOAEL), i.e. the noise level at which significant adverse effects on health and quality of life occur. It also outlines a measurable threshold to identify the level at which noise exposure is considered to become unacceptable.

In determining the acceptability of noise sensitive proposals where noise exposure from transport sources is a factor, the standards set out in Table 1 below should be applied;

Table 1: Standards for Noise Sensitive Development Affected by Noise from Transport Sources.

	Examples of Outcomes	Daytime (07:00 – 23:00) Threshold	Night time (23:00 – 07:00) threshold
No Observed Adverse Effect Level (NOAEL)	Noticeable but not intrusive: Noise can be heard but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in quality of life.	Below 55dB $L_{Aeq,16hr}$	Below 45dB $L_{Aeq,8hr}$ Below 60dB L_{Amax}
Lowest Observed Adverse Effect Level (LOAEL)		55dB $L_{Aeq,16hr}$ for road traffic, rail noise and mixed sources 57dB $L_{Aeq,16hr}$ for air traffic noise.	45dB $L_{Aeq,8hr}$ for road traffic, rail noise and mixed sources 48dB $L_{Aeq,8hr}$ for air traffic noise. 60dB L_{Amax}
Observed Effect Level	Noticeable and intrusive: Noise can be heard and cause small changes in behaviour and/or attitude e.g. turning up volume of television, speaking more loudly, closing windows occasionally because of noise. Potential for non-awakening sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in quality of life.	Between 55dB and 63dB $L_{Aeq,16hr}$ for road traffic and mixed sources Between 57dB and 63dB $L_{Aeq,16hr}$ for air traffic noise Between 55dB and 66dB $L_{Aeq,16hr}$ for rail noise	Between 45dB and 57dB $L_{Aeq,8hr}$ for road traffic and mixed sources Between 48dB and 57dB $L_{Aeq,8hr}$ for air traffic noise Between 45dB and 59dB $L_{Aeq,8hr}$ for rail noise Greater than 60dB L_{Amax}
Significant Observed Adverse Effect Level (SOAEL)	Noticeable and disruptive: Noise causes a material change in behaviour and/or attitude e.g. having to keep windows closed most of the time, avoiding certain activities during periods of intrusion. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening, and difficulty getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Between 63dB and 72dB $L_{Aeq,16hr}$ for road traffic and mixed sources Between 66dB and 72dB $L_{Aeq,16hr}$ for aircraft Between 66dB and 74dB $L_{Aeq,16hr}$ for rail noise	Between 57dB and 66dB $L_{Aeq,8hr}$ for road traffic and mixed sources Between 57dB and 66dB $L_{Aeq,8hr}$ for air traffic noise Between 59dB and 66dB $L_{Aeq,8hr}$ for rail noise 60dB to 82dB L_{Amax}

Unacceptable Adverse Effect	Noticeable and very disruptive: Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects e.g. regular sleep deprivation/awakening, loss of appetite, significant medically definable harm.	Greater than 72dB L _{Aeq,16hr}	Greater than 66dB L _{Aeq,8hr} Greater than 82dB L _{Amax}
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N.B. All figures quotes above are free-field levels.

In interpreting the categories for the purposes of Local Plan Policy 55 noise exposure is considered to be significant at the Significant Observed Effect Level (SOAEL) of between 63dB L_{Aeq,16hr} and 72dB L_{Aeq,16hr} daytime and between 57dB and 66dB L_{Aeq,8hr} at night.

Unacceptable Adverse Effect is considered to occur where noise exposure is above 72dB L_{Aeq,16hr} daytime and 66dB L_{Aeq,8hr} at night.

For private amenity areas (private and communal gardens), Unacceptable Adverse Effect is considered to occur at 55dB L_{Aeq,16hr} for roads, and 60dB L_{Aeq,16hr} for aircraft and rail noise. This is so that they can be enjoyed as intended.

Where noise exposure is significant (SOAEL) a Noise Impact Assessment will be required in support of planning applications to demonstrate how noise impact will be made acceptable. For further information on the requirements of a Noise Impact Assessment please see section 5 of this Annex.

Noise Sensitive Development Affected by Industrial or Commercial Noise Sources

Local Plan Policy 55 outlines that noise sensitive uses proposed in areas that are exposed to noise from existing or planned industrial or commercial sources, will only be permitted where future users will not be exposed to an unacceptable noise impact that would result in a poor standard of amenity or the creation of a statutory nuisance.

This is based on the recognition that to introduce new noise sensitive receptors into locations where they may be affected by noise from established businesses can create conflict between those two uses.

NPPF paragraph 123 expands upon this recognising that development will often create some noise and outlining that existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

It is also recognised that some industrial or commercial uses may be planned in the sense that they are subject to extant planning permission, or have been identified for economic use through the Local Plan. For this reason, the policy approach also has regard to future planned developments.

To ensure that proposed noise sensitive uses do not conflict with existing or planned industrial/commercial uses, noise sensitive development will only be considered acceptable where future users would not be exposed to noise impact that would result in a poor standard of amenity or in a statutory nuisance. In determining the acceptability of noise sensitive proposals where noise exposure from industrial or commercial sources are a factor the standards set out in Table 2 will be applied;

Table 2: BS4142 Assessment Criteria and Thresholds

BS4142 Rating Level Threshold	Comparable Effect level Threshold	Action Required Above this Level
Equal to baseline L ₉₀ level	NOAEL	No specific measures required
Baseline level +5dB	LOAEL	Mitigate and reduce to below +5dB
Baseline level +10dB	SOAEL	Mitigate and reduce to below +5dB, or avoid

Where there is risk that the noise sensitive proposals would be adversely affected by noise a Noise Impact Assessment will be required to support the planning application and to demonstrate how noise impact will be made acceptable. For further information on the requirements of a Noise Impact Assessment please see Section 5 of this Annex.

If it cannot be demonstrated that appropriate mitigation will be provided to manage significant or unacceptable impacts to an acceptable level the proposal will be refused.

Noise Generating Development

Local Plan Policy [55](#) outlines that noise generating development will be permitted where it can be demonstrated that any nearby noise sensitive uses (existing or planned) will not be exposed to noise impact that will adversely affect the amenity of users of surrounding noise sensitive premises.

To ensure that the proposals are acceptable in noise terms development should comply with *BS4142:2014 Method for Rating and Assessing Industrial and Commercial Sound*. In determining the acceptability of development proposals the standards set out in Table 2 will be applied.

Around town centre, neighbourhood parades and mixed use commercial/residential areas the high density of industrial plant and air-handling units (including kitchen extracts, air conditioning units and refrigeration plant) has a cumulative effect of increasing the overall background noise level. To minimise this effect, and to protect residential amenity in those locations, all new noise sources would be expected to operate at a Rating Level (as defined by BS4142) of 0dB above the existing background noise level measured as an L₉₀ over the specified reference period.

Where the risk is that development would adversely affect the amenity of users in surrounding noise sensitive properties, a Noise Impact Assessment will be required to support the planning application and to demonstrate how noise impact will be made acceptable. If it cannot be demonstrated that appropriate mitigation will be provided to manage significant or unacceptable impacts to an acceptable level the proposal will be refused.

Appendix 12: Monitoring Indicators

Chapter	Objective / Policy	Relevant Local Plan Strategic Objectives	Indicator	Target/ Direction of Travel	Reporting/Assessment	Other Relevant Strategies	Key Delivery Partners	
Chapter 3: Our Vision for the Future – Vision & Objectives	Supporting the Conditions for Attracting Jobs and Growth	1,2,15	Total Enterprises per 1,000 population	Increase	Team Doncaster State of the Borough Report	Northern Powerhouse Strategy, Sheffield City Region Strategic Economic Plan & Integrated Infrastructure Plan, Doncaster Inclusive Growth Strategy	Team Doncaster, Developers, Investors, Landowners	
			Number of Jobs	Increase				
			Percentage of Working Age Population Employed	Increase				
			Exports per Job	Increase				
			Median Wage Rate (£/week)	Increase				
			Gross Value Added per Worker	Increase				
			Percentage of People who are Qualified to Level 3 or Above (16 - 64)	Increase				
	Regeneration and Community Pride	3&4	Indices of Multiple Deprivation	Reduce	MHCLG			
			Percentage of Development on Brownfield/ Previously Developed Land	Increase	AMR/ Residential Land Availability Report/ Employment Land Availability Report	N/A		
	Quality of Place	5,6,7	See Chapter 12 Policy Monitoring Indicators					
	Transport and Accessibility	8	Travel to Work – Numbers of Commuting and Mode	Monitor	Census, ONS, MOMIS Official Labour Market Statistics	Sheffield City Region Transport Strategy, Sheffield City Region Integrated Infrastructure Plan	DMBC Strategic Transportation Team, Highways England, South Yorkshire Passenger Transport Executive, Network Rail	
	Homes and Communities	9,10,11	Population Size & Age Cohort	Increase/ Monitor	Team Doncaster State of the Borough Report	Housing Strategy	Team Doncaster, Developers, Investors, Landowners	
			Housing Affordability Ratio (median workplace-based)	Monitor				
			Number of Net Homes Built (Per 1,000 Population)	Increase				
			Number of Homeless in Priority Need	Reduce				
Health and Well-being	12,13,14	Healthy Life Expectancy at Birth	Increase		Health & Wellbeing Strategy, Doncaster Physical Activity & Sport Strategy			
		Percentage of Population who Achieve 150 Minutes of Physical Activity per Week	Increase					
		Children Living in Workless Households	Reduce					
		Child Poverty	Reduce					

	Countryside and Natural Environment	15,16	See Chapters 9 and 10 Policy Monitoring Indicators					
	Climate Change (Flood Risk) and Energy	17,18	CO2 Emissions per Capita (Tonnes)	Reduce	Team Doncaster State of the Borough Report	Sheffield City Region Transport Strategy,		
			Area Covered by High/Medium Residual Flood Risk (Flood Zones 3/2)	Monitor	Environment Agency Flood Map for Planning,	Strategic Flood Risk Assessment, Local Flood Risk Management Strategy	Environment Agency	
Natural Resources	19,20	Percentage of Development on Best/Most Versatile Agricultural Land	Reduce	AMR	N/A	Developers, Investors, Landowners		
Chapter 4: Strategic Approach	Policy 1: Presumption in Favour of Sustainable Development	All	Number of Planning Applications Refused per Annum	Reduce	Annual Planning Performance Report	Sheffield City Region Strategic Economic Plan & Integrated Infrastructure Plan, Housing Strategy.	DMBC Development Management, Developers, Landowners, Investors	
			Number of Planning Applications Approved per Annum	Increase				
			Number of Appeals Allowed per Annum	Reduce				
			Number of Appeals Dismissed per Annum	Increase				
	Policy 2: Spatial Strategy and Settlement Hierarchy	All	Development in Accordance with Spatial Strategy & Settlement Hierarchy (Cumulative Completions Towards Specific Settlement/Land Use Targets)	Monitor	Residential Land Availability Report, Employment Land Availability Report, AMR			
	Policy 3: Level and Distribution of Growth	All						
	Policy 4: Employment Allocations	1,2,3,4,8						Net & Gross Employment Land Take-up/Floor Space (including uptake of allocations and windfall rate)
	Policy 5: Employment Policy Areas		Loss of employment land to other uses	Monitor				
	Policy 6: Housing Allocations	3,4,5,8,9,10,11	5-Year Housing Land Supply	Maintain 5 Year Supply of Deliverable Sites at all times	5-Year Deliverable Housing Land Supply Statement			Developers, Homes England, Housing Associations, Registered Providers
			Housing Delivery Test	Maintain Delivery Above 95%	MHCLG Housing Delivery Test Results			
Net Housing Completions (including uptake of allocations and windfall rate)			Meet Annual Requirement of 920 (Net) Dwellings per Annum	Residential Land Availability Report				
Chapter 5: Doncaster Sheffield Airport	Policy 7: DSA & Business Park	1,9,11	Number of Net Jobs Created	Increase	AMR	Doncaster Sheffield Airport Masterplan	Airport Operators, Investors, Developers	
			Uptake of Employment Land – Airside & Landside	Increase				
			Uptake of Housing Land	Monitor				

Chapter 6: Meeting the Need for New Homes	Policy 8: Delivering the Necessary Range of Housing	3,4,9,10,11	Affordable Housing Completions	Increase	AMR	Housing Strategy	DMBC Major Projects Team, Homes England, Developers, Investors, Landowners
			Number of Homes Built Through DMBC House Build Programme	Increase			
			Custom Build/ Self Build Register	Monitor Entrants on Register	Custom Build/ Self Build Register	N/A	Developers, Investors, Landowners
	Policy 9: Removal of Occupancy Conditions	15	Number of Planning Applications for Removal of Occupancy Conditions and number allowed	No Specific Target	AMR	N/A	Landowners
	Policy 10: Houses in Multiple Occupation	9	Number of Houses in Multiple Occupation Granted	Avoid Over Concentration in Article 4 Designated Boundary	AMR	Housing Strategy	DMBC Licencing and Planning Teams, Landlords and Developers
Policy 11: Residential Policy Areas	3,4,9,10,11	N/A					
Policy 12: Gypsies, Travellers and Travelling Show People	9	Net Additional Pitches/Yards Delivered	Meet Identified Need	AMR	Housing Strategy, Gypsy & Traveller Needs Assessment	Various including Gypsy & Traveller communities	
Chapter 7: Transport, Access & Infrastructure	Policy 13: Strategic Transport Network	7,8,11,14,17,19	Progress in Delivery of Named Schemes	Monitor	AMR	Sheffield City Region Transport Strategy, Sheffield City Region Integrated Infrastructure Plan	Highways England, Network Rail, Transport for the North, Sheffield City Region, South Yorkshire Passenger Transport Executive, DMBC Transportation Team
	Policy 14: Promoting Sustainable Transport in New Developments	5,8,12,14	Number of Planning Applications Refused on Transport Grounds	Monitor	AMR	Sheffield City Region Transport Strategy, Get Doncaster Walking Strategy, Doncaster Cycle Strategy	DMBC Transportation Team, South Yorkshire Passenger Transport Executive, Doncaster Active Travel Alliance
			Number of Planning Applications with Transport Assessments/ Transport Statements	Monitor			
			Number of Agreed Travel Plans in Operation	Monitor			
Policy 15: Doncaster Town Centre Car Parking	5,8,12,17	Number of Car Parking Spaces in Doncaster Town Centre	Monitor	Doncaster Car Parking Strategy, Annual Health Check Review	Doncaster Town Centre Parking Strategy, Sheffield City Region	DMBC Transportation Team, DMBC Parking Services	
		Number of Long Stay Parking Spaces in Doncaster Town Centre	Reduce				
		Number of Electric Charging Points in Public Car Parks in Doncaster Town Centre	Increase				

						Transport Strategy	
	Policy 16: Lorry Parking	2,8,14	Number of Developments Containing Lorry Parking Provision	Monitor	AMR	Sheffield City Region Transport Strategy	Highways England, Sheffield City Region, DMBC Transportation Team
	Policy 17: Cycling in Doncaster	5,8,11,12,14	Increase in Cycling as % of Modal Share	Increase	Annual Cordon Counts, Automatic Traffic Counts	Doncaster Cycle Strategy	Director of Public Health, DMBC Transportation Team, Doncaster Active Travel Alliance
	Policy 18: Walking in Doncaster	5,8,11,12,14	Increase in Walking as % of Modal Share	Increase	Annual Cordon Counts, Automatic Traffic Counts	Get Doncaster Walking Strategy	Director of Public Health, DMBC Transportation Team, Doncaster Active Travel Alliance
	Policy 19: Development Affecting Public Rights of Way	12,13	Public Rights of Way Improvement Plan	Implement & Meet Timescales Within the Plan	AMR	Public Rights of Way Improvement Plan	DMBC Public Rights of Way Section
	Policy 20: Access, Design and Layout of Public Rights of Way		N/A				
	Policy 21: Public Rights of Way Crossing Roads, Railways, Canals and Rivers		N/A				
	Policy 22: Telecommunications and Utilities Infrastructure	1,2	% of Borough Covered by Super-Fast Broadband	Increase	AMR	South Yorkshire Super-Fast Broadband Programme	South Yorkshire Local Authorities, Sheffield City Region, BT
Chapter 8: Retail and Town Centres	Policy 23: Locating Town Centre Uses	1,3,4,5,6	Number of Applications Granted for Retail Development	Improve in-centre development	AMR	Doncaster's Retail and Leisure Strategy	Developers, Landowners
	Policy 24: Development Within Town, District and Local Centres		Number of Applications Refused Outside of Centre Boundaries	Improve in-centre development	AMR	Doncaster Urban Centre Masterplan, Town, District and Local Centre Survey	Developers, Landowners
	Policy 25: Food and Drink Uses		Number of Applications Refused for A3, A4 and A5 Uses	Not to increase uses throughout borough	Public Health Annual Report	Health and Wellbeing Strategy	Director of Public Health, Developers, Businesses throughout borough

Chapter 9: Countryside	Policy 26 : Development in the Countryside	15	Number of Planning Applications Approved in the Countryside Classed as Appropriate Development	Monitor	AMR	N/A	DMBC Development Management, Developers, Landowners, Investors	
Chapter 10: Green Infrastructure	Policy 27 : Green & Blue Infrastructure	6, 7,8,12,13, 15,16,18	N/A – see other Policy Monitoring Indicators					
	Policy 28 : Protecting Open Space Policy Areas and Non Designated Open Space		Amount of Public Open Space	Meet Identified Need	Greenspace Strategy	Doncaster Playing Pitch Strategy	DMBC Neighbourhoods and Street Scene and Leisure Services Teams, Relevant Sports Associations and Boards, Sport England	
	Policy 29 : Open Space Provision in New Developments		Amount of Public Open Space Secured Through Section 106	Meet Identified Need	Section 106 AMR	N/A	Developers, landowners, investors	
	Policy 30 : Ecological Networks		Number of Planning Applications Approved Where Demonstrating Net Gain in Biodiversity	Increase	AMR	Biodiversity & Geodiversity Action Plan	Natural England, Strategic Partnerships, DMBC Planning Policy & Environment Team	
	Policy 31 : Valuing Biodiversity and Geodiversity		Proportion of Local Sites where Positive Conservation Management is being Achieved	Increase				
	Policy 32 : Local Wildlife and Geological Sites		Number of Planning Applications Approved per Annum	Maintain high quality green borough	Green Infrastructure Strategy	Doncaster Growth Strategy	DMBC Street Scene, Developers, Residents,	
	Policy 33 : Woodlands, Trees and Hedgerows							
	Policy 34 : Landscape		N/A					
Chapter 11: The Historic Environment	Policy 35 : Valuing our Historic Environment	4,5,6	Heritage at Risk	Reduce	Historic England Heritage at Risk Register (includes Scheduled Monuments, Grade I & II* listed buildings, places of worship at risk) DMBC Numbers of Grade II listed buildings at risk	DMBC Heritage Strategy	English Heritage, South Yorkshire Archaeology Service, Doncaster Civic Trust, Developers, Landowners, Investors	
	Policy 36 : Understanding and Recording the Historic Environment		N/A					
	Policy 37 : Listed Buildings		Number of Listed Buildings at Risk	Reduce				
	Policy 38 : Conservation Areas		Number of Conservation Areas at Risk	Not Increasing				
	Policy 39 : Historic Parks and Gardens		N/A					
	Policy 40 : Development affecting Archaeology		Scheduled Monuments at Risk	Reduce				
	Policy 41 : Buildings or Structures of Local Historic Interest		Local List	Create a List of Local Buildings or Structures of Heritage Interest				

Chapter 12: Design and the Built Environment	Policy 42 : Character and Local Distinctiveness	1,2,5,6,7, 9,10,12,13	Number of Planning Applications with Design as Being Ground(s) for Refusal	Decrease	AMR	Supplementary Planning Documents	DMBC Urban Design & Development Management, Developers, Investors, Landowners	
	Policy 43 : Good Urban Design		Number of Planning Applications Including Public Art Proposals	Increase				
	Policy 44 : Views Gateways and Taller Buildings		N/A					
	Policy 45 : Residential Design		Number of Planning Applications Achieving 10 or More 'Green's using Building for Life as a Measuring Framework	Increase	AMR	Supplementary Planning Documents	DMBC Urban Design & Development Management, Developers, Investors, Landowners	
	Policy 46 : Housing Design Standards		Number of New Homes That Meet Nationally Described Space Standards Approved					
			Number of New Adaptable Homes Approved					
	Policy 47 : Design of Non-Residential , Commercial and Employment Developments		Number of new Major Non-Residential Applications that have BREEM Rating (or equivalent) of Very Good					
			Number of new Major Non-Domestic Applications that Secure at Least 10% of Energy Through Renewables					
	Policy 48 : Safe and Secure Places		N/A					
Policy 49 : Landscaping of New Developments								
Policy 50 : Advertisements & Signage								
Chapter 13: Health, Wellbeing and Our Communities	Policy 51 : Health	3,12,13,14	Health Inequalities	Reduce	Joint Strategic Needs Assessment	Health & Wellbeing Strategy, Doncaster Physical Activity & Sport Strategy,	Directorate of Public Health, HNS, Clinical Commissioning Group	
			Personal Well-being - Happiness/Anxiety	Increase/Reduce				Health Impact Assessment for Major applications or where deemed necessary
	Policy 52 : Protection of Education, Community and Leisure Facilities		N/A					
	Policy 53 : New Education Facilities		Number of Applications for New Educational Facilities Granted	Increase	Annual School Capacity Return (SCAP) to Department of Education	N/A	Department of Education, DMBC School Place Admissions Team	
	Policy 54 : Provision of New Indoor Recreation and Leisure Facilities		N/A					
	Policy 55 : Pollution		Air Quality Within Air Quality Management Areas	Reduce Nitrogen Oxide Levels Within Air Quality	Air Quality Annual Status Report	Air Quality Action Plan	DMBC Pollution Control, Environment Agency, Developers,	

				Management Area			Investors, Landowners
	Policy 56: Contaminated and Unstable Land			Amount of contaminated land reclaimed and brought back into effective use	Increase	Contaminated Land Register	Doncaster Contaminated Land Inspection Strategy
Chapter 14: Climate Change, Minerals, Resources & Energy	Policy 57: Drainage	17,18,19,20	Number of Applications to the Lead Local Flood Authority for SuDS Approval	Monitor	AMR	Doncaster Council Preliminary Flood Risk Assessment	DMBC Lead Local Flood Authority
	Policy 58: Flood Risk Management		Number of Planning Applications Granted with a Sustained Objection from the Environment Agency	Reduce		Environment Agency Catchment Flood Management Plans, Doncaster Council Flood Risk Management Strategy	Environment Agency, Lead Local Flood Authority, Internal Drainage Boards, Water Companies
			Number of Planning Applications Granted Within Flood Risk Zone 2/3	Monitor		Doncaster Strategic Flood Risk Assessment	DMBC Development Management, Environment Agency, Lead Local Flood Authority, Developers, Investors, Landowners
	Policy 59: Low Carbon and Renewable Energy		Number of Applications for Low Carbon and Renewable Energy Schemes Granted	Increase		N/A	Developers, Investors, Landowners
	Policy 60: Wind Energy Developments						
	Policy 61: Protecting and Enhancing Doncaster's Soil and Water Resources		Development that Results in Groundwater abstraction in Source Protection Zones	Decrease		Humber River Basin Management Plan	Environment Agency, Investors, Developers, Landowners
	Policy 62: Providing for and Safeguarding Mineral Resources		Production of primary land won aggregates, secondary and recycled aggregates by mineral planning authority	Provide for sustainably sourced minerals		AMR and Local Aggregates Assessment	Mineral Operators, Aggregates Working Party
	Policy 63: Minerals Development Proposals, Borrow Pits and Incidental Extraction		Number of applications approved for development				
	Policy 64: Reclamation of Mineral Sites		Number of application with conditions for appropriate restoration	Increasing priority UK BAP Habitats and benefitting climate change mitigation and green infrastructure and/or agriculture		Green Infrastructure Strategy,	DMBC Development Management

	(Restoration, Aftercare and After-use)					Biodiversity Action Plan	
	Policy 65: Providing for Energy Minerals (Gas and Oil (Hydrocarbons))		Number of applications approved for development	Recognising the benefits of hydrocarbons	N/A	Mineral Operators	
Chapter 15: Implementation & Monitoring	Policy 66: Developer Contributions	2,8,11,13	Section 106 Developer Contributions Received	Maximise	Section 106 Annual Monitoring Report	N/A	DMBC Development Management, Investors, Developers, Landowners
	Policy 67: Development Viability		Number of Viability Appraisals Submitted as part of a Planning Application	Reduce	Section 106 Annual Monitoring Report and/or AMR	N/A	
Chapter 16: Spatial Proposals	Policy 68: Doncaster Town Centre	1,2,4,5,6,8,9,10,11,	Percentage of Vacancy Rates in Town Centre	Reduce	Town Centre Survey	N/A	Investors, Developers, Landowners
	Policy 69: Key Doncaster Town Centre and Main Urban Area Mixed-use Sites		Implementation of the Doncaster Urban Centre Masterplan	Monitor	AMR	Doncaster Urban Centre Masterplan	DMBC, Investors, Developers, Landowners
	Policy 70: Unity Regeneration Project		Number of Reserved Matters Planning Applications Submitted/Determined within Unity Project Allocation	Monitor		Unity Masterplan	DMBC Development Management, Landowners, Developers
	Policy 71: Mexborough Town Centre		Percentage of Vacancy Rates in Thorne Town Centre	Reduce	Town Centre Survey	N/A	Investors, Developers, Landowners
	Policy 72: Thorne Town Centre		Percentage of Vacancy Rates in Mexborough Town Centre				

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