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Application Number:	23/02052/4FULM
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Application Type:	Planning FULL (DMBCReg4) Major
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Proposal Description:	Demolition of existing buildings and erection of a new commercial development block
At:	Doncaster Gateway, Trafford Way, Doncaster

For:	City of Doncaster Council
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Third Party Reps:	1	Parish:	N/A
		Ward:	Town

Author of Report:	Alicia Murray
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SUMMARY

This application seeks permission for the erection of a multi-storey building to be used for office/commercial purposes on land at Trafford Way/West Street, Doncaster City Centre. The building will be five stories in height, with the ground floor providing two smaller scale retail/commercial type units and the upper floors to provide office space. The roof level will accommodate a plant room and solar PV array.

The application site is brownfield and contains a mix of commercial uses, including offices, plumbing centre and vacant retail unit. The site is designated in the adopted Doncaster Local Plan within the Main Urban Area and Key Doncaster Town Centre and Main Urban Area Mixed Use Sites – St Sepulchre Gate West.

The scale, siting, and appearance of the proposed building has been reviewed by the Doncaster Design Panel, the Urban Design Officer, and Conservation Officer; concerns have been raised by these parties, but other material planning considerations are considered to outweigh the harm raised in the objection from the Urban Design Officer. The proposal would meet the aspirations of Policy 68 of the Local Plan and has the potential to kick start the regeneration of the whole St Sepulchre Gate West area and provide a much-needed class of offices within the city centre boundary. The proposal will be brought forward by Town Deal Funding secured by the Council, in order to meet the aspirations of the Urban Centre Masterplan. Permitted development rights to convert the office space and ground floor commercial to any other

1.0 REASON FOR REPORT

- 1.1 This application is being presented to Planning Committee due to the application being submitted by City of Doncaster Council.

2.0 PROPOSAL

- 2.1 The applicant is seeking planning permission for the demolition of existing buildings (Trafford Court Offices, Wolsey Plumb Centre, and a retail unit formerly a mobility shop) and erection of a commercial development block.
- 2.2 The proposal forms part of the Doncaster Urban Masterplan (2016) and is supported by £25 million of Towns Deal funding already secured. The development would provide high quality Class A offices within the city centre and ancillary food and beverage uses at ground floor. The development is to continue the regeneration of this area of the city centre, following the redevelopment of the Station Forecourt. The proposal would create a high-quality soft landscaping public realm improvement, which would follow on from the improved pedestrian and visitor access between the railway station and the city centre.
- 2.3 This proposal is seen as a 'catalyst' for further long-term regeneration of the 'Gateway' area, supporting the aspirations of the Doncaster Urban Masterplan and the city centre.

3.0 SITE DESCRIPTION & LOCAL CHARACTERISTICS

- 3.1 The application site is located to the west of the main shopping area within the city centre. The site is bounded by Doncaster Railway Station to the north-west, the station forecourt to the north, the A630 Trafford Way to the east and West Street to the southwest, beyond which is the Railway Pub and the Station car park. West Street splits the site in two and provides access to the residential and commercial properties in the surrounding area.
- 3.2 The site itself contains 4 buildings, a 2 three storeys office block, plumbers merchant including the external yard and vacant former mobility retail centre. All the buildings are of differing designs and forms. The site is not within a Conservation Area and does not contain any listed buildings. However, the site is in close proximity to several listed buildings including Grade II listed Doncaster Railway Station.
- 3.3 The site is accessed via west street by vehicle from the A630 and pedestrian access is through Trafford Court and via existing footpath links along West Street.

4.0 RELEVANT PLANNING HISTORY

4.1 No relevant planning history.

5.0 SITE ALLOCATION

5.1 The application site lies within Key Doncaster Town Centre and Main Urban Area Mixed Use Sites and as allocated in the adopted Doncaster Local Plan (Sept 2021).

5.2 National Planning Policy Framework ('NPPF') 2023

5.3 The National Planning Policy Framework 2023 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions and the relevant sections are outlined below:

5.4 Paragraph 2 states that, planning applications should be determined in accordance with development plan, unless material planning considerations indicate otherwise.

5.5 Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.

5.6 Paragraph 8 outlines the three overarching objectives to achieving sustainable development:

- a) economic – to build a strong, responsive and competitive economy
- b) social – to support strong, vibrant, and healthy communities
- c) environmental – to protect and enhance the natural, built and historic environment.

5.7 Paragraph 86 states that planning policies and decisions should support the role town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

5.8 Paragraph 87 highlights the use of sequential tests when considering applications for main town centres uses which are neither in an existing centre nor in accordance with an up-to-date plan.

5.9 Paragraph 88 follows on with that when considering edge of centre and out of centre proposals preference should be given to accessible sites which are well connected to the town centre.

5.10 Paragraph 90 states that local planning authorities should require an impact assessment, considering the impact of the proposal on existing, committed and planned public and private investment in a centre.

5.11 Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals.

- 5.12 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.13 Paragraph 112 states that developments should have sustainable methods of transport and pedestrian linkages
- 5.14 Paragraph 113 outlines that developments that will generate significant amounts of movement should be required to provide a travel plan.
- 5.15 Paragraph 119 states that planning policies and decisions should maximise the reuse of previously developed or brownfield land.
- 5.16 Chapter 12 seeks to achieve well-designed places, stating the need for good design as a key aspect of sustainable development. Paragraph 126 states that the creation of high-quality buildings and places is fundamental.
- 5.17 Paragraph 154 outlines how development should be planned to meet the challenge of climate change. New development should reduce greenhouse gas emissions by adapting its location, orientation, and design.
- 5.18 Paragraph 155 seeks to increase the use and supply of renewable and low carbon energy and heat with new development.
- 5.19 Paragraphs 190-196 states that when consideration the impact of a proposed development on the significance or setting of a designated heritage asset, great weight should be given to the asset's conservation.
- 5.20 Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 5.21 Doncaster Local Plan (2021)
- 5.22 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan consists of the Doncaster Local Plan (DLP) (adopted 2021) and the Barnsley, Doncaster and Rotherham Joint Waste Plan (JWP) (adopted 2012).
- 5.23 Policy 1 sets out the Settlement Hierarchy for the City. It seeks to concentrate growth at the larger settlements of the City 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. The site lies within the Main Urban Area as defined in the Local Plan and its supporting Policies Map.

- 5.24 Policy 13 states that new development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact. New developments will need to provide, as appropriate, Transport Statements, Transport Assessments and Travel Plan to ensure the delivery of travel choice and sustainable opportunities for travel in line with the latest government guidance and best practise.
- 5.25 Policy 16 promotes the provision of cycle lanes and routes.
- 5.26 Policy 17 supports new developments which provide new and improved pedestrian links by identifying gaps and prioritising pedestrian routes.
- 5.27 Policy 23 outlines that proposals for development in town, district and local centres, outside of any defined 'primary shopping area', will be acceptable in principle for a range of Main Town Centre Uses.
- 5.28 Policy 30B states that proposals must demonstrate how a minimum 10% net gain in biodiversity will be delivered.
- 5.29 Policy 36 states that proposals that enhance or better reveal the significance of a listed building will be supported. Proposals that harm the significance of a listed building or its setting will not be supported.
- 5.30 Policy 43 states that development that respects and improves the character, image and legibility of the borough will be supported, particularly from main transport corridors and key gateway locations. At high profile gateway locations, there is to be an exceptional standard of design quality of buildings, spaces and environmental improvements. Taller buildings should be located where there is good public transport accessibility, and they will not harm the setting of heritage assets.
- 5.31 Policy 46 details all non-residential and commercial developments must be designed to be high quality, attractive and make a positive contribution to the area.
- 5.32 Policy 47 seeks to provide secure and safe places which will be achieved through good urban design.
- 5.33 Policy 48 details how new developments should provide high quality, comprehensive hard and soft landscaping schemes.
- 5.34 Policy 54 states that noise impact assessments will be required for proposals close to the presence of noise generating uses. Furthermore, the impact on national air quality will need to be assessed through the submission of an air quality assessment.
- 5.35 Policy 56 requires all developments to adequately include measures for dealing with drainage impacts, flood risk and foul sewage disposal including SUDs.

- 5.36 Policy 67 supports new developments that contribute to the improvement of the town centre as a thriving and accessible shopping, commercial and leisure destination of regional importance.
- 5.37 Policy 68 identifies 'St Sepulchre Gate West' as a key site for development, in which the station forecourt will be transformed into a dynamic urban square providing a strong sense of arrival and direction towards the primary shopping area across Trafford Way (A630). New office development will be sought around this gateway space.
- 5.38 Other material planning considerations
- 5.39 Doncaster Council's previous suite of adopted Supplementary Planning Documents (SPDs) were formally revoked in line with Regulation 15 of the Town and Country Planning (Local Planning) (England) Regulations 2012, following the adoption of the Local Plan in September 2021. Since then, the Council are in the process of drafting new SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan.
- 5.40 Following public consultation the Council has adopted five SPDs under the Local Plan with respect to Biodiversity Net Gain, Flood Risk, Technical and Developer Requirements, Loss of Community Facilities and Open Space, and Local Labour Agreements. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight.
- 5.41 The Transitional Developer Guidance (Updated August 2023) provides supplementary guidance on certain elements, including design, whereby updated SPDs have not yet been adopted. The Transitional Developer Guidance should be referred to during the interim period, whilst further new SPDs to support the adopted Local Plan are progressed and adopted. The Transitional Developer Guidance, Carr Lodge Design Code and the South Yorkshire Residential Design Guide (SYRDG), should be treated as informal guidance only as they are not formally adopted SPDs. These documents can be treated as material considerations in decision-making, but with only limited weight.
- 5.42 Other material considerations include:
- National Planning Practice Guidance (ongoing)
 - National Design Guide (January 2021)
 - Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990
- 5.43 Other Council initiatives include:
- Doncaster Green Infrastructure Strategy 2014 – 2028
 - Doncaster Delivering Together

5.44 Launched in September 2021, Doncaster Delivering Together (DDT) is the Council's new ten-year strategy. DDT is about everyone being able to thrive and contribute to thriving communities and a thriving planet. This strategy does not form part of the adopted development plan but it is important that the policies of the Doncaster Local Plan achieve the aims and objectives of DDT strategy. The DDT has identified 8 priorities to deliver for Doncaster over the next ten years.

1. Tackling Climate Change;
2. Developing the skills to thrive in life and work;
3. Making Doncaster the best place to do business and create good jobs;
4. Building opportunities for healthier, happier and longer lives for all;
5. Creating safer, stronger, greener and cleaner communities where everyone belongs;
6. Nurturing a child and family - friendly borough;
7. Building transport and digital connections fit for the future;
8. Promoting the borough and its cultural, sporting and heritage opportunities.

5.45 The body of the report below reflects the planning considerations for the site. However, it is considered that the application would directly contribute towards the aims of DDT.

6.0 REPRESENTATIONS

6.1 This application has been advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) as follows:

- Site Notice
- Press Advert

6.2 One representation has been received from the Doncaster Civic Trust, outlining the following:

For the landscaped area to be successful it needs to be well-used and well-managed. It needs to have direct pedestrian routes going through it. The location of the development could not be better chosen for its accessibility by public transport, both national and local. The development would replace some buildings of low quality and others of little architectural value so, in the Trust's view, causing no measurable loss of the town's character. The development is speculative and mixed use, with five floors of offices above a ground floor probably given over to food and drink. We know that in Doncaster many large office buildings have become empty, and have been re-purposed as apartments, and more office space is vacant. We are told that this proposal is for the top-quality accommodation that the current market requires, so we must put our trust in the advice of the specialist consultants. The Trust is concerned about the height of the proposed building and its impact on nearby streets. It may well be that the

market requires a 5-storeys building here, but no justification or impact assessment was included in the application. The current development team had looked at the variety of facing materials in the town centre and decided on white brickwork, presumably having seen the Portland stone and faience. A ceramic material on the new building would be better than brick. It would weather well, keep its colour and could be an attractive light shade, and not prominent white.

The proposed siting of the new building would relate to the historic street pattern, as well as Trafford Way of course, and the green tiling at ground level would reflect the locally listed Leopard PH opposite, which is welcomed. No assessment of the impact of the new building on the Leopard PH was included in the Heritage Report. The large amount of glazing proposed on the new building's south elevation might be attractive but could cause problems of heat gain and glare that would be best avoided. Offices with no dedicated parking at all might work well elsewhere, but it could make this scheme less attractive to potential tenants.

7.0 CONSULTATIONS

Internal CDC Consultees

- 7.1 **Environmental Health** – No objections, subject to conditions with regards to fulfilment of acoustic report recommendations, construction methods and waste management
- 7.2 **Local Plans (Employment)** – No direct employment policy related issues with the application. Defer to Town Centre Policy Officer for comment.
- 7.3 **Air Quality** - The development will not have the potential to result in an exceedance of the extant air quality objectives. The officer has recommended that a condition be placed on the decision to restrict the usage of the building for no residential, given the major roadside location.
- 7.4 **Highways Safer Roads** – The pedestrian/cycle route between the city centre and new development is not ideal and people will cross away from the internal zebra crossing. However, since this is not part of the adopted public highway it is beyond my primary area of concern. Therefore, the officer generally accepts the clarifications to the points given in the TA Addendum.
- 7.5 **Design and Conservation** - No objections to the main building although there are missed opportunities. The substation location does compromise the usage of the southern side of the building and should be relocated. The Conservation Officer does have concerns over the loss of Trafford Court as it would result in a loss of a defined boundary for the station forecourt square, the landscaping would 'bleed' into the adjoining areas. Therefore, whilst the landscaping will be an improvement on the existing buildings in some ways, developing this site with an additional building or buildings that

responded to its context and help frame the station and its forecourt would be thought to be a more appropriate long-term aspiration.

- 7.6 **Drainage** – Following the receipt of additional information the Drainage Officer has requested a number of conditions.
- 7.7 **Local Plans (Town Centres)** - No objections.
- 7.8 **Transportation** – Requested the car park occupancy data is updated and the TRICs mode split data be checked against the Census Travel to Work data for the appropriate ward. This has been submitted and the Transport Planner is satisfied with the Transport Statement and Travel Plan and has requested conditions.
- 7.9 **Public Health** – The HIA is acceptable and there are no objections.
- 7.10 **Urban Design** – There are significant negative impacts on the townscape through the demolition of Trafford Court which from an Urban Design perspective cannot be supported. The open space design needs to be improved to offset the negative impacts and is required to deliver an exceptional quality development at this most important gateway location as identified in the Local Plan. There is a need to increase the quantum of open space given the increasing number of people inhabiting the City Centre.
- 7.11 **Highways** – Requested tracking details for the largest vehicles associated with the development using the left turn off Trafford Way into West Street to ensure existing manoeuvres remain the same or improve. This was provided and is considered satisfactory. The Highways Officer also raises concerns regarding the demolition of the buildings and construction of the new building, due to the proximity to the A630. The officer has requested that construction traffic management rules are agreed with Network Management, this is recommended to be secured via a condition.
- 7.12 **Waste and Recycling** – Waste management methods are unclear from the submission and therefore a condition will be required to provide these details to ensure the waste is effectively managed.
- 7.13 **Contaminated Land** – Following receipt of a Remediation Strategy the Contaminated Land Officer has reviewed the strategy and has no objections subject to conditions.
- 7.14 **Ecology** - In securing onsite 10% BNG a condition will be tied to the final agreed landscaping scheme to be delivered. An updated metric is required to reflect any new design and landscaping changes brought forward. The updated BNG has been submitted and there are no objections from the Ecology Planner, subject to conditions.

External Consultees

- 7.15 **Trans Pennine Trail** – The TPT has not been specified within the Transport Statement or Travel Plan. An amended Transport Statement and Travel Plan has been submitted including the TPT within them.
- 7.16 **Yorkshire Water** – No objections, subject to conditions with regards to a Construction Environmental Plan and waste water.
- 7.17 **Designing out Crime Officer** - No objections.
- 7.18 **Design Panel** - The Panel raised issues regarding the scale of the building compared to the surrounding built form, how the building sits within its context of Trafford Way and West Street, bin collection and servicing, substation location, concerns over the materiality and usage of the 'al fresco' element of the ground floor. However, the panel were overall in support of the development and its regenerative benefits for the area.
- 7.19 **Network Rail** - No objections, requested a number of informatives.
- 7.20 **South Yorkshire Archaeology Service** – No objections subject to a condition relating to a written scheme of investigation.

8.0 ASSESSMENT

8.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that:

'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.'

8.2 The NPPF (2023) at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be considered in preparing the development plan and is a material consideration in planning decisions.

8.3 The main issues for consideration under this application are as follows:

- The principle of the development
- Sustainability
- Impact upon amenity
- Impact upon the character and appearance of the surrounding area
- Impact upon highway safety
- Trees and Landscaping
- Flood Risk and Drainage
- Air Pollution and Contaminated Land
- Energy Efficiency/Sustainability Features
- Archaeology
- Ecology

- Economic Impact
- S106 Planning Obligations
- Overall Planning Balance

8.4 For the purposes of considering the balance in this application, planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

The Principle of the Development

8.5 The application site falls within Doncaster City Centre Boundary and Key Doncaster Town Centre and Main Urban Area Mixed-Use Sites as defined in the adopted Doncaster Local Plan. This designation relates to policies 67 and 68.

8.6 Policy 67 states that new developments will be supported whereby it helps improve the centre as a thriving and accessible commercial, shopping and leisure destination and lists its design criteria's in delivering that. The design of the building will be discussed further into the report.

8.7 Policy 68 states that key sites listed which includes this site – St Sepulchre Gate West will be developed in accordance with the principles included in the Policy and other relevant Local Plan policies. Section 8 - St Sepulchre Gate West states the following: “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.... New office and hotel development will be sought around this gateway space.... 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”

8.8 The site lies within the Main Urban Area, in the City Centre boundary, but outside the Primary Shopping Area. Chapter 8 of the adopted Local Plan generally seeks to protect and maintain the existing character, function of core retail areas, and manage the mix and balance of uses within them. Policy 23: Development within Town, District and Local Centres; Part 2: Other Centres is the main consideration. The site is not a primary shopping area; therefore, proposals will be acceptable in principle for a wider range of Main Town Centre Uses, non-town centre uses should be resisted unless it can be demonstrated that they will not negatively impact upon the vitality

and viability of the centre with regard to amenity of existing businesses and residents. Para 8.21 of the Local Plan states that non-retail uses such as offices and homes will generally be supported on the upper floors of buildings within existing centres if they do not have a negative impact upon the operation of the existing ground floor business or the amenities of potential future occupants.

- 8.9 Class E is interchangeable within its own classification offering a wide range of town centre uses. The submitted plans do show flexible small units at ground floor with the intention being for retail or food/beverage operations to support the offices above and the whole 'Gateway West' area when further regeneration projects come forward. This would create an active area in this location which is a betterment to the current situation on site. Furthermore, the upper floors would be within the Class E use class, but the plans do show more open plan arrangements with the intention for the space to be used for Class A standard offices. This results in retail frontages at ground floor, along with landscaping and public open space, there is also opportunities for 'al fresco' dining onto West Street. These uses comply with the Local Plan policies 23 and 67.
- 8.10 The site lies within 300m of the edge of centre, therefore, to accord with Policy 22 (Part 2) if the retail units are no larger than 750sqm then no impact assessments will be required. The retail element of this proposal is two flexible use units, Class E ground floor with a combined floor space of 500sqm, so no impact assessments are required with this application.
- 8.11 The proposal would support the aspirations outlined within Policy 68 for the 'St Sepulchre Gate West' area. It would provide a landmark building, with active frontages, landscaping, and a mix of uses. All of which should support the further regeneration/growth of this area, stimulating economic growth within the city centre. Overall, the Local Plan's Policy Officers have no objections to the proposal, and it is considered that the development is principally acceptable.

Sustainability

- 8.12 Paragraph 7 of the NPPF states that one of the core principles of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 8.13 There are three strands to sustainability, social, environmental and economic. Paragraph 10 of the NPPF states that in order sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

SOCIAL SUSTAINABILITY

Impact on neighbouring amenity

- 8.14 Policy 46(A) of the Doncaster Local Plan states: non-residential and commercial developments will be supported where they are designed to have no unacceptable negative effects upon the amenity of neighbouring land uses.
- 8.15 Table 2 of the Transitional Developer Guidance (TDG) does not give direct guidance regarding commercial buildings, however at page 12 it states that a property with 4 storeys should have back-to-back distances of no less than 27m to prevent harmful overlooking.
- 8.16 The closest residential properties to the proposed building are located at the Former Coroners Court on the opposite side of Trafford Way (recently converted to residential apartments), which is approximately 43m from the site and separated by the A630. There are terraced properties on Gordon Street, Hexthorpe, these properties are over 60m away from the development. Therefore, there is a sufficient distance from the proposed building to ensure that there is no harmful overlooking introduced, significantly exceeding the 27m requirement in the TDG.
- 8.17 The balconies at the upper floor level will serve the office floorspace and provide a provision of outdoor amenity space for workers. These balconies would have an outlook of the commercial units further down West Street, mainly the Flying Scotsman Medical Centre. Therefore, no harmful overlooking would be created.
- 8.18 It is recognised that the introduction of a multi-storey building in a location which predominantly has two storey buildings, will somewhat alter the appearance of the site and street scene, and may be considered as dominating in comparison to the existing arrangement. However, the application site is designated for mixed use development with aspirations for high spec offices as per Policy 68. Furthermore, this development is seen as a 'catalyst' for similar developments to take place within this location, which would result in this development not being a stand-alone building forever.
- 8.19 Given the nature of the surrounding area and uses, which includes a variety of city centre uses, an element of disturbance associated with evening activities and vehicle movements already exists in this location. The introduction of office space (which will be typically used during daytime hours) and small ancillary commercial/retail space is not considered to cause significant nuisance over and above the existing uses. The design of the building will ensure any ventilation/odours are dealt with via an internal ventilation system throughout the whole building. The Environmental Health Officer has no objections to the application, they are satisfied with the Noise Report submitted and have requested conditions in relation to the adherence of the Noise Report and full details of waste management to be submitted prior to operation.

Conclusion on Social Impacts

- 8.20 Paragraph 8(b) of the NPPF (2023) sets out the social objectives which requires developments to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations through well-designed places; accessible service and open spaces that reflect the current and future needs to support community health, social and cultural well-being.
- 8.21 The proposed uses (offices and ancillary commercial) are not expected to create significant disturbance. The proposed development would not detract or harmfully impact the residential amenity of existing neighbouring residential properties by virtue of overlooking or overshadowing. The proposed building would be situated a suitable distance from the nearest residential dwellings to ensure that existing amenity is protected.
- 8.22 It is accepted that the proposal would lead to some noise and disturbance being generated whilst construction is taking place, however this is short term when considered against the lifetime of the development and a condition is attached to mitigate this. Whilst the development does not create significant social benefits, there is no overall harm either, with the proposal according with the site's designation in the adopted Local Plan. Overall, the social impact of the development is acceptable and significant weight should be attached to this in favour of the development.

ENVIRONMENTAL SUSTAINABILITY

Design and Landscaping

- 8.23 Paragraph 130(a) of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Part (c) seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 8.24 Policies 41, 42, and 46 of the Doncaster Local Plan require development to be of a high-quality design that contributes to local distinctiveness, respond positively to existing site features, and integrate well with its immediate surroundings.
- 8.25 Policy 43 of the Doncaster Local Plan requires 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.

- 8.26 Paragraph 130(a) of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Part (c) seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 8.27 Policy 48 states that development will be supported which protects landscape character, protects, and enhances existing landscape features and provides high quality hard and soft landscaping schemes which include fit for purpose planting and generous trees, shrubs, and hedgerow planting.
- 8.28 The proposal includes the demolition of four buildings, two within the office development known as 'Trafford Court', Wolsey Plumb Centre, and a former Mobility Centre retail unit. The demolition would facilitate the erection of a five-storeys commercial building, which would be 23m in height with a 4m high plant room on the roof, totalling 27m in height.
- 8.29 The building has large windows and openings on all five floors, a flat roof which will house solar PV screened by a parapet. The materials would be white brick work on the upper floors, with a glazed green brick on the lower level. The curtain walling, external doors, and planters/railings would be metallic gold. The materials have been chosen to reflect the surrounding context; the green brick reflects the 'Leopard PH' for example. Glazing scale and proportion has been developed to support the daylighting and ventilation strategy of the building. There would be planting on terraces facing south, which would provide greenery to the elevations and break up the white brickwork.
- 8.30 The site is bisected by West Street, the proposed building sits on the southeast area of the site, with the north of West Street providing a high-quality area of public open space. This area is described as a 'Valley Garden'. The Valley Garden has been designed to complement the harder landscaped station forecourt, with the paving to follow pedestrian desire lines within the site, trees, planting and mounding to help form a strong boundary and sense of enclosure from the traffic noise of the A630. The proposal includes a screening feature along the northeast, with further 1m tall dense shrubbery and an eventual tree canopy of approximately 8m in height. Similarly, to the southwest of the valley garden there would be mounding of approximately 750mm in height with shrubs and trees above creating enclosure to head height. To the south of the building and the east there would be planters offering further landscaping to the other elevations, with the southern elevation planters demarcating a spill out zone for the ground floor commercial unit and with the eastern planters softening and screening the plant area from Trafford Way. The palette of the hard and soft materials and choice of planting is to complement the adjacent station forecourt and quality streets schemes which have taken place in and around the site.

- 8.31 Whilst landscaping designs, planting schemes and hard work plans have been provided, it is considered necessary to condition the hard and soft landscaping schemes. This is to ensure that a substantial high quality landscaping scheme with public art is provided which will be adequately maintained and managed and so in full accordance with Policy 43 and 48 of the Local Plan. However, the Trees and Hedgerows Officer is satisfied with the landscape/planting plans submitted and is confident a robust landscaping scheme can be achieved. Given this scheme is a key gateway development and in a prominent location of the city centre, it is considered appropriate to secure the management of the landscaping for 10 years. Furthermore, to ensure the palette of materials is also to the same high standard, the materials for the building will also be secured via condition.
- 8.32 Whilst there are strong regeneration benefits there are also urban design impacts which work against the scheme. The scheme is seen to be a catalyst for regeneration of the wider City Gateway area and the proposal does offer significant benefits capitalising on its location and setting a new standard and mix of uses for the area and city centre more generally in terms of office developments which it currently struggles to attract. Given the longer-term aspirations for the area, the Urban Design Officer is comfortable with the scale of the building, albeit it does currently contrast with the scale of neighbouring buildings e.g., the leopard and railway public houses. However, the Flying Scotsman Medical Centre has already set a precedent for taller buildings in this location.
- 8.33 The main concerns raised by the Urban Design Officer relate to the area of public open space and the impact these design decisions have on the urban design and townscape qualities of the surrounding area and the impact on the spatial enclosure through the redevelopment of Trafford Court. From an urban design perspective, successful public spaces are enclosed by buildings which activate and enclose the space. Trafford Court offers this activation and enclosure for the station square/forecourt, by removing these buildings it will significantly enlarge the space and result in much more openness reducing the sense of intimacy and security the current buildings afford to the space. Furthermore, the removal of these buildings also accentuates the contrast of scale between the office building and the surrounding lower storey height buildings. The provision of tree planting would not help replace the level of enclosure in the short-medium term or provide activation like the buildings currently do.
- 8.34 The Urban Design Officer has also considered the architectural quality and materiality of the building. The sustainability credentials of the proposal are commendable, however the building (as well as the POS) is not regarded as exceptional quality. The more important northern elevation appears less interesting than the southern elevation with the omission of the balconies to that elevation. There are lots of 'dummy windows' particularly at Ground Floor and the central part of the Trafford Way elevation and their recesses don't appear significant enough to provide much relief and shadow. Likewise, window reveals which don't seem deep enough to side elevations. There may be opportunities to do something more interesting

such as contrasting brick coursing within these reveals and or around windows to provide some more subtle interest. Overall, there does not appear enough 'layering' to the facades. The Urban Design Officer considers it to be really important to select an appropriate brick, too light or absorbent and it may discolour or stain easy due to the proximity of the road.

- 8.35 Whilst there are objections from Urban Design, it is considered that on balance the other environmental benefits of the scheme outweigh the issues raised by the Urban Design Officer. Whilst the introduction of a 5-storey building is larger in scale than the adjacent buildings, this will be a landmark site. The use of the proposed materials and substantial high-quality landscaping will contribute towards the appearance of the area and allow a modern mixed-use development to come forward. The development is seen as a regenerative catalyst for the whole 'Gateway West' area and would provide a much-needed use within the city centre boundary. Furthermore, the highway works would improve the pedestrian linkages from the station to West Street and provide a good area of public open space with high quality tree planting and landscaping for visitors to enjoy, which in turn provides a significant increase in biodiversity into the city centre.
- 8.36 Despite the conflict with policies 41, 42 and 43 of the Doncaster Local Plan, on balance, the regenerative benefits and investment into Doncaster City Centre outweighs the harm that the loss of Trafford Court and provision of landscaping in its place would have on the townscape. The A-grade offices proposed would attract different types of businesses into the city centre and increase footfall to the wider shopping areas and be a catalyst for further regeneration. To ensure that the loss of Trafford Court results in a high-quality area of public open space, improvements to the level of landscaping is required, and this can be secured via a condition prior to commencement of the relevant works.

Impact upon setting of Listed Building

- 8.37 Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 (the Act) requires the decision maker to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Policy 36 of the Local Plan states that developments affecting the setting of a listed building should not harm the significance of the listed building or its setting and public benefit should outweigh the harm.
- 8.38 The site is within proximity to two listed buildings, the Grade II Listed Doncaster Railway Station and the Grade II Listed Grand Theatre to the northeast beyond the dual carriageway of the A630.
- 8.39 The proposal will form an important gateway into the city centre and follows on from the enhancements to the neighbouring station forecourt. Minus the two listed buildings, the surrounding built form is of little architectural

interest. Further along West Street there is The Station PH and The Leopard PH, which are both locally listed. To the south across an open pedestrianised space lies the Flying Scotsman, a five storey plus recent development which again helps give some streetscape and scale to Trafford Way as well as to St. Sepulchre Gate and has curved corners, traditional features of Doncaster. To the east, on the opposite side of Trafford Way, is very poor townscape because of the dual carriageway being forced through an historic urban block that even several decades after still presents scars to the streetscape that has not yet been properly resolved. Beyond this lies the City Centre with some attractive buildings near Trafford Way. Further along Trafford Way to the southeast lies Portland Place, again this helps to give some enclosure to the street.

- 8.40 The principle of the office development is welcomed by the Conservation Officer, and the architects have attempted to address some concerns raised by the Conservation Officer during their early discussions. The main orientation relating to West Street and part of its frontage being slightly skewed so to respond to West Laith Gate. The proposed building is considered to now respond better than existing buildings on site to its context. The current open space to the south of the 'island site' is retained but is compromised with the inclusion of a substation within it and this would be better located elsewhere if possible. The substation was subsequently brought inwards closer to the office building, which opens the area to the south up further.
- 8.41 The Conservation Officer notes a concern with the proposed landscaped area replacing Trafford Court, as it will dilute the sense of arrival within a station forecourt. Trafford Court as noted above is not architecturally outstanding but does help to give enclosure to Trafford Way and partially to the station forecourt. Trafford Court along with the extension of the Frenchgate helps to frame the station building and give it more dominance. However, it is noted by the Conservation Officer that the landscaping would be an improvement on the existing buildings. However, given these concerns the Conservation Officer does not object to the development on heritage grounds.
- 8.42 The application site forms part of the cityscape which surrounds Doncaster Railway Station and the Grand Theatre, which are key listed buildings in Doncaster City Centre. The application site contributes towards the wider large setting of these buildings and their special interest, and therefore naturally will have a degree of impact on their setting. Given the distance between these listed assets and the application site, the building and associated works would have a limited impact on their setting which is less than substantial in fact and degree. Overall, it is considered that the development accords with Policy 36 of the Local Plan. Within the balancing exercise great weight has been afforded to any harm notwithstanding that it is less than substantial, and it has been assessed against the public benefits of the proposal. This is discussed further in Section 9 of this report.

Impact upon highway safety

- 8.43 Policy 13(A) of the Local Plan states that the Council will work with developers to ensure that appropriate levels of parking provision are made in accordance with the standards in Appendix 6 (criterion 4) and development does not result in unacceptable impacts on highway safety (criterion 6). Developments should also include provision for electric vehicle charging points (criterion 4).
- 8.44 Paragraph 111 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*
- 8.45 There are various highway access points to the site via West Street from the A630. Pedestrian access through the area is limited around Trafford Court and via the existing footpath links to the south of West Street, with staggered pedestrian crossing points providing access towards the city centre. The vehicular movements along West Street will be retained, though there would be some alterations to improve pedestrian and cyclist connectivity through the area.
- 8.46 A Transport Assessment (TA) and Travel Plan (TP) have accompanied this application. The Transport Assessment has concluded that the highways alterations to West Street are acceptable in terms of highways safety and will continue to provide a suitable route to access to the wider area and to the application site for the purpose of servicing and deliveries. The Council's Highways Development Control Officer did request tracking information for both servicing and delivery vehicles, this has been provided via an addendum to the TA. The Highways Development Control Officer is satisfied that vehicles can access the site safely for both servicing and deliveries. Additionally, the TA confirms that the site is in a highly sustainable location and is accessible by public modes of transport and offers connections to existing pedestrian routes to the city centre. Based on the sustainable location of the site, the development will be car free, which should encourage sustainable modes of transport further. The TA outlines that the development would have very minimal trip generation figures 17 two-way car trips at peak periods is outlined. A loading bay will be maintained and re-surfacing along West Street for the benefit of all delivery and bin collections. The amended TA adequately assesses car parking availability within the immediate area and that no further car parking spaces are required. The development would provide cycle parking for 30 bikes in a secure area.

- 8.47 The Highways Development Control Officer has been liaising with the Highways Network Management Team, it is considered that given the sites location abutting a main arterial route through the city (A630), a construction traffic management plan will be essential to ensure minimal disruption during demolition and construction. Whilst it would be preferable that this detail is provided prior to any permission being granted, this level of information is usually put forward following significant consultation with the highway authority and will include the finer details of demolition and construction which is not yet available. The applicant has confirmed that they are already in discussions with the Highways Network Management Team and the Highways Officer is therefore satisfied that this can be dealt with via a pre-commencement condition.
- 8.48 Following on from the TA, the TP sets out specific measures to encourage the use of sustainable modes of transport. The Council's Transport Planner has reviewed the TA and the TP and is satisfied that the proposal accords with policies 13, 16, and 17 of the Local Plan and paragraph 112 of the NPPF.

Flood Risk and Drainage

- 8.49 Policy 56 states that development proposals will be supported where there is adequate means of foul sewerage disposal; no increase in flood risk or surface water run-off and make use of SUDs unless it can be shown to be technically unfeasible.
- 8.50 The site lies within Flood Risk Zone 1 as per the Environment Agency's Flood Map for Planning and by Doncaster's Strategic Flood Risk Assessment (SFRA). This is the lowest area of flood risk from main river flooding. Nevertheless, major planning applications must be supported by the relevant drainage information including plans and strategies to accord with Policy 56.
- 8.51 The Applicant has provided a drainage strategy along with calculations and details of the drainage connection. The information provided has been reviewed by the Council's Drainage Officer and there is no objection on this basis, subject to the conditions attached.
- 8.52 Yorkshire Water were also consulted on the application, they have not raised any objections. Yorkshire Water's engineers have requested conditions relating to the submission of a feasibility study and storage tank capacity details.

Air Pollution and Contaminated Land

- 8.53 Policy 55 states that proposals will be required to mitigate contamination by demonstrating there is no significant harm to human health; land; natural environment; pollution of soil or any watercourse. Developments must ensure that necessary remedial action is undertaken and demonstrate that any adverse ground conditions have been properly identified and safely treated so suitable for the proposed use.
- 8.54 Policy 54 relates to pollution and states that consideration will be given to the impact on national air quality. An air quality assessment will be required to enable clear decision making on any relevant planning application.
- 8.55 The Contamination Officer has reviewed the application in regard to land contamination. A remediation strategy has been provided by the applicants. This strategy includes a Phase 1 Desk Top Study Report and Interim Report. The site has been subject to an appropriate site investigation and risk assessment. The soils, ground gas and controlled waters have been tested and benchmarked. The report concludes the controlled waters only marginally exceed acceptable levels, and as the majority of the site will be hardstanding, it was concluded no remedial works are required, to which I concur. The soils on site will be placed under hardstanding, and are suitable for a commercial end use, to which I concur. No ground gas protection measures are required. The Remediation Strategy is clear and concise; any soils in soft landscaped areas will require a clean cover system; watching brief is required throughout the works for unexpected contamination; further site investigation is required in the north of the site, as this area was previously inaccessible. The Contaminated Land Officer is satisfied with the report and has requested a number of conditions, to ensure the remediation is carried out in an appropriate manner.
- 8.56 The application has also been accompanied by an Air Quality Assessment (AQA). The AQA has been reviewed by the Air Quality Officer and they are confident that the conclusions of the AQA can be accepted with a high degree of confidence. The AQA correctly states that the proposal is purely for a commercial usage and therefore the building itself does not fall within the remit of the UK's extant Air Quality Regulations. It also states that there will be no parking spaces on site and therefore traffic generated emissions, if any, are unlikely to affect Air Quality Management Area 1 which lies to north of site along Trafford Way. It is welcomed that the ground floor plan shows there to be no occupied areas fronting on to Trafford Way. The Air Quality Officer has requested a restriction condition to ensure no residential uses are created in the building without formal planning permission and for an informative regarding dust and noise.

Energy Efficiency/Sustainability Features

- 8.57 Policy 46B relates to major non-domestic applications and states that development must meet the BREEAM rating of at least 'Very Good' and secure at least 10% of their regulated energy from renewable sources. .
- 8.58 The application has been supported by a BREEAM Pre-assessment which demonstrates that the building will achieve the 'Excellent' rating. A condition is attached requiring the submission of a post-development report which will then assess the physical building to ensure that this rating is achieved.
- 8.59 The development includes the integration of several sustainable construction methods, including solar PV array on the roof, air source heat pumps, high performance fabrics for example glazed PPC louvre panels within curtain walling units which will be connected to automated hybrid heating/ventilation systems, and maximising natural daylight. This is all with the aim to achieve Net Zero Carbon in Operation, BREEAM Excellent, and EPC rating A.

Archaeology

- 8.60 Policy 39 states that development affecting other archaeological assets will need to demonstrate how any benefits will outweigh harm to the site.
- 8.61 The Council's archaeologist has reviewed the information submitted and has no objection to the proposed development in terms of archaeology. The site and the surrounding area are known to have archaeological interest, it is therefore important the written scheme of investigation does take place, some trial trenching is also proposed but this cannot be completed under the buildings are demolished, given the agreed location of the trenches. It is considered that this can be dealt with via condition.

Ecology

- 8.62 Policy 29 states proposals will only be supported which deliver a net gain for biodiversity and protect, create, maintain, and enhance the Borough's ecological networks. Policy 30 states proposals which may harm priority habitats; protected species or features of biodiversity interest will only be supported where the DEFRA biodiversity metrics demonstrates that a proposal will be deliver a minimum 10% net gain for biodiversity.
- 8.63 Paragraph 5.1.1 of the adopted Biodiversity Net Gain SPD states that '*in cases where BNG delivery cannot be secured onsite, nearby or within the wider Doncaster area, then as a last resort a biodiversity offsetting contribution will be accepted by the Council.*'
- 8.64 Paragraph 5.1.2 follows on to state that a contribution £27,500 per unit will be agreed via a Section 106 agreement in compensation for the loss.

- 8.65 The application has been supported by a Bat Report and Ecological Impact Assessment which the Ecologist has reviewed and has no objection to the development based on the findings and recommendations within the report.
- 8.66 A biodiversity net gain assessment has also been submitted which outlines that there would be a 117% net gain for habitat units and 100% net gain for hedgerow units based on the landscape plans submitted. As such no further enhancement or mitigation works are required.
- 8.67 The Ecologist has requested conditions in relation to providing the 1.3 biodiversity units on site, bat method statement, and an ecological enhancement plan. Overall, there are no objections from the Ecologist and the development is considered to accord with Policy 29 and Policy 30 of the Local Plan.

Conclusion on Environmental Issues

- 8.68 Paragraph 8(c) of the NPPF (2023) indicates, amongst other things, that the planning system needs to contribute to protecting and enhancing the natural built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.69 Whilst there are objections from Urban Design, it is considered that on balance given the other environmental benefits of the scheme outweigh the issues raised by the Urban Design Officer. Whilst the introduction of a 5-storey building is larger in scale than the adjacent buildings, this will be a landmark site. The use of the proposed materials and substantial high-quality landscaping will contribute towards the appearance of the area and allow a modern mixed-use development to come forward. The development is seen as a regenerative catalyst for the whole 'Gateway West' area and would provide a much-needed use within the city centre boundary. Furthermore, the highway works would improve the pedestrian linkages from the station to West Street and provide a good area of public open space with high quality tree planting and landscaping for visitors to enjoy, which in turn provides a significant increase in biodiversity into the city centre.
- 8.70 The access arrangements are deemed acceptable, as well as the tree and landscaping proposals. The site is not within a flood risk area and will provide high specification materials and renewable energy sources to achieve BREEAM 'excellent', EPC rating A, and net-zero in operation. Overall, the environmental impact of the development is considered to be acceptable and significant weight should be attached to this in favour of the development.

ECONOMIC SUSTAINABILITY

- 8.71 The proposed development will provide up to 4,000sqm of Grade-A quality office space within this mixed-use area, as well 2x smaller ancillary commercial units.
- 8.72 It is expected that the development would bring forward substantial long term economic benefits through the creation of a variety of job roles over the life of the development. The office space will attract larger office-based companies into the city centre, creating new jobs and increasing footfall into the city centre.
- 8.73 The scheme would bring forward a high level of investment and growth, in accordance with the objectives set out in Policy 2: Level of Growth, and would make a significant and valuable contribution towards the target 481ha of employment land required over the plan period (of which 14 ha is required for office development).
- 8.74 Although the occupiers of the ground floor commercial units have not yet been confirmed, it is anticipated that jobs will be generated by the ancillary commercial development, being primarily lower skilled and part time type roles. This demonstrates that the development will create a variety of job roles in the long term.
- 8.75 This development is being brought forward by the City of Doncaster Council, as part of the Town Deal Fund. The development has been brought forward to achieve the aims of Policy 68 of the Doncaster Local Plan and the Urban Centre Masterplan. The development would result in a gateway development with aspirations to attract further regeneration projects within the Gateway area. The economic benefits of this application are given significant weight in the determination of this application.
- 8.76 In the short term there would be economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however this is restricted to a short period of time and therefore carries limited weight in favour of the application.

Conclusion on Economy Issues

- 8.77 Para 8 a) of the NPPF (2023) sets out that in order to be economically sustainable developments should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

8.78 The proposal would result in some short term economic benefit in the creation of jobs during the construction phase of the proposal and longer term would result in a significant number of new jobs and investment, playing a part in creating the envisaged economic growth for Doncaster City Centre. These factors weigh positively in favour of the application and when combined carry significant weight.

9.0 PLANNING BALANCE & CONCLUSION

9.1 In accordance with Paragraph 11 of the NPPF (2023) the proposal is considered in the context of the presumption in favour of sustainable development. Officers have identified no adverse harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole.

9.2 Concerns have been raised regarding the loss of Trafford Court to facilitate the public open space proposed as part of this commercial development and any knock-on impact to the significance of a designated heritage asset. In this case, great weight has been afforded to any harm to the setting of the listed buildings notwithstanding that it is less than substantial, and it has been assessed against the public benefits of the proposal. On balance there are several other environmental, social, and economic benefits which outweigh that harm. The proposal would create an area of public open space which would be predominately green in nature with substantial tree planting, this type of green space is lacking within the city centre and improves the offer for areas of enjoyment/recreation within the city centre itself. Furthermore, the introduction of green space such as this would substantially improve biodiversity within the city centre. The proposal has been developed with the aim of being funded by central government via the Towns Fund Deal circa £25 million, which needed to meet the necessary criteria and to achieve the aims of the Urban Masterplan and Policy 68, to enable much need regeneration into the 'Gateway West' area. These factors amount to public benefits in favour of the proposal.

9.3 Overall, the proposal is compliant with the development plan and on balance is recommended for approval.

10.0 RECOMMENDATION

10.1 MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW:

CONDITIONS

01 The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON

Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in complete accordance with the details shown on the amended plans referenced and dated as follows:
- Location Plan received 11.10.23
 - DGW1-BBA-Z1-00-DR-A-2001 Proposed Ground Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-01-DR-A-2001 Proposed First Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-02-DR-A-2001 Proposed Second Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-03-DR-A-2001 Proposed Third Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-04-DR-A-2001 Proposed Fourth Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-05-DR-A-2001 Proposed Fifth Floor GA Plan P13 received 11.10.23
 - DGW1-BBA-Z1-RF-DR-A-2001 Proposed Roof GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-ZZ-DR-A-3001 GA Elevations Sheet 1 P08 received 11.10.23
 - DGW1-BBA-Z1-ZZ-DR-A-3002 GA Elevations Sheet 2 P09 received 11.10.23
 - DGW1-BBA-Z1-ZZ-DR-A-3003 GA Elevations Sheet 3 P09 received 11.10.23
 - DGW1-BBA-Z0-SL-DR-L-1007 P02 Hardworks Plan - received 29.11.23
 - DGW1-BBA-Z0-SL-DR-L-1008 P02 Planting Plan - received 29.11.23
 - DGW1-BBA-ZZ-SL-DR-L-7004 P04 External Furniture Details - received 29.11.23
 - DGW1-BBA-ZZ-SL-DR-L-7005 P01 Fencing Details - received 29.11.23
 - DGW1-BBA-ZZ-SL-DR-L-7007 P02 Landscape Interface Detail 02 - received 29.11.23
- REASON
- To ensure that the development is carried out in accordance with the application as approved.

03. Notwithstanding the submitted landscape plans, prior to the construction of the area of public open space, details of all external landscape works shall be submitted to and approved in writing by the Local Planning Authority (LPA). Unless otherwise agreed in writing with the LPA, this information should include the following details:
- o Hard landscape- exact product details for surface materials, edges, street furniture- locations and designs for lighting and / or CCTV columns and lamps, bins, benches, bollards, pedestrian guard rails, cycle stands;
 - o Boundaries- boundary wall / railing details to public open space including means of enclosure to south western edge of POS adjacent taxi rank / disabled drop off to provide enclosure and restrict pedestrian movement through landscaped areas;
 - o Public art- details of proposed small scale public art /feature(s) (which could be integrated into the boundary features);

- o Design details of stepped auditorium amphitheatre landscape feature to be submitted and agreed, as indicated on Hard works plan (DGW1-BBA-z0-SL-DR-L-1007- P01). This feature is to be integrated into mounding on eastern part of POS to function as seating and informal play feature;
- o Management and maintenance strategy - detailed management and maintenance strategy for all elements of the public realm, including details of hard and soft landscape aftercare, strategy for replacement soft landscape, surface materials and street furniture.
- o Soft landscape scheme - this shall include a soft landscape plan; a schedule providing plant and tree numbers and details of the species, which shall comply with the Council's Transitional Developer Requirements Document, nursery stock specification in accordance with British Standard 3936: 1992 Nursery Stock Part One and planting distances of trees and shrubs; a specification of planting and staking/guying; a timescale of implementation; a detailed specification for tree pit construction that utilises a professionally recognised method of construction to provide the minimum rooting volume set out in the Council's guidance and a load-bearing capacity equivalent to BS EN 124 2015 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation and details of management and maintenance for a minimum of 10 years following practical completion of the landscape works.

Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority shall be notified in writing within 7 working days to approve practical completion of any planting within public areas or adoptable highway within the site. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within 10 years of planting shall be replaced within 4 weeks of notification to the applicants, in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

To ensure a satisfactory appearance and quality of development in line with local plan policies 42, 46, 47, and 48

04. Following the commencement of the development and before 30th September of every year during the implementation period (either phased or in full) and aftercare period, a 'Landscaping Implementation Report' shall be prepared by a suitably qualified landscape architect and / or contractor, and submitted by the developer to the Local Planning Authority in order to demonstrate that the landscaping has been carried out in full accordance with the approved landscaping details. The report should record the landscaping operations carried out on the land since the date of commencement, or previous report / aftercare meeting, and set out the intended operations for the next 12 months. It shall cover the following matters in particular, but not limited to, species, size, location, planting and aftercare specification, and be illustrated with evidence such as an overall progress summary, inspection site visit notes, a schedule of maintenance operations undertaken, before and after photos of any remedial plantings or completed works. If required, the developer shall arrange to attend a site meeting with the Local Planning Authority to inspect the planting and ongoing maintenance requirements.

REASON

To ensure site landscaping works are undertaken as approved in accordance with Policy 48

05. Prior to commencement of above ground works, product details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. This may include submission of samples if requested by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the approved materials.

REASON

To ensure the satisfactory appearance of the development

06. Prior to commencement of above ground works, large scale details, including materials, colours and finishes, at a minimum of 1:20 scale of the items listed below, shall be submitted to and approved in writing by the Local Planning Authority:

- a) dummy window and upper level window reveals
- b) Windows with window reveals of a minimum 150mm,
- c) Shopfronts and entrance doors at ground floor level,
- d) Balconies enclosures to southern elevation,
- e) The proposed standalone bin store,
- f) Brick detailing including projecting brickwork and soldier coursing to masonry areas,
- g) Rooftop plant layout,
- h) GRP substation details

Thereafter, the works shall be carried out in accordance with the approved details.

REASON

To ensure the satisfactory appearance of the development in accordance with Local Plan Policy 48.

07. Within 6 months of first occupation, a post construction BREEAM review shall be carried out by a licensed assessor to confirm the rating of BREEAM 'excellent' has been achieved and submitted to the Local Planning Authority for approval.

REASON

In the interests of sustainability and to minimise the impact of the development on the effects of climate change.

08. Prior to commencement of above ground works a statement has been submitted to the local planning authority and approved in writing, explaining how CO2 emissions generated by the development will be reduced. At least 10% of the development's energy consumption must be generated using on-site renewable energy equipment or improvements to the fabric efficiency of the building. Unless otherwise agreed in writing by the local planning authority, the development shall then proceed in accordance with the approved report. To enable full discharge of this condition, prior to the occupation of the building, evidence to demonstrate that the agreed measures have been installed must be provided and agreed by the local planning authority.

REASON

In the interests of sustainability and to minimize the impact of the development on the effects of climate change.

9. All remedial works shall be in accordance with Arc Environmental. Remediation Strategy for Gateway 1. Ref 22-143. 27/11/23, unless otherwise approved in writing with the LPA.

a) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works within that location shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

b) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Doncaster's Local Plan Policy 54 & 55.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification), the upper floors of the development hereby approved (first floor, second floor, third floor and fourth floor) shall only be used/occupied by uses falling within Use Class E(g), and for no other purpose (including any other purpose in Class E of the Schedule to the Use Classes Order). Additionally the ground floor units shall only be used/occupied by uses falling within Use Class E of the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification).

REASON

To ensure that the building is only used for its intended use and cannot be converted to other uses and thus bypass the Sequential Test exercise which is required by Local Plan Policy 22- Part 1 and to ensure future occupiers are not impacted by air quality in accordance with Policy 54 of the Local Plan.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification), the ground floor units cannot be amalgamated into any other arrangement and must remain as two separate commercial units as indicated on the approved floorplan: Proposed Floorplan - Ground Floor Plan, DGW1 BBA Z1 00 DR A 2001 P11 Received: 11/10/2023.

REASON

To ensure that the development does not bypass the Impact Assessment exercise which is required by Local Plan Policy 22- Part 2.

12. The proposed development shall deliver 1.3 biodiversity units on site as described in the submitted Biodiversity Metric dated 22 November 2023. Any changes to the proposed onsite landscaping must be accompanied by a revised Biodiversity Metric that will be submitted to the Local Planning Authority for approval in writing. Changes should not result in a lowering of the net gain outcomes. The proposed habitats shall be created and then retained on site through good management for a minimum of 30 years.

REASON

In line with Local Plan Policy 30 to ensure a minimum of 10% net gain is achieved as a result of the development.

13. No development shall take place (including any demolition, ground works, site clearance) until a method statement produced by a suitably qualified ecologist and covering the demolition of buildings has been submitted to and approved in writing by the local planning authority. The works shall be carried out strictly in accordance with the approved details.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan policy 30 and that no offence is committed in respect of protected species legislation

14. Within one month of the commencement of development, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the following measures, all of which shall be implemented prior to the first occupation of the site or an alternative timescale to be approved in writing with the local planning authority:
 - Siting of 4 integrated bat boxes that shall be incorporated into the fabric of the new building in suitable locations for bats.

REASON

In line with Local Plan Policy 30 to ensure the ecological interests of the site are maintained.

15. The requirements of section 6.1.4 table 9 of Doncaster Gateway - Baseline Noise Survey & Noise Impact Assessment, 30th July 2023, PC-22-0064-RP1-Rev A shall be met by all future occupiers of the development, in respect of external plant and equipment, and that an acoustic report shall be prepared for approval by the local planning authority prior to first use, for all site occupiers that utilise any external fixed plant or equipment.

REASON

In the interests of the amenities of the locality and occupiers of adjoining property.

16. Prior to first occupation of the development, the developer shall submit for approval to the local planning authority, a scheme for the management and storage of waste at the property, including bin store, maintenance of the area and placing of bins for collection and their return. All such requirements of the approved scheme shall be implemented prior to first occupation and subsequently complied with.

REASON

To ensure the development has adequate waste management and to protect the amenity of the neighbouring occupiers.

17. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) measures to control noise, with regard to BS5228 and other appropriate standards
- ii) measures to control the emission of dust and dirt
- iii) all other appropriate measures to prevent loss of amenity to the locality.

REASON

To protect the amenity of neighbouring occupiers.

18. Part A (pre-commencement)

No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- o The programme and method of site investigation and recording.
- o The requirement to seek preservation in situ of identified features of importance.
- o The programme for post-investigation assessment.
- o The provision to be made for analysis and reporting.

- o The provision to be made for publication and dissemination of the results.
- o The provision to be made for deposition of the archive created.
- o Nomination of a competent person/persons or organisation to undertake the works.
- o The timetable for completion of all site investigation and post-investigation works.

Part B (pre-occupation/use)

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

REASON

To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

19. The development shall be carried out in accordance with the submitted Travel Plan and the mitigation it details. An Annual Travel Plan Monitoring Report shall be submitted to and approved in writing by the local planning authority no later than 3 months post the first anniversary of the building being brought into use, and this shall continue on an annual basis for the duration of the use unless another duration is agreed with the Local Planning Authority. Each annual monitoring report shall include collated parking information to ascertain the level of off-site parking occurring, revised targets, revised measures alongside revised marketing, monitoring and enforcement mechanisms.

REASON

To promote non-car methods of use for the development to reduce parking demand in the area as required by Policy 13 of the Local Plan.

20. No development shall commence on site until a Construction Traffic Management Plan (CTMP) is submitted to and approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. As a minimum, the CTMP shall contain information relating to (but not limited to):

- i. The site compound and parking of vehicles for site operatives and visitors.
- ii. The erection and maintenance of security hoarding around the development including decorative displays and facilities for public viewing including traffic management measures in order to erect the hoarding and all approved licences in order to erect hoarding.
- iii. A scheme for recycling/disposing of waste resulting from demolition and construction works.
- iv. Storage of plant and materials used in demolition/construction of the development.

- v. Measures to control noise and the emission of dust and dirt during demolition/construction.
- vi. Wheel washing facilities designated on hard standing areas within the site.
- vii. Volumes and types of construction vehicles.
- viii. Identification of delivery routes and timing of deliveries;
- ix. Identification of agreed access point and all Temporary signage on the adopted highway
- x. Contractors method for controlling construction traffic and adherence to routes
- xi. Loading and unloading of plant and materials including any temporary traffic management measures needed i.e. Road/Lane closures, footpath closures etc
- xii. Size, route and numbers of abnormal loads
- xiii. Swept path analysis (as required)
- xiv. Construction Period

REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety in accordance with Local Plan Policy 13

21. Prior to any above ground works details of secure cycle parking facilities for the occupants of, and/or visitors to the development have been submitted to and approved in writing by the local planning authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

REASON

To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy 13 of the Doncaster Local Plan.

22. The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.

REASON

To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.

23. Prior to the first occupation of the development hereby approved, details of the drainage management and maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. The drainage system for foul and surface water drainage shall be retained, managed and maintained for the lifetime of the development in accordance with the approved drainage management and maintenance plan.

REASON:

To ensure the drainage apparatus of the site is adequately maintained for the lifetime of the development and to accord with Para. 169 c) of the NPPF (2021).

24. No building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be designed, managed and maintained in accordance with the Non-statutory technical standards and local standards.

REASON

To comply with current planning legislation - National Planning Policy Framework.

25. The development shall not be begun until details of the sustainable drainage scheme for the site have been provided in accordance with the submitted details. The sustainable drainage scheme shall be designed, managed and maintained in accordance with the Non-statutory technical standards and local standards

REASON

To comply with current planning legislation - National Planning Policy Framework.

INFORMATIVES

01. INFORMATIVE

Network Rail Standard Informatives (Please note, not all of these requirements may be applicable to this development)

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail.

Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence. Vibro-impact Machinery. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Bridge Strikes

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Project Manager is necessary to understand if there is a problem. If required there may be a need to fit bridge protection barriers which may be at the developer's expense.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges and level crossings). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail airspace and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or airspace is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Access to the Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development

02. INFORMATIVE

DEVELOPMENTS NEAR OR ON POTENTIAL CONTAMINATED SITES

Information derived from historic maps show that the above planning application is near or on a potential contaminated site, and in light of this it is recommended caution is taken during any excavation works.

03. INFORMATIVE

Arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the system/scheme throughout the developments lifetime shall be supplied as part of the drainage management and maintenance plan. In addition, the arrangements shall have clarified the access that is required to each surface water management component for maintenance purposes.

04. INFORMATIVE

The installation of the electric vehicle charging points and associated infrastructure as approved should be carried out in accordance with PAS 1899:2022 'Electric Vehicles - Accessible Charging Specification' (or any revisions to this document in the future).

05. INFORMATIVE

Nothing in this permission shall be construed as authorising the closure, diversion, stopping up, obstruction or other alteration, either in whole or in part, of any public right of way that crosses or adjoins the application site, in order to protect the existing public right of way. For the guidance of the applicant such alteration can only be made by requesting the Council to make a formal specific footpath order.

06. INFORMATIVE

Planning permission has been granted on the basis that there is no sound and clear cut reason to refuse. The applicant is, however, reminded that the responsibility for safe development and secure occupancy of the site rests with the Developer and accordingly is advised to consider the possibility of the presence or future presence of landfill gas and satisfy himself of any gas precaution measure which might be necessary.

07. INFORMATIVE

PROTECTIONS OF BUILDINGS OR FOUNDATIONS

With regards to the protection of building structures and foundations I would advise specific consultation is sought with building control.

08. INFORMATIVE

The developer shall consider incorporating all possible sustainability features into the design of the proposed development.

09. INFORMATIVE

The applicants attention is drawn to the South Yorkshire Fire and Rescue Service comments which states that: Access is to be in accordance with Approved Document b Volume 2 Part B5 Section 16.2 16.11 and Table 20. Pumping appliances in South Yorkshire will weigh 26 tonnes. Table 20 references to pumping appliances should be read as 26 tonnes.

10. INFORMATIVE

The applicant is advised to seek to implement security measures into the development in order to achieve the 'Secured By Design' accreditation from South Yorkshire Police.

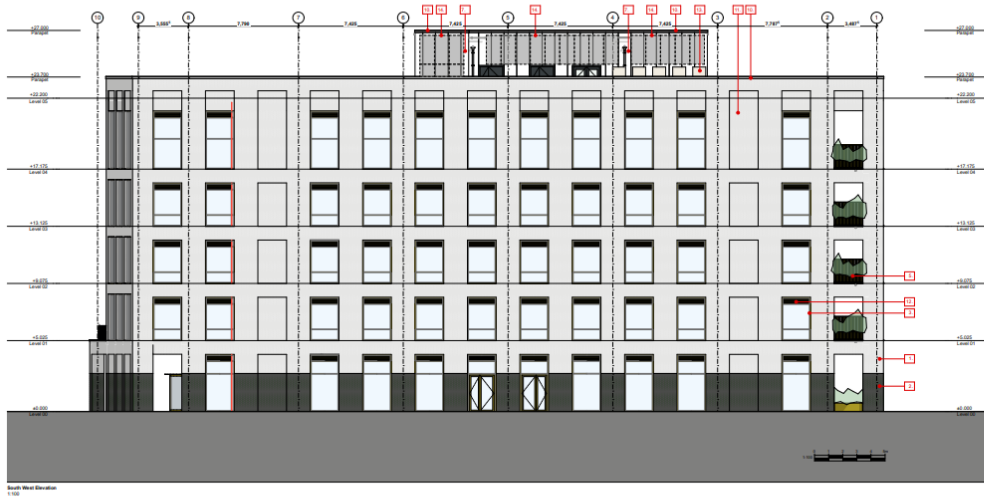
11. INFORMATIVE

Adequate provision for the storage and collection of waste and recycling is essential for both domestic and commercial premises, lawful arrangements should be in place prior to the occupation of any property. The applicant should contact waste&recycling@doncaster.gov.uk prior to occupation to discuss the provision and siting of suitable bins and setting up a collection service.

APPENDIX 1 – SITE PLAN



Landscape Plan
1:500



North West Elevation
1:500

- REVISIONS**
1. Client Brief/Program - Initial Presentation
 2. Client Brief/Program - Client Review - 01/09/2024
 3. Client Brief/Program - Client Review - 01/09/2024
 4. Client Brief/Program - Client Review - 01/09/2024
 5. Client Brief/Program - Client Review - 01/09/2024
 6. Client Brief/Program - Client Review - 01/09/2024
 7. Client Brief/Program - Client Review - 01/09/2024
 8. Client Brief/Program - Client Review - 01/09/2024
 9. Client Brief/Program - Client Review - 01/09/2024
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 12. Client Brief/Program - Client Review - 01/09/2024
 13. Client Brief/Program - Client Review - 01/09/2024
 14. Client Brief/Program - Client Review - 01/09/2024
 15. Client Brief/Program - Client Review - 01/09/2024

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15	Issue for Client Review	01/09/2024	MB	MB

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BOND BRYAN

+44 (0)114 274 1111
+44 (0)114 274 1112
www.bondbryan.co.uk

Doncaster Council



Doncaster Gateway One
West Street, DN1 2AA

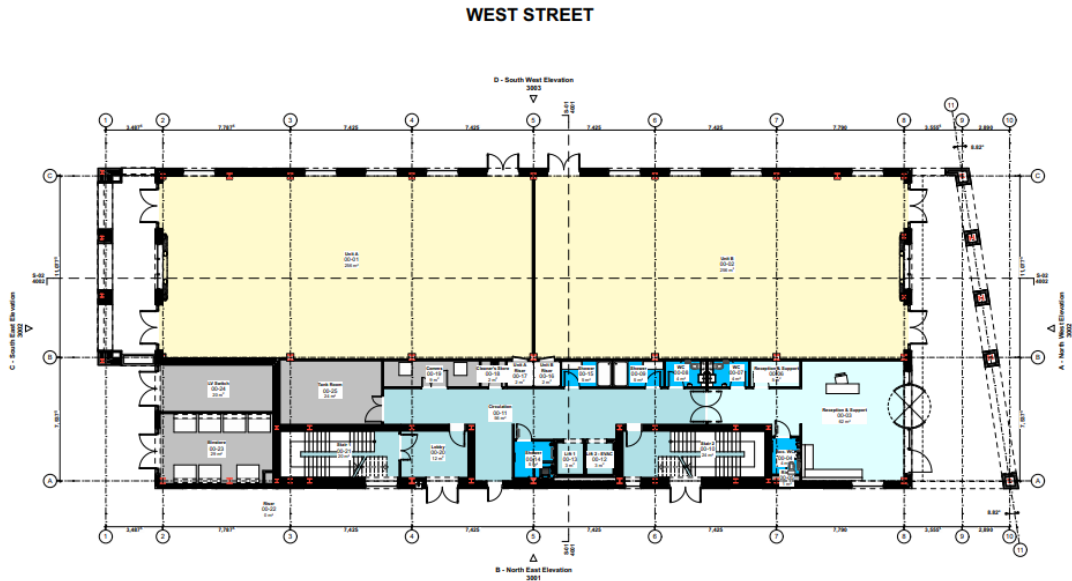
GA Elevations Sheet 3

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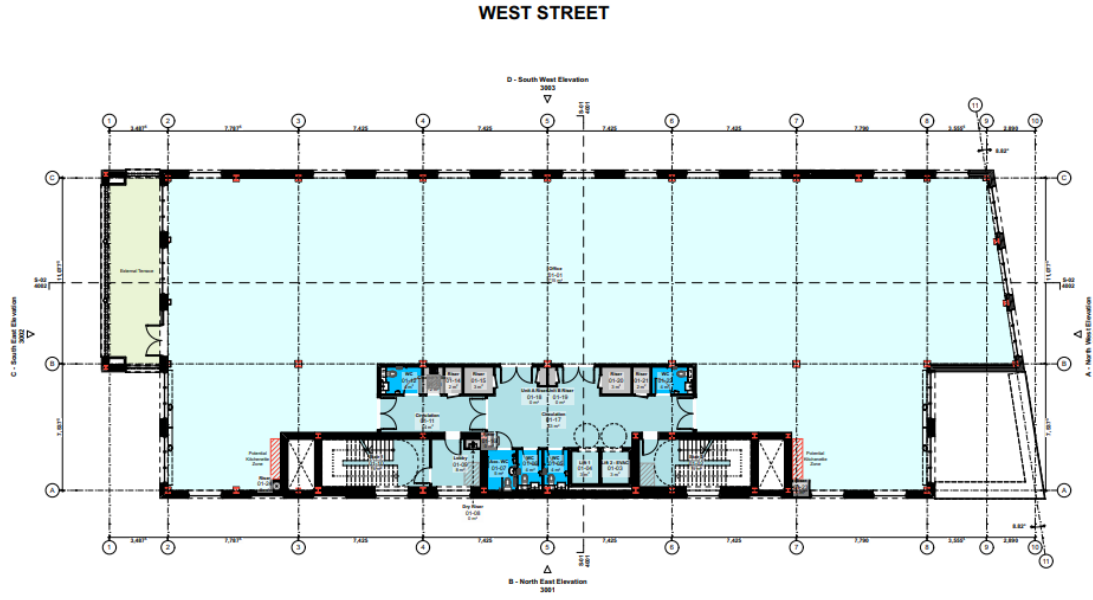
APPENDIX 3 – PROPOSED FLOORPLANS

Ground floor



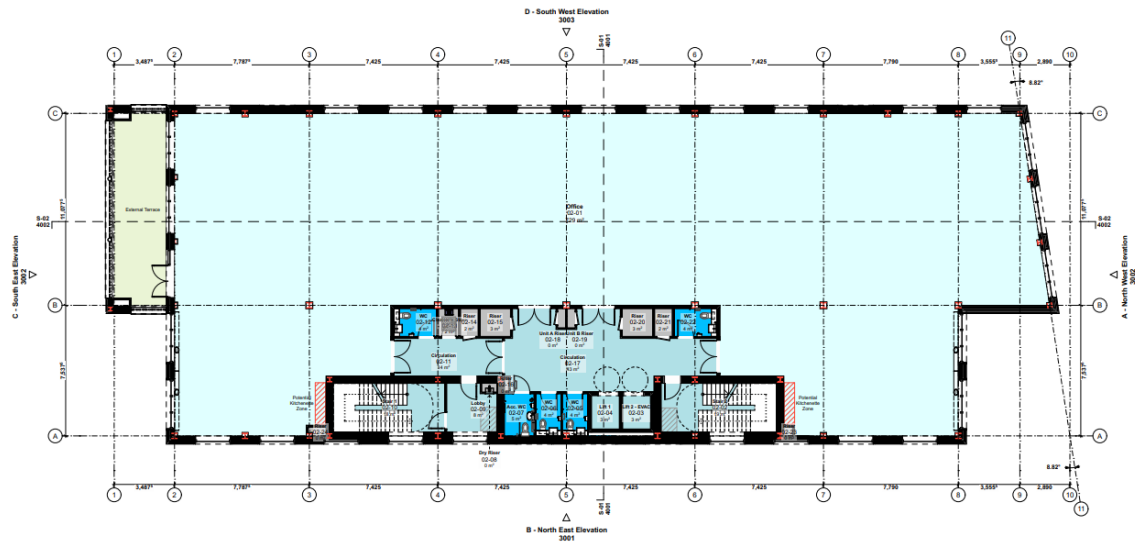
TRAFFORD WAY

First floor



TRAFFORD WAY

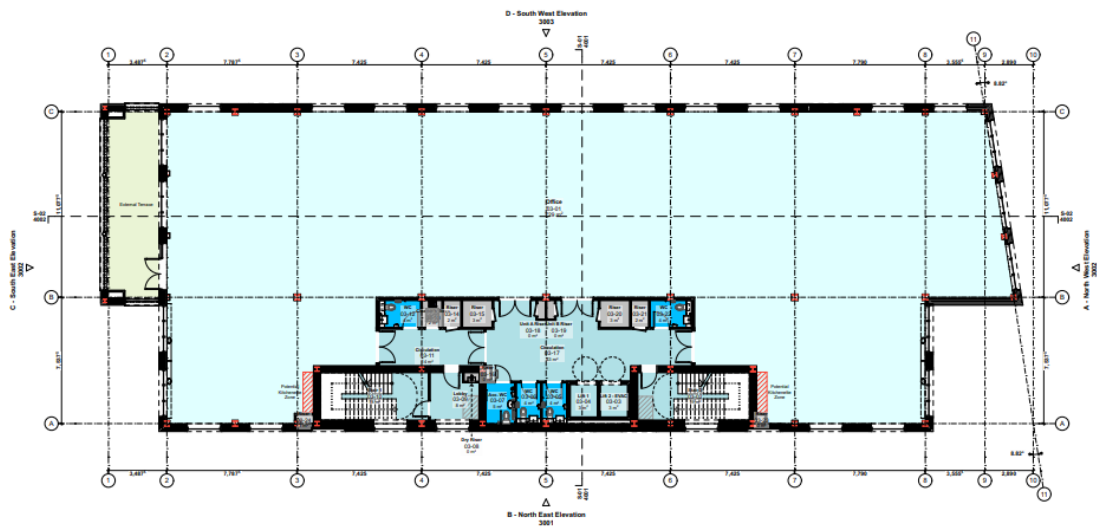
Second floor



TRAFFORD WAY

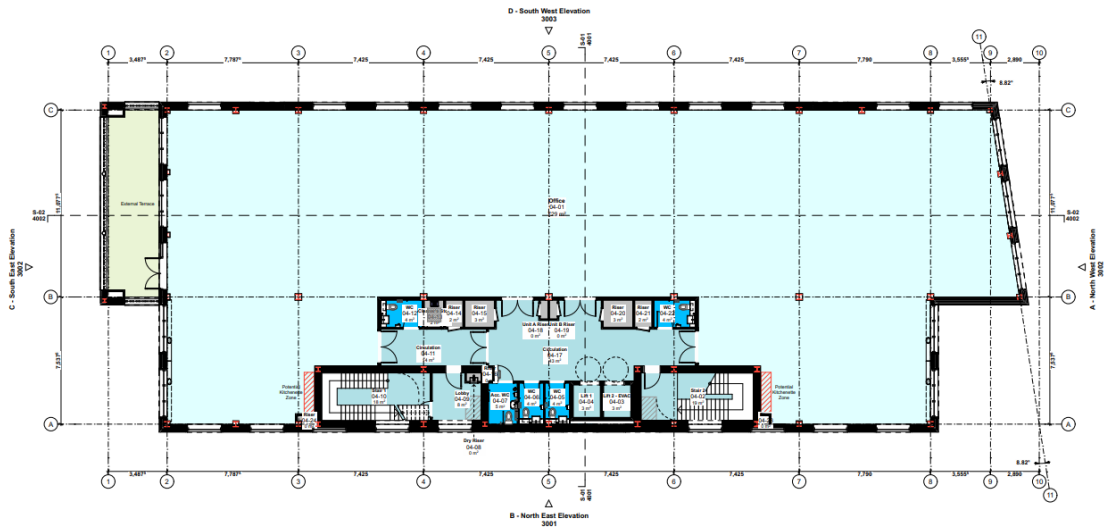
Third floor

WEST STREET



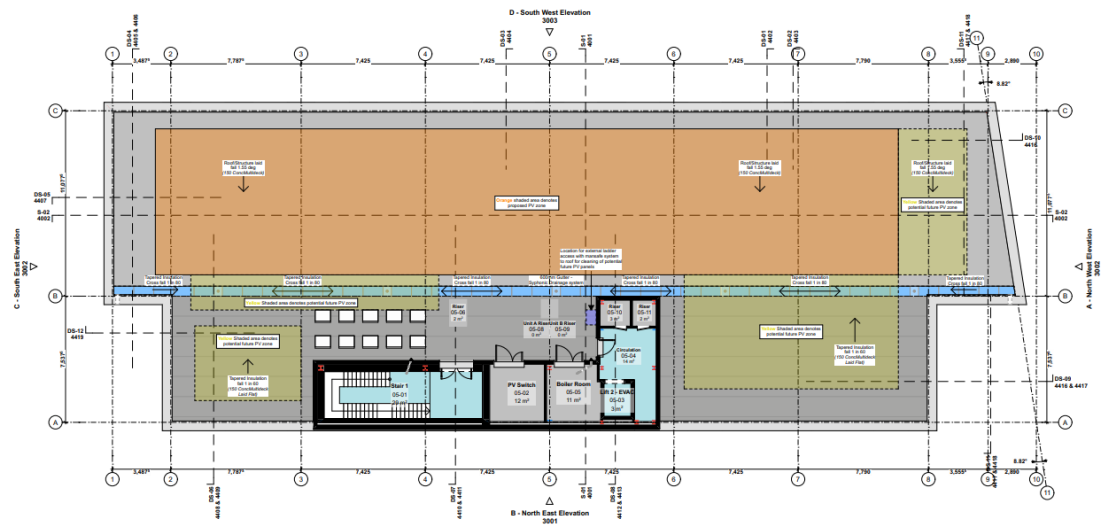
TRAFFORD WAY

Fourth floor



TRAFFORD WAY

Fifth floor



TRAFFORD WAY