

Chapter 15

Doncaster Town Centre





Doncaster Town Centre

INTRODUCTION

15.1 The three fundamental objectives of the Doncaster Unitary Development Plan are economic regeneration, environmental improvement and the reduction of social inequality. All of these objectives have special significance within Doncaster Town Centre which serves the whole of the Borough and beyond.

15.2 Economic regeneration in the context of the Town Centre means maintaining and enhancing its role as a key focal point for the wider provision of shopping, service and leisure facilities. At the present time there are approximately 18,000 jobs located within the Town Centre and there is scope for more within retailing, offices and the service sector in general.

15.3 Environmental improvement within Doncaster Town Centre means a major programme of environmental measures, rehabilitation and refurbishment.

15.4 The Reduction of Social Inequalities can be achieved in a variety of ways, including the provision of facilities accessible to all within the Town Centre where levels of accessibility are high, particularly by public transport.

15.5 The Town Centre will play a critical part in the success of the regenerative strategy of the UDP. It is within the Inner Area Programme Area and is particularly targeted as part of the Borough's regeneration activity.

15.6 The Town Centre is at the heart of Doncaster's main urban area and as a focus for the Borough's population will be encouraged to develop and prosper for a number of reasons. The image of the Borough is to a large



extent determined by the quality and appearance of the Town Centre, and consequently the impact and emphasis on high quality development within the Town Centre will not only benefit existing users through improved environmental conditions, but will also stimulate interest throughout the Borough in securing economic development.

15.7 The Town Centre represents an accumulation of historical investment by both private and public sectors. As well as maintaining the value of this investment, its nature and variety creates an interesting, attractive and diverse environment, both physically, economically, culturally and socially as well as providing a catalyst for further investment.

15.8 Within the Town Centre the close physical association of a wide variety of uses is mutually reinforcing, leading to the development of

services and facilities of a sub-regional significance.

15.9 At the present time over 18,000 jobs are located within the Town Centre. There is scope for many more, reflecting the trend towards employment growth in the service sector particularly within retailing and offices.

15.10 Overall, the well being of the Town Centre is crucial to the promotion of Doncaster as a major sub-regional centre and the strengthening of its status as the second largest commercial centre in South Yorkshire. This will be achieved through the enhancement of the Town Centre's appeal for shopping and office activities, leisure and tourism, and by extending the concentration of financial business and other services.

15.11 The Strategic Guidance for South Yorkshire supports this view of

the role that the commercial centre of Doncaster can play in the wider regeneration of an area (para 9) by emphasising the continuing role as a focus for commercial and retail activity.

15.12 Because of the focus for the Borough that the Town Centre represents, and its prominence in terms of the economic regeneration strategy of the UDP, the Town Centre as an area is being treated as a topic in its own right. The general policies under individual subject areas will still be

relevant and applied within the Town Centre where appropriate.

15.13 Within the Town Centre, in order to build on its existing role as a sub-regional centre, emphasis is placed on the need for high quality developments. This will be reflected in the general enhancement of the Town Centre in terms of access, pedestrian priority measures and environmental improvements. The general objectives of the policies to achieve high quality developments are reflected through policies aimed at:

- a) The Shopping and Commercial Centre.
- b) Access to and Mobility within the Centre.
- c) High Quality Environment and Design.
- d) The retention of a residential function.
- e) The enhancement of social, cultural and recreation and its tourism potential.

Strategic Policy Background

15.14 The strategic policy background relating to the Town Centre is outlined in Chapter 2 and Policy GEN 1 and supporting paragraphs, which refer specifically to Doncaster Town Centre. The Borough Council will continue to promote the development and enhancement of Doncaster Town

Centre so that it can maintain its vitality and expand its role as a principal regional focus for commercial, social and cultural activity. An attractive and vibrant Town Centre is essential not only for the well-being of Doncaster and its citizens but also for the image it

portrays, since it is principally the quality of the Town Centre that determines Doncaster's image to the outside world. This is particularly important as Doncaster seeks to attract jobs and investment in the borough.

TOWN CENTRE MANAGEMENT

TC 1
~~WITHIN THE TOWN CENTRE THE BOROUGH COUNCIL WILL ENCOURAGE AND CO-ORDINATE PRIVATE AND PUBLIC SECTOR INVESTMENT AND ACTION. THE EMPHASIS WILL BE ON EXPLOITING THE OPPORTUNITIES FOR QUALITY RETAIL DEVELOPMENT, IMPROVING THE URBAN ENVIRONMENT, TRAFFIC AND CAR PARKING MANAGEMENT SCHEMES, PROVISION OF HOUSING, LEISURE AND SOCIAL FACILITIES, AND PROMOTING THE HERITAGE, ADVANTAGES AND ATTRACTIVENESS OF THE TOWN CENTRE.~~



15.15 The Borough Council recognises that in addition to controlling the location of new retail investment it is necessary to improve the environment and management of the Town Centre, if it is to retain the support of retailers and consumers.

the need for improvements in the environment and management approach to the Town Centre.

maximise the benefits to both providers and consumers of Town Centre services.

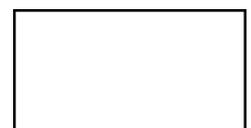
15.16 The pressure from out-of-centre retail developments such as Meadowhall, which have a unified management concept has accentuated

15.17 The Borough Council's investment and services provision need to be co-ordinated and orientated so that different elements of the Town Centre role can be integrated and inherent conflicts resolved. Close co-operation with private sector interests and investment is necessary to

15.18 The Borough Council therefore seeks to maximise the opportunities that retail development provides for complementary development to integrate additional facilities and activities in the Town Centre.

SHOPPING AND COMMERCIAL ACTIVITY

TC 2
~~THE BOROUGH COUNCIL WILL SEEK TO MAINTAIN AND STRENGTHEN DONCASTER'S ROLE AS A SHOPPING AND COMMERCIAL CENTRE BY PROMOTING AND ENCOURAGING DEVELOPMENT/RE-DEVELOPMENT SCHEMES TO PROVIDE SHOPS AND OFFICES AND BY ENCOURAGING OWNERS, TRADERS AND OFFICE USERS TO IMPROVE AND REFURBISH THEIR PREMISES.~~



15.19 A central aim of the UDP is to maintain and strengthen Doncaster's role as a major commercial and

shopping centre in South Yorkshire whilst safeguarding the environment, residential areas and existing shopping

areas.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 3

THE FOLLOWING SITES SHOWN ON THE PROPOSALS MAP ARE IDENTIFIED WITHIN THE TOWN CENTRE AND ARE CONSIDERED SUITABLE FOR DEVELOPMENT. DETAILED GUIDANCE WILL BE PREPARED AS A PLANNING BRIEF FOR EACH OF THE SITES IDENTIFIED.

- 1) CATTLE MARKET/GAS HOUSE BIGHT
- 2) WOOD STREET
- 3) PRINTING OFFICE STREET/CLEVELAND STREET
- 4) HIGH STREET/MARKET PLACE
- 5) EAST LAITH GATE EAST
- 6) EAST LAITH GATE/PRINCES STREET
- 7) CANAL SIDE
- 8) CHEQUER ROAD

15.20 Within the Town Centre there are a number of sites currently in a variety of uses which offer scope to accommodate development needed to maintain and strengthen the commercial functions of the Town Centre. Such development should take place in accordance with other policies in the plan to secure acceptable environmental, highway and other objectives. A planning brief for each of the sites will be prepared. These planning briefs will not give a detailed design but will set out in detail the relevant planning criteria for development on each of the sites. The Council attaches importance to the quality of buildings and expects a high standard of design for proposals to develop these sites. A broad indication of each of the sites is given below.

15.21 When planning briefs are prepared for individual sites, they will be subject to public consultation. It is important for their successful implementation that proposals for an area should have widespread support from owners, occupiers and the wider community. The preparation of the briefs will attempt where possible to take account of views expressed.

15.22 * (1) Cattle Market Gas House Bight

This area totals approximately 8.2 Ha and includes the area of the livestock market not affected by the North Bridge Relief Road proposal (Policy T2 (1)), an area of reclaimed land adjoining the British Gas depot in

Church Way and several commercial premises fronting Church Way. The site will be prominently located on one of the main approaches to the Town Centre once the North Bridge Relief Road is constructed and has a substantial water frontage to the canal including the Gas House Bight, as well as good pedestrian access to the Town Centre. The majority of the site is either vacant or underused. Appropriate uses which could be included in any development could include offices/B1 business uses. Provision for public access to the waterfront should be included and recreational based uses related to the canal could be included. A residential element could also be appropriate on parts of the area with careful design to ensure satisfactory levels of residential amenity are achieved.

15.23 * (2) Wood Street

This area totals approximately 1.46 Ha and includes a variety of existing buildings and land uses within the main commercial area of the Town Centre. The main existing uses include municipal offices and a mixture of commercial and retail uses. Part of the area is within the High Street Conservation Area and some of the buildings, whilst not being listed do significantly benefit the character of the area. The area also includes temporary buildings and car parking. Any proposals could include offices/B1 business uses or retailing. The site could also be appropriate for a residential element to be included

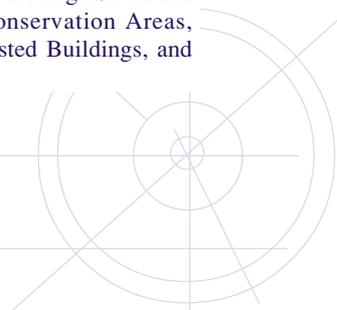
adjoining the existing residential accommodation in the Waterdale Centre. Development proposals should take into account the Conservation Area status of part of the area and take advantage of the opportunity to improve pedestrian links between the Waterdale Centre and High Street/Hallgate.

15.24 * (3) Printing Office Street / Cleveland Street

This area totals approximately 0.8 Ha and includes a vacant site and retail properties fronting Printing Office Street and Cleveland Street close to the main retail area of the Town Centre. The whole site is within the High Street Conservation Area. Planning permission currently exists for a retail development which retains the existing frontages, and incorporates them into the development. Any development should include a substantial retail element, but could include office uses and must make provision for pedestrian links between Printing Office Street, Cleveland Street and the High Street.

15.25 * (4) High Street / Market Place

This area totals approximately 0.45 Ha and includes an area of backland and underused buildings behind existing retail frontages at the centre of the existing retail area of the Town Centre. The area is within the High Street and Market Place Conservation Areas, includes some Listed Buildings, and



has a record of archaeological interest. Appropriate use of the site would be predominantly retail particularly with regard to its proximity to the prime retail areas in the Town Centre. Any development proposals should have regard to its location within the Conservation Areas as well as the Listed Buildings on the site and the archaeological interest.

15.26 * (5) East Laith Gate, East
This area totals approximately 0.3 Ha and is vacant land currently used as a surface car park on a temporary basis. The south-west corner is within a Conservation Area and a residential area adjoins the site to the north-east. The preferred use of the site would be for housing because of its location on the edge of the existing commercial area and close to existing housing areas. A mixed housing and office/commercial development may also be appropriate. Development will need to take account of the adjoining Conservation Area, which would be

enhanced by appropriate development of this site, and ensure that the amenities of the nearby residential area is preserved.

15.27 * (6) East Laith Gate / Francis Street

This area totals approximately 0.49 Ha and the major part includes land used as a public car park together with private areas servicing adjoining commercial properties. It is proposed that the land should continue to be used primarily as a public car park (Policy TC22(10)) although this use could be combined with development involving other uses. Appropriate uses could include offices or retail.

15.28 * (7) Canal Side

This area totals approximately 2.8 Ha and includes a variety of commercial uses, an annex to Doncaster College and vacant land adjoining the canal close to the Town Centre, St Georges Church, a Grade I Listed Building adjoins the area to the south

and the area is adjacent to the proposed North Bridge Relief Road (Policy T2 (1)) to the east and a retail supermarket to the south. The area could be suitable for offices/B1 business uses, residential uses and recreational developments related to the canal. Development should make provision for pedestrian access to the canal and take into account the setting of St Georges Church.

15.29 * (8) Chequer Road

This area totals approximately 2.75 Ha and includes a variety of uses including Doncaster Museum, substantial temporary buildings, a variety of commercial buildings, open space and the Civic Theatre. Part of the area is within a Conservation Area and the Museum will remain as a focal point in the area, however, there are a number of other buildings whose future is less certain and the area as a whole provides scope for development to strengthen the commercial and cultural functions of the Town Centre.

Shopping Policy Area

TC 4

ANY NEW DEVELOPMENT OR REDEVELOPMENT TO PROVIDE LARGE SCALE SHOPPING WITHIN THE TOWN CENTRE (AS DEFINED ON PROPOSALS MAP 1) SHALL BE CONFINED WITHIN THE SHOPPING POLICY AREA AS DEFINED ON THE PROPOSALS MAP.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.30 The concentration of facilities in the Central Area is important in maintaining Doncaster's vitality. Trade is maintained and strengthened, and a compact centre enables easy access to car parking and public transport facilities for both shoppers and office workers. Shoppers also benefit, as the high number of shops in a small area allows the best possible choice, and is very convenient.

Key Fact

Estimated Population of Town Centre Catchment Area.

1981	674,000	
1987	681,000	
1991	684,000	
1996	689,000	SOURCE - DMBC SURVEY

TC 5

WITHIN DONCASTER TOWN CENTRE SHOPPING POLICY AREA (DEFINED ON THE PROPOSALS MAP) PLANNING PERMISSION WILL NORMALLY BE GIVEN FOR CHANGES OF USE FROM SHOPPING USES TO NON- SHOPPING USES, PROVIDING THAT;

- a) THE NEW USE IS COMPATIBLE WITH ITS TOWN CENTRE LOCATION, AND,
- b) THE EXISTING USE IS NOT WITHIN A DEFINED PRIMARY OR SECONDARY SHOPPING FRONTAGE (WHERE POLICIES TC6 OR TC7 APPLY)

FOR THE PURPOSES OF THIS POLICY, SHOPPING USES ARE AS DEFINED BY THE TOWN AND COUNTRY (USE CLASSES) ORDER 1987, AS CLASS A1.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan



15.31 Primary and secondary shopping frontages are defined in Policies TC 6 and TC 7. In order to ensure the vitality and continuing commercial development of the Town Centre as a whole it is recognised that land uses other than retail are desirable within the Town Centre. Where these are proposed outside the areas considered necessary to preserve a concentrated retail core, then they are acceptable

provided that the general character of the use is compatible with its Town Centre location in terms of its effect on townscape, general amenity, surrounding land uses and traffic considerations.

15.32 The uses generally acceptable at ground floor level in the shopping policy area include shops, professional services and catering outlets. These

uses correspond to classes A1, A2 and A3 of the Use Classes Order 1987. Non retail service uses such as banks, building societies, estate agents, cafes and restaurants complement shopping uses and help to provide the centre with a complete range of shops and services and provide a good balance of services to shoppers.

Primary and Secondary Shopping Frontages

TC 6

WITHIN THE PRIMARY SHOPPING FRONTAGES SHOWN ON THE PROPOSALS MAP, THE PREDOMINANT RETAIL FUNCTION WILL BE PROTECTED. LIMITED CHANGES OF USE OF GROUND FLOOR SHOPS FROM CLASS A1 TO A2 AND A3 USE MAY BE ALLOWED PROVIDED THAT THEY CONTRIBUTE TO THE VITALITY AND VIABILITY OF THE CENTRE AND DO NOT SERIOUSLY INTERRUPT THE CONTINUITY OF THE SHOPPING FRONTAGE.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.33 There is growing demand from non retail uses for premises within the Town Centre. There is a danger that such uses begin to dominate shopping frontages, thereby limiting the variety of window displays, reduce overall retail floorspace, and shoppers choice, and cause remaining traders to experience a decline in custom. This can in turn reduce the attractiveness of the shopping street to shoppers.

15.34 In order to maintain the attractiveness of the principal shopping areas and protect their retail function, primary frontages are defined where further non retail uses other than catering outlets will not be permitted at ground floor level. There is however, potential for non-retail use of

upper floors within these frontages. (Policy TC17).

15.35 Cafes and restaurants provide a valuable service for shoppers, workers and visitors. They often open longer hours than most shops providing specific attractions outside normal shopping hours and contribute to the vitality of the central shopping area particularly in the evening.

15.36 Hot food takeaways however, are often associated with problems such as late night noise, litter, smell and traffic safety. Conditions will be imposed on planning permissions, where necessary, restricting opening hours and preventing the use of premises within class A3 as hot food takeaways.

15.37 Where a non-retail use is proposed the applicant must demonstrate that:

- (a) The resultant non-retail use would contribute to the retail function of the shopping frontage in which it is located; AND
- (b) The proposal would not create a concentration of non-retail uses which would detract from the vitality and viability of the Town Centre; AND
- (c) The proposal would create a form of development with an interesting and attractive shop frontage, to the satisfaction of the local planning authority.

TC 7

WITHIN THE SECONDARY SHOPPING FRONTAGES SHOWN ON THE PROPOSALS MAP, THE PREDOMINANT RETAIL FUNCTION WILL BE RETAINED. CHANGES OF USE FROM CLASS A1 TO A2 AND A3 WHICH RELY ON AND GENERATE PASSING TRADE WILL NORMALLY BE PERMITTED PROVIDED THAT:

- a) THE MAJORITY OF THE USES IN THE RELEVANT FRONTAGE REMAINS IN CLASS A1 USE;
- b) THE PROPOSED USE WOULD BE COMPATIBLE WITH THE PREDOMINANT RETAIL FUNCTION OF THE FRONTAGE;
- c) A SHOPFRONT WITH A WINDOW DISPLAY WOULD BE PROVIDED AND RETAINED.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan



15.38 Variety and activity are essential elements of the vitality of the town centre. The Borough Council encourage diversification of uses in the Town centre as a whole in order to create complementary uses during the day and in the evening. Many uses such as banks and other financial institutions offering services to the public can be well located in the Town Centre but should not dominate primary shopping areas and undermine their retail function.

15.39 It is therefore accepted that

many non retail areas provide services of benefit to shoppers and other Town Centre users. It is necessary to make provision for these uses close to the most popular shopping streets so that the public can make use of them during shopping trips.

15.40 It is however important that these areas retain the general character of shopping streets through the provision of, for example, attractive window displays, and the retention of the high proportion of shops. It is therefore considered that 50% is a

usefull guide to the maximum proportion of non-retail uses in secondary shopping frontages. This is measured in terms of the number of units within any 100 metre length of individual streets frontages and for these purposes a street frontage is regarded as a single street side.

15.41 In some cases existing non-retail uses in secondary frontages may already exceed 50% and in these instances further changes of use away from retailing will not normally be allowed.

Commercial Fringe Policy Areas

TC 8

WITHIN COMMERCIAL FRINGE POLICY AREAS THE USE OF INDIVIDUAL PREMISES TO PROVIDE SHOPS AND OR OFFICES WILL NORMALLY BE PERMITTED. LARGE SCALE REDEVELOPMENT WILL NOT NORMALLY BE ALLOWED.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.42 These areas contain a mixture of residential and commercial uses and serve a valuable function for both shops, offices and other small businesses, providing small, relatively low cost accommodation used by a variety of businesses, voluntary agencies etc. These provide ideal

opportunities for commercial businesses just starting operation. Although the location and nature of these areas make them unlikely to be subject to pressure for major redevelopment, it is felt that their function is important enough to be safeguarded. Also the scale of the areas

concerned and their location generally adjoining residential areas makes redevelopment inappropriate.

15.43 The boundaries of the areas are well defined in order to prevent the spread of commercial uses into existing residential areas.

TC 9

SHOPPING DEVELOPMENT WILL BE PERMITTED WITHIN DONCASTER TOWN CENTRE AND OUTSIDE THE SHOPPING POLICY AREA AND COMMERCIAL FRINGE POLICY AREA WHERE THE COUNCIL IS SATISFIED THAT THE PROPOSAL WOULD CONSTITUTE EITHER;

- a) A MINOR EXTENSION TO , OR REPLACEMENT OF , AN EXISTING SHOP; OR
- b) A SMALL SINGLE SHOP OR SHOPS, CATERING FOR LOCAL NEED AND SITUATED WITHIN AN EXISTING SHOPPING PARADE; OR
- c) A RETAIL USE SUPPORTING A SUBSTANTIAL LARGER MIXED-USE DEVELOPMENT, PROVIDED THAT SUCH DEVELOPMENT WOULD NOT CAUSE SERIOUS HARM TO THE AMENITY OF SURROUNDING AREAS, PARTICULARLY RESIDENTIAL AREAS, OR CONFLICT WITH SHOPPING POLICIES IN THE UDP.

Replaced by Core Strategy Policy 7: Retail & Town Centres

15.44 In general, the residential areas surrounding the commercial centre are very well catered for by existing local shops, and additional shopping development outside existing local parades would not be desirable.

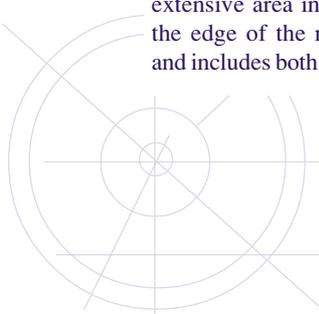
15.45 The retail market occupies an extensive area in the Town Centre at the edge of the main shopping area, and includes both covered market halls

and open air stalls. The market is a major attraction for visitors and shoppers to Doncaster Town Centre.

15.46 Measures to improve the attractiveness of the market have already been taken and development will continue throughout the plan period. Any development or improvement which takes place must be designed so as to preserve the

setting and character of the many important listed buildings and recognise the environmental and functional importance of the Markets area in relation to the Town Centre as a whole.

15.47 The Market Place Conservation Area was designated in October 1974 and the Market Hall, Corn Exchange and Fish Market are grade II* Listed



Buildings. Additionally the Wool Market (now General Market) is a grade II Listed Building as are many of the other buildings around the Market.

15.48 The Market Top improvement scheme gained a Civic Trust Design Award commendation in 1981 and the Market's floorspace and stalls have been improved progressively during the 1980's.

15.49 The Market Place pedestrianisation scheme phase I has recently been implemented and phase II is currently underway in Goose Hill.

15.50 A scheme to improve the Fish Market is under consideration and part

of the Middle Market is affected by the proposed North Bridge Relief Road which will necessitate some

reorganisation of this area of the Market around the existing car park area.

Key Fact

Doncaster Market

The Town Centre Market is a focal point of the commercial activity of the Town. It is fully functional on Tuesdays, Fridays, Saturdays. On other days parts of the Market are open including an Antique and Collector Market on Wednesday. In total there are 613 stalls located in the Fish Market, Market Hall, Corn Exchange, General Market and Outer Market.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 10

THE BOROUGH COUNCIL WILL SUPPORT THE CONTINUED OPERATION AND IMPROVEMENT OF THE EXISTING RETAIL MARKET WITHIN THE BOUNDARY IDENTIFIED ON THE PROPOSALS MAP. ANY DEVELOPMENT WILL TAKE INTO ACCOUNT THE MARKET PLACE CONSERVATION AREA AND THE EXISTENCE OF PROMINENT LISTED BUILDINGS WITHIN AND AROUND THE MARKET.

Office Policy Area

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 11

WITHIN DONCASTER TOWN CENTRE OFFICE AND SHOPPING POLICY AREAS DEFINED ON THE PROPOSALS MAP, DEVELOPMENT OR REDEVELOPMENT SCHEMES TO PROVIDE OFFICES WILL GENERALLY BE SUPPORTED PROVIDING THEY ARE CONSISTENT WITH OTHER POLICIES IN THE PLAN, PARTICULARLY RELATING TO SHOPPING AND CONSERVATION.

PROPOSALS FOR OTHER USES WILL BE TREATED ON THEIR MERITS HAVING REGARD TO HIGHWAY SAFETY AND THE RELATIONSHIP OF THE SITE TO SURROUNDING USES, PROVIDING THAT THEY ARE CONSISTENT WITH OTHER POLICIES IN THE PLAN, PARTICULARLY SHOPPING AND CONSERVATION.

15.51 Doncaster Town Centre is important in a regional context as an office centre. The desirability of concentrating office facilities is less strong than for retailing where an important element of comparison between retailers applies. Within the

Office Policy Area (which includes the Shopping Policy Area) there are a number of sites that would be suitable for office development, subject to considerations relating to Conservation Areas and Shopping Policies.

15.52 Expansion outside this boundary, will not normally be permitted within the Town Centre area, as it would be likely to create conflict with adjoining residential areas and create problems of parking, servicing and general loss of amenity.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 12

IN THE TOWN CENTRE OUTSIDE THE OFFICE POLICY AREA, SHOPPING POLICY AREA AND COMMERCIAL FRINGE POLICY AREAS, OFFICE DEVELOPMENT WILL NOT NORMALLY BE PERMITTED EXCEPT FOR MINOR EXTENSIONS.



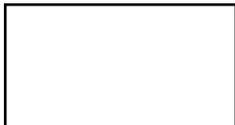
15.53 There is evidence of pressure for changes of use from shops to offices outside the commercial centre. This policy will reduce this pressure and encourage redevelopment in the Central Area. Exceptions may be allowed if there is a proven local need (eg. a bank branch).

Public Attitude Survey

Opinion of Car Parking Facilities in Doncaster Town Centre
(% of respondents)

	Good	Not Good	Dont Know
For good Shopping	51	37	12
For Non Food Shopping	50	37	13

TC 13
A SITE WILL BE RESERVED FOR AN EXTENSION TO THE EXISTING MAGISTRATES COURT IN COLLEGE ROAD.



15.54 The existing magistrates court requires expansion, and an adjoining site has been identified where an extension can be provided, linked to the existing building.

Temporary Buildings

TC 14
THE ERECTION OF TEMPORARY BUILDINGS WILL NOT NORMALLY BE ALLOWED UNLESS THEY ARE ASSOCIATED WITH A PROPOSED PERMANENT DEVELOPMENT, OR THE APPLICANT IS PREPARED TO ENTER INTO AN AGREEMENT THAT PERMANENT DEVELOPMENT WILL COMMENCE WITHIN AN ACCEPTABLE TIMESCALE.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 15
EXISTING PERMISSIONS FOR TEMPORARY BUILDINGS WILL NOT NORMALLY BE RENEWED UNLESS THE REQUIREMENTS OF POLICY TC 14 ARE MET.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.55 Temporary buildings are often of utilitarian design, constructed from inappropriate materials and out of scale with surrounding development. Where they are conspicuously sited they can detract from the appearance of adjoining buildings and the surrounding area. For these reasons

temporary buildings are normally granted a temporary permission only. Whilst it is accepted that they can provide a short term solution to urgent accommodation needs, they are not considered desirable in the long term in the interests of amenity. In the future, applicants will be required to

demonstrate that permanent accommodation will be provided within a reasonable timescale and to enter into a suitable agreement under Section 106 of the Town and Country Planning Act 1990. Before renewing existing temporary permissions a similar agreement will be sought.

Servicing

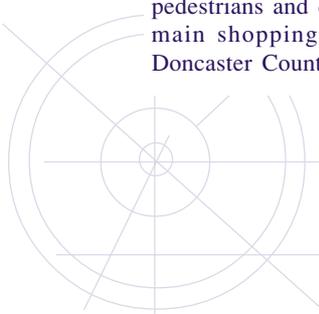
TC 16
THE BOROUGH COUNCIL WILL ENCOURAGE AND PROMOTE THE DEVELOPMENT AND IMPROVEMENT OF REAR SERVICING FACILITIES TO COMMERCIAL PREMISES.

This was not saved in 2007

15.56 The provision of rear service to shops helps to reduce traffic congestion and conflict between pedestrians and delivery vehicles in main shopping streets. The old Doncaster County Borough Council

strongly encouraged rear servicing. Many redevelopments in the 1960's and early 1970's included such facilities, and the policy has generally been followed by the Metropolitan Borough Council.

15.57 Survey work has identified both problems and opportunities for rear servicing. Rear service courtyards in modern developments have sometimes been found to be too small, badly designed, or blocked by unofficial car



parking. In some cases where facilities do exist, they are not fully utilised; while areas of unused land within blocks of older development could provide an opportunity for providing

rear servicing. Wherever possible development or redevelopment to provide commercial premises should include adequate provision for servicing, and operational car parking

in accordance with the Borough Council’s standards. When such measures are proposed the views of those people or businesses effected will be sought and taken into account.

Use of Upper Floors in Shopping Areas

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 17
 WITHIN THE SHOPPING POLICY AREA, PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR THE USE OF UPPER FLOORS FOR ANY PURPOSE APPROPRIATE TO A SHOPPING AREA, EXCEPT WHERE THE USE WOULD BE SERIOUSLY DETRIMENTAL TO THE AMENITY OF NEIGHBOURING ACTIVITIES.
 WHERE APPROPRIATE, ENCOURAGEMENT WILL BE GIVEN TO THE INTRODUCTION OF RESIDENTIAL USES OF UPPER FLOORS.

15.58 Vacant upper floors in shopping areas represent a vastly underused source of accommodation for a variety of businesses or other activities. As part of an approach to reintroduce

residential accommodation in the Town Centre, upper floors may have the potential for conversion to such uses, and would help to establish a more balanced mix of land uses within

the Town Centre. This can only be achieved if standards of residential amenity are satisfactory.

ACCESS AND MOBILITY

TC 18
 WITHIN DONCASTER TOWN CENTRE, ACCESS AND MOBILITY WILL BE KEPT UNDER REVIEW, AND MEASURES INTRODUCED AS NECESSARY IN ORDER TO:

- a) IMPROVE THE ENVIRONMENT OF THE TOWN CENTRE;
- b) IMPROVE PEDESTRIAN SAFETY;
- c) CONTROL VEHICULAR MOVEMENT;
- d) ENHANCE THE GENERAL ATTRACTIVENESS OF THE CENTRAL SHOPPING AND COMMERCIAL AREA;
- e) FACILITATE ACCESS BY PUBLIC TRANSPORT;
- f) MAINTAIN AND IMPROVE ACCESSIBILITY FOR THE LESS MOBILE.



15.59 Access to and from the Town Centre and the level of mobility within it are critical factors in achieving all three objectives set for the UDP, of economic regeneration, environmental improvement and social equality in the context of the Town Centre.

accessibility is not maintained or improved then there is a strong probability that investment and shoppers may choose to go to locations more easily accessed.

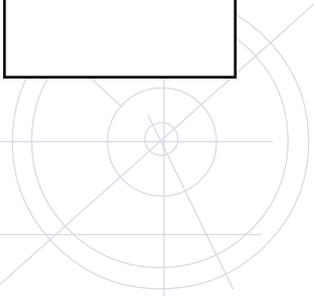
pollution, and through safety with a fundamental conflict between vehicles and pedestrians.

15.60 The vitality of the Town Centre is heavily dependent on easy access for shoppers, workers and visitors. If

15.61 The presence of cars within the Town Centre and the measures needed to accommodate them have a strong impact on environmental quality visually, through noise and air

15.62 To contribute towards reducing social inequalities it is important that good access to the Town Centre is maintained by public transport, and that mobility within the Town Centre for disadvantaged groups such as the physically disabled is maximised.

TC 19
 THE BOROUGH COUNCIL WILL SEEK TO IMPLEMENT A SERIES OF TRAFFIC MANAGEMENT MEASURES THROUGHOUT THE TOWN CENTRE, INCLUDING ROAD IMPROVEMENTS IN THE WATERDALE AREA.



15.63 A traffic management scheme was introduced by the former County Council in 1979 which excluded traffic from certain streets and attempted to reduce conflicts between pedestrians and vehicles.

15.64 It is proposed as Part I of the Traffic Management Scheme to introduce further measures to control vehicle access to the Town Centre and reduce remaining conflicts, create a safer pedestrian environment and enable significant environmental improvements to be implemented.

15.65 Vehicular penetration of the central area will be reduced, enabling environmental improvements to many of the main shopping streets (Policy TC36).

15.66 Major improvements to Waterdale to accommodate increased traffic will enable the exclusion of buses from St Sepulchre Gate and part time pedestrianisation between 10am and 4pm, except for essential access

for permit holders. Other major improvements in conditions for pedestrians will take place in Cleveland Street and College Road where bus only sections of road will be created, and through traffic eliminated.

15.67 Accessibility by public transport is an important feature of the Town Centre, and Traffic Management measures seek to retain a high level of accessibility for bus passengers. Bus services displaced from St Sepulchre Gate will be accommodated in the Southern Bus Station and College Road, and further bus stops will be provided in locations convenient to the main shopping areas.

15.68 Measures will also be taken to eliminate unnecessary circulating traffic in other Town Centre streets. Printing Office Street, Priory Place, Scot Lane and Market Place will have provision for disabled parking and servicing, but the removal of most unnecessary traffic will enable

substantial environmental improvements to be made, and a safer pedestrian environment to be created whilst retaining access for disadvantaged groups. Other measures will also be taken to enable improvements to be made throughout the central area, such as footway widening and improvements around bus stops particularly in Cleveland Street, Wood Street, Silver Street and Waterdale.

15.69 When new traffic management measures are proposed, the standard consultation procedures will enable the local and business communities affected to make representations which will then be taken into consideration.

15.70 When new traffic management measures are proposed, the standard consultation procedures will enable the local and business communities affected to make representations which will then be taken into consideration.

TC 20
~~THE BOROUGH COUNCIL WILL SUPPORT THE PROVISION BY THE SYPTA OF A PASSENGER TRANSPORT INTERCHANGE IN DONCASTER TOWN CENTRE. THE BOROUGH COUNCIL WILL SEEK TO RESIST OTHER DEVELOPMENT PROPOSALS WITHIN THE AREA IDENTIFIED ON THE PROPOSALS MAP WHICH MIGHT ADVERSELY AFFECT THE IMPLEMENTATION OF THIS POLICY. A PLANNING BRIEF WILL BE PREPARED FOR THE AREA TO GIVE DETAILED GUIDANCE ON FUTURE DEVELOPMENT.~~

This was not saved in 2007

15.71 Existing access between the two existing bus stations, the rail station and the Town Centre involve indirect walk links, and in some cases lengthy walks. These together with crossings between platforms at the rail station do not reach acceptably high standards of accessibility.

15.72 A number of measures have been taken over the last few years at both bus stations and the rail station, to overcome operational and environmental deficiencies, however, these have been essentially short term measures.

15.73 The prominence of Doncaster Rail Station in the national rail network, together with the provision of European rail services, provides an important opportunity to improve facilities for travellers, and to improve parking facilities generally in accordance with Policy T22.

15.74 A long term development should enable convenient changes between all public transport modes within the Town Centre, integrate rail and bus terminal facilities, provide good access to shopping and Town Centre facilities, and provide a high quality environment.

15.75 The area includes St.Sepulchre Gate West and West Street which is an area of approximately 1.9Ha including a variety of existing buildings and land uses. The major uses include the main post office, industrial buildings, municipal offices and a variety of smaller buildings mostly in commercial use. The sorting office is now relocated and as one of the major land uses in the area it may give the opportunity for a wider approach to future development. The area is located in a prominent position on the approaches to the Town Centre adjoining the main railway station

within easy walking distance of the main commercial centre. The area contains some attractive buildings and adjoins a residential area and the listed St James Church. Any proposals will need to take account of the need to safeguard the amenities of adjoining residents and the setting of the listed building

15.76 The planning brief prepared under policy TC20 will be subject to public consultation and the preparation of the Brief will attempt where possible to take account of the views expressed.

15.77 The implementation of any scheme is likely to be towards the end of, or beyond the Plan period, however, the Borough Council will attempt to ensure that no development takes place which would adversely affect its eventual implementation.



Car Parking

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 21
 WITHIN DONCASTER TOWN CENTRE THE BOROUGH COUNCIL WILL SEEK TO SUPPORT THE ECONOMIC LIFE OF THE TOWN BY THE PROVISION AND ACCOMMODATION OF ADEQUATE PARKING FACILITIES TO REFLECT:

- a) THE NEED TO ACHIEVE A BALANCE BETWEEN SHORT AND LONG STAY FACILITIES.
- b) HIGHWAY CAPACITY AND TRAFFIC FLOW.
- c) ENVIRONMENTAL FACTORS.
- d) HIGHWAY SAFETY.

15.78 Doncaster MBC acts as both the provider of car parking through the ownership and management of car parking facilities, as well as adopting and implementing planning policies, which enable the accommodation of car parking facilities serving the Town Centre to be provided by others.

15.79 The Town Centre retains a mix of short term and long term parking close to main shopping areas, and parking provision has been made within recent major shopping developments, complementing existing multi storey car parks.

15.80 On street parking is controlled in the central area by parking meters and in adjoining residential areas by time restrictions and, where problems of on street parking occur, through residents parking schemes.

15.81 It is anticipated that measures designed to improve the pedestrian

environment in the Town Centre will reduce on street parking and place more reliance on off-street car parks to provide short term parking which is essential in order to maintain the vitality of Doncaster as a shopping centre.

15.82 Policies are intended to encourage longer stay visitors and commuters to use public transport, including park-and-ride facilities, and reduce peak traffic flows into and out of the Town Centre, when the highway network is generally used to capacity. Long stay parking within the Town Centre should generally take place further from shopping areas, leaving spaces located closer to main shopping areas available for short stay shopping trips.

15.83 The Borough Council control about 63% of the currently available off street public car parks in the Town Centre. Pricing policies within car

parks controlled by the Borough Council reflect the need to encourage short stay parking, as well as the need to contribute to costs associated with car park provision and ensure the efficient and effective use of the facilities.

15.84 Within the Town Centre parking is also available in private spaces. Some of these spaces, normally used during the week to meet specific parking requirements, such as for employees, may be unused during specific periods such as the weekend. Many of these areas may not be ideally located to suit the needs of shoppers however some may be suitable for public use at specific times subject to acceptable highway access, amenity and environmental considerations.

TC 22
 THE FOLLOWING OFF STREET PUBLIC CAR PARKING AREAS IDENTIFIED ARE PROPOSED TO BE RETAINED OR DEVELOPED FOR USE AS PUBLIC CAR PARKS:

1) MULTI STOREY NO.1 SOUTHERN BUS STATION	(710)
2) MULTI STOREY NO.2 NORTHERN BUS STATION	(800)
3) MULTI STOREY NO.3 MARKETS	(790)
4) FRENCHGATE CENTRE	(330)
5) COLONNADES CENTRE	(100)
6) WATERDALE CENTRE	(300)
7) WATERDALE	(45)
8) RAILWAY STATION	(225)
9) RAILWAY STATION FORECOURT	(60)
10) FRANCIS STREET	(125)

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan



15.85 These public car parks provide 3485 off street parking spaces generally available on a charging basis. They provide a mix of short and long term parking close to the main shopping areas and within recent major shopping developments.

15.86 Some of the car parks, particularly the multi storey car parks are relatively unattractive, and the Borough Council will encourage their improvement in terms of visual attractiveness, pedestrian access, security and safety.

Key Fact

Manufacturing, Construction, Energy, Distribution, Hotels, Catering.	16206	39%
Transport, Communication. Services	9773	23%
	3326	8%
	12473	30%
TOTAL	41778	100%

SOURCE - 1989 CENSUS OF EMPLOYMENT.

TC 23
THE FOLLOWING TEMPORARY OFF STREET PUBLIC CAR PARKING AREAS ARE PROPOSED FOR CAR PARKING UNTIL DEVELOPMENT PROPOSALS ARE BROUGHT FORWARD.

WATERDALE	(295)
EAST LAITH GATE - EAST	(120)
MARKET	(135)
CLEVELAND STREET	(180)

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.87 A number of sites are currently in use for public car parking on a temporary basis. Currently these sites provide 730 spaces. Some of these sites are subject to firm development proposals whilst others are in prominent Town Centre locations unsuited in townscape or land use terms to long term surface level car parking.

Public Attitude Survey

93% Of residents think that Doncaster Town Centre has good access by public transport for shopping trips. Only 51% thought car parking was good in the Town Centre for shopping trips

TC 24
THE CAR PARKING REQUIREMENTS ASSOCIATED WITH ANY DEVELOPMENT PROPOSAL WITHIN DONCASTER TOWN CENTRE WILL BE CONSIDERED IN RELATION TO:

- THE COUNCIL'S CURRENT CAR PARKING STANDARDS
- THE NEED TO MAINTAIN THE COMMERCIAL ATTRACTIVENESS OF THE TOWN CENTRE.
- THE CAPACITY OF THE HIGHWAY NETWORK.
- THE AVAILABILITY OF PUBLIC TRANSPORT.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.88 Apart from the publicly available off street parking places, there are currently available about 3450 private off street spaces and 280 spaces publicly available for customers of Tesco in Greyfriars.

15.89 Future developments in the Town Centre will normally be required to meet the Borough Council's Car Parking Standards, and assessed in relation to the criteria set out in Policy ST 3 and Policies T15 and T16.



Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 25
THE POTENTIAL FOR ON-STREET CAR PARKING SPACES IN THE TOWN CENTRE WILL BE KEPT UNDER REVIEW.

15.90 Within the Town Centre there are approximately 280 spaces at metered bays within a controlled zone. As a result of the proposed traffic management proposals this is likely to be reduced by the loss of 73 spaces, however 29 of these are likely to be replaced by designated bays for

disabled badge holders. The provision of areas of on- street parking encourages the use of the Town Centre in the evenings and for short stay visitors during the day.

residential streets close to the central area is in some instances controlled through “residents parking schemes”. The need for further schemes will be kept under review.

15.91 Outside the controlled zone on street parking is possible. Parking in

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 26
THE BOROUGH COUNCIL WILL SAFEGUARD A SITE IN COLLEGE ROAD FOR THE POSSIBLE DEVELOPMENT OF A PUBLIC CAR PARK.

15.92 Whilst currently there appears to be sufficient off-street car parking available to meet demand through most of the year, except the Christmas period, over 700 of these existing spaces are liable to be lost as a result of development.

be adversely affected these may need to be replaced in the longer term.

prevailing economic circumstances which will be kept under review during the plan period. Consideration will also be given to improving access to the car park from the north-east and the Town Centre by linking College Road through to Chequer Road.

15.94 Whilst the site identified is not ideally located for shoppers, it would be able to accommodate longer term parking, freeing spaces in the car parks closer to the main shopping areas for short term parking.

15.93 Continued demand for car parking is likely to continue at the current level and if the economic vitality of the Town Centre is not to

15.95 Any future construction of a new car park will be related to demand and

Pedestrian Movement

Replaced by Core Strategy Policy 8: Doncaster Town Centre

~~**TC 27**
THE BOROUGH COUNCIL WILL SEEK TO ESTABLISH AND IMPROVE A NETWORK OF PEDESTRIAN ROUTES WITHIN THE TOWN CENTRE, COMPRISING TRAFFIC FREE AREAS LINKED BY SAFE PEDESTRIAN CROSSING FACILITIES AND FOOTPATHS.~~

15.96 The Traffic Management proposals for the Town Centre will when fully implemented, create a substantially improved pedestrian environment in the main shopping streets in the Town Centre. (Policy TC 19)

desire lines to remove vehicular/pedestrian conflicts and create a safer environment.

15.99 In carrying out improvements, particular attention will be given to the needs of the less mobile such as the elderly and physically handicapped. Regard will also be given to the need to create a secure environment and the prevention of crime through design and lighting.

15.97 The Borough Council will continue to improve pedestrian links, particularly on the main pedestrian

15.98 In particular, links between the main car parks in the Town Centre, the Railway Station, Bus Stations and the principle shopping centres including the Retail Market, the Frenchgate Centre, the Colonnades and the Waterdale Centre will be improved.

~~**TC 28**
THE BOROUGH COUNCIL WILL SEEK TO IMPROVE THE PEDESTRIAN SUBWAYS THROUGHOUT THE TOWN CENTRE.~~

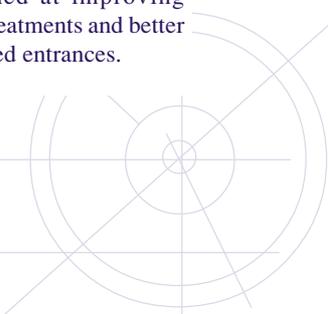
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15.100 There are a number of subways in the Town Centre which provide important pedestrian links across heavily trafficked roads. These have inherent problems associated with

poor lighting, graffiti, poor entrances, threat of crime and a generally uninviting ambiance.

on a phased basis, to improve subways in the Town Centre through a package of measures aimed at improving lighting, surface treatments and better defined and detailed entrances.

15.101 The Borough Council intends



Public Transport

~~**TC 29**
OPPORTUNITIES FOR INTRODUCING TRAFFIC MANAGEMENT MEASURES TO MAINTAIN AND IMPROVE PUBLIC TRANSPORT ACCESS TO THE TOWN CENTRE WILL BE KEPT UNDER REVIEW.~~



15.102 The wide ranging Traffic Management measures proposed in Policy TC 19 incorporate measures to aid bus circulation through the Town

Centre. The need for further measures will be kept under review in order to respond to changing circumstances.

~~**TC 30**
THE BOROUGH COUNCIL WILL SUPPORT MEASURES TO IMPROVE PUBLIC TRANSPORT FACILITIES THROUGHOUT THE TOWN CENTRE FOR BUS AND RAIL PASSENGERS. IN PARTICULAR THE REFURBISHMENT OF THE SOUTHERN BUS STATION IS SUPPORTED.~~

Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

15.103 The provision of facilities for bus passengers is generally the responsibility of the South Yorkshire Passenger Transport Authority (SYPTA) who operate the two Bus Stations in the Town Centre. The Borough Council however, is responsible for the location of bus stops and associated street furniture such as shelters and seats.

15.104 The Northern Bus Station has recently been refurbished by the SYPTA and the Borough Council supports the improvement of facilities in the Southern Bus Station which is likely to cater for increasing numbers of bus services in the future, particularly as a result of Traffic Management Proposals.

15.105 The facilities provided in the bus stations and elsewhere are an important factor in encouraging the use of public transport and in improving the accessibility and attractiveness of the Town Centre generally.

ENVIRONMENT



15.106 The Town Centre area includes a number of Conservation Areas and a significant number of Listed Buildings which are also of considerable townscape importance, and other areas of interest. Because of its role at the centre of the economic life of the Borough and because it is visited by large numbers of both residents and non residents, its townscape qualities and general environmental quality is of great importance.

Borough as a whole and a number of its policies are particularly important in the Town Centre, especially those concerned with the Built Heritage, and will be applied where relevant to development proposals within the Town Centre.

15.107 Chapter 5 is concerned with environmental issues across the

15.108 In addition there are a number of areas within the Town Centre where action can be taken to improve and enhance the existing environment. Particular attention will be given in such instances to producing a high quality scheme and detailing appropriate to its location.

~~**TC 31**
THE BOROUGH COUNCIL WILL SEEK TO IMPLEMENT A PROGRAMME AIMED AT IMPROVING THE TOWN CENTRE ENVIRONMENT FOR SHOPPERS, VISITORS AND BUSINESS.~~

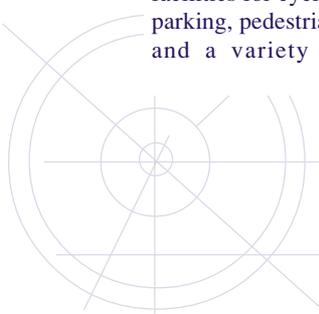
Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

15.109 A number of schemes are possible within the Town Centre which would lead to substantial improvements including better access, facilities for cyclists (Policy T45) car parking, pedestrian priority measures and a variety of hard and soft

landscaping schemes. Other measures could include street canopies to improve pedestrian comfort and this is currently being investigated.

art in public places (Policy ENV 63) particularly in association with development proposals.

15.110 The Borough Council will also encourage the provision of works of



Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

TC 32
~~MAJOR REDEVELOPMENT SCHEMES WILL NORMALLY BE EXPECTED TO PROVIDE ATTRACTIVE AREAS OF OPEN SPACE WHERE APPROPRIATE WITHIN THE DEVELOPMENT~~

15.111 The Town Centre lacks open spaces of any size which can be used for relaxation, or in a more formal way. In townscape terms such open spaces provide variety and interest in an otherwise tightly built up area. The Town Centre is intensively developed, and while this can be positively regarded as part of Doncaster's character, the existence of areas within the commercial centre where shoppers and workers can relax would add to

the overall attractiveness of the centre.

15.112 As new development opportunities arise, elements of open space should be provided where this is compatible with other related townscape objectives(Policy ENV 60). As a general guideline, 10% of the site should be used for this purpose but the scale, disposition and character of these areas will be the subject of individual consideration and

agreement. These open spaces must be arranged to allow sunlight penetration and have an attractive floorscape treatment. A major consideration in the provision and design of any open space is the need to avoid small secluded areas which could be difficult to police and present problems of crime prevention. It is not intended that this requirement should be applied to minor developments as this may be commercially unrealistic.

Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

TC 33
~~THE BOROUGH COUNCIL WILL DEVELOP AS A PUBLIC OPEN SPACE AN AREA OFF WATERDALE ADJOINING DONCASTER COLLEGE, THE MAGISTRATES COURT AND ST. JAMES' SWIMMING POOL.~~

15.113 The site of approximately 1.1 Hectares fronting onto Waterdale is intended to be developed as a town square. The site is located close to important public buildings including Doncaster College, the Central Library, Magistrates and Crown Courts and is on the edge of the Waterdale Shopping Centre.

15.114 The site is currently occupied by a temporary car park and a small grassed area with a temporary office building located close to the Magistrates Court. An existing proposal for the construction of an extension to the Magistrates Court building will occupy the south-west corner of the existing open area.

15.115 It is intended that the proposal will incorporate a high quality water feature, an area for public entertainment, and space for general sitting and relaxation.

Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

TC 34
~~THE BOROUGH COUNCIL WILL SUPPORT AND ENCOURAGE THE IMPROVEMENT OF THE CANAL BANKS OF THE SOUTH YORKSHIRE CANAL TO IMPROVE PUBLIC ACCESS AND LINK TO CANALSIDE WALKS TO BOTH THE EAST AND WEST OF THE TOWN CENTRE.~~

15.116 Improvements to the canal banks would provide both an environmental improvement and increase recreational opportunities by

linking the existing canal side walk to the Town Centre in an attractive manner. New developments which may take place alongside the canal,

should wherever feasible maximise the opportunities for public access to the canalside and views of the water.

TC 35
~~WITHIN THE TOWN CENTRE, OPEN SPACE POLICY AREAS WILL BE RETAINED AND IMPROVED AS OPEN SPACE, TO SERVE THE NEEDS OF SURROUNDING RESIDENTIAL AREAS, AND TO CATER FOR THE NEEDS OF VISITORS TO THE COMMERCIAL CENTRE.~~

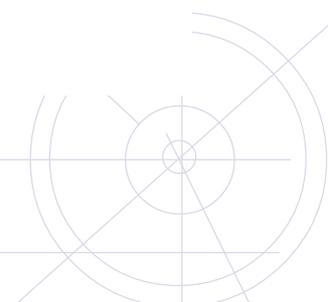
Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

15.117 The policies relevant to open space listed in Chapter 9 will generally be applied to identified open spaces within the Town Centre.

commercial and shopping focus, open spaces within the Town Centre are of benefit to residents and visitors from a larger area and contribute to the overall attractiveness of the commercial and shopping centre to the benefit of the Borough as a whole.

They provide areas where shoppers and workers can rest or relax in pleasant surroundings and should be retained and enhanced wherever possible to serve the needs of users of the Town Centre.

15.118 However, because of the function of the Town Centre as a



Replaced by
Core Strategy
Policy 8:
Doncaster
Town Centre

~~**TC 36**
IN ASSOCIATION WITH THE BOROUGH COUNCIL'S TRAFFIC MANAGEMENT PROPOSALS, IT IS PROPOSED TO CARRY OUT A SERIES OF ENVIRONMENTAL ENHANCEMENT MEASURES IN STREETS WITHIN THE TOWN CENTRE.~~

15.119 The Borough Council intends to implement a series of phased traffic management measures within the Town Centre (Policy TC 19). It is intended that the measures will substantially reduce traffic levels in particular streets. It will enable, as Part

II of the Traffic Management Scheme, environmental paving schemes and other measures to create an attractive pedestrian orientated environment.

15.120 The streets principally affected will be St. Sepulchre Gate, High

Street, Printing Office Street, Priory Place, Scot Lane, and Market Place. These streets are part of the core of the shopping policy area and these improvements will make a substantial improvement to the attractiveness of Doncaster Town Centre.

~~**TC 37**
THE EXISTING PEDESTRIANISED STREETS OF BAXTERGATE AND FRENCHGATE WILL BE IMPROVED AS PART OF A CONTINUING PHASED IMPROVEMENT OF THE TOWN CENTRE.~~

15.121 Traffic has been excluded from certain streets for a number of years. These have been paved and provided

with seating and landscaping. As part of a continuing series of improvements throughout the Town Centre it is

intended to carry out further improvements to these streets as necessary.

This was not
saved in 2007

~~**TC 38**
THE BOROUGH COUNCIL WILL SUPPORT THE IMPROVEMENT OF THE WATERDALE CENTRE TO CREATE AN ATTRACTIVE PEDESTRIAN, SHOPPING AND RESIDENTIAL ENVIRONMENT.~~

15.122 The Waterdale Centre is a mixed use development, built in the early 1960's which includes shopping, office and residential elements centered on three pedestrian streets of Kingsgate, Queensgate and Princegate, together with a central square.

refurbishment to create attractive pedestrian areas which will link important areas of the Town Centre. These include in particular the Town Square proposals (Policy TC 33) and the adjoining Public buildings, the Southern Bus Station and multi-storey Car Park, and the principal shopping areas of St. Sepulchre Gate and Baxtergate via Printing

Office Street and the Colonnades.

15.124 The Borough Council is responsible for maintaining the street fabric of the public highways through the Centre and will wherever possible seek to secure a high level of maintenance and enhancement, in co-operation with the owners and occupiers of the Centre.

15.123 The Centre is in need of some

HOUSING

15.125 The Town Centre area contains several areas of housing on the edge of the commercial area, at Balby Bridge, Hyde Park and the area between Thorne Road and Church Way, as well as smaller pockets of housing on the periphery. Within the commercial area itself, there is a limited amount of residential accommodation.

to relatively rapid changes to demand for land uses both in the commercial and residential sectors.

considerations and access arrangements for the physically disabled, in the design of residential developments bearing in mind the locational advantages of residential accommodation close to Town Centre facilities in terms of access generally.

15.126 Housing in proximity to the Town Centre forms a useful addition to the range of housing available in the Borough, but can also be vulnerable

15.127 Throughout the Town Centre the general policies for housing contained in Chapter 6 will apply, however particular emphasis needs to be placed on the requirement to protect residential amenity in areas of housing adjacent to areas of high intensity commercial use.

15.129 Within the Residential Policy Areas identified in the Town Centre, the policies set out in chapter 6 will be applied in order to safeguard acceptable levels of residential amenity in existing housing areas.

15.128 Careful consideration needs to be given to personal safety



Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 39
 THE BOROUGH COUNCIL WILL ENCOURAGE THE PROVISION OF A RESIDENTIAL ELEMENT IN MIXED USE DEVELOPMENTS WITHIN THE TOWN CENTRE, PROVIDED THAT AN ACCEPTABLE LEVEL OF RESIDENTIAL AMENITY CAN BE OBTAINED.

15.130 Residential accommodation within or close to the Town Centre provides a useful housing element in terms of the overall range of housing available in the Borough to meet varied demand, and by providing accommodation close to Town Centre facilities and easily accessible to them.

developments close to heavily used commercial areas, care needs to be taken to ensure that an acceptable level of residential amenity is achieved and that appropriate residential standards are met.

vitality of the Town Centre by keeping people in the area after offices and shops have closed. There will also be benefits in terms of security, by having people present throughout the day and night.

15.131 Because of the nature of such

15.132 The presence of residential accommodation within the Town Centre will contribute to the overall

~~**TC 40**
 WITHIN AREAS OF MIXED USES INCLUDING RESIDENTIAL ACCOMMODATION, DEVELOPMENT WILL NOT NORMALLY BE ALLOWED, (INCLUDING CHANGES OF USE) WHICH WOULD RESULT IN A SIGNIFICANT LOSS OF AMENITY TO THE OCCUPIERS OF RESIDENTIAL ACCOMMODATION.~~

Replaced by Core Strategy Policy 8: Doncaster Town Centre

15.133 Within mixed use areas which contain residential accommodation, the Borough Council will ensure that any changes in use or other developments that occur will not adversely affect standards of residential amenity.

Public Attitude Survey

Doncaster Town Centre was used by 70% of residents when shopping for food - less than those using both superstores and local shopping areas. By contrast for non-food shopping, 85% residents use Doncaster Town Centre.

LEISURE AND TOURISM

15.134 The Town Centre provides an important focus in the Borough for leisure, recreation and cultural activities. This role is enhanced by the wide range of shopping facilities which are increasingly being seen as a key element in the trend towards shopping as a recreational activity in its own right.

15.135 The range of shops, public houses, night clubs, restaurants, cafes and cinemas contribute substantially to the recreational role of the Town Centre. In addition many major cultural facilities are located in the Town Centre such as the Museum, Art Gallery, Civic Theatre and Central Library. Doncaster College as a further education institution also contributes to the social life of the town.



15.136 The UDP policies aim to secure and enhance the existing cultural role of the Town Centre and build on the

potential which exists in the Town Centre as a key element in the Tourism strategy of the Borough Council.



TC 41

WITHIN THE TOWN CENTRE OUTSIDE RESIDENTIAL POLICY AREAS, FAVOURABLE CONSIDERATION WILL NORMALLY BE GIVEN FOR THE RE USE OR CHANGE OF USE OF EXISTING BUILDINGS OR TO DEVELOPMENT OR REDEVELOPMENT PROPOSALS FOR CULTURAL, LEISURE, RECREATION AND TOURISM RELATED USES, PROVIDED THAT:

- a) THE PROPOSALS ARE COMPATIBLE WITH POLICIES TC 6 AND TC 7 RELATING TO PRIMARY AND SECONDARY SHOPPING FRONTAGES.
- b) THE PROPOSALS ARE ACCEPTABLE IN DESIGN, FORM AND SCALE TO THEIR LOCATION.
- c) VEHICULAR AND PEDESTRIAN ACCESS CAN BE SATISFACTORILY ACHIEVED.
- d) THERE WOULD BE NO SIGNIFICANT ADVERSE IMPACT ON THE LOCALITY FROM TRAFFIC GENERATION.
- e) THERE IS NO SIGNIFICANT ADVERSE AFFECT ON THE AMENITIES OF ADJOINING PROPERTIES.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

15.137 The development of new facilities or the use of existing buildings in the Town Centre for cultural, leisure, recreation or tourism is important in order to maintain and enhance the role of the Town Centre

as a focal point for social activity and as a major tourism attractor.

15.138 There are a number of sites available in the Town Centre which could accommodate such uses, or cater

for a mix of uses including cultural, leisure, recreation and tourism uses as well as office, shopping or other uses. It is important however to ensure that the amenities of residents in existing residential areas are safeguarded.

TC 42

~~THE BOROUGH COUNCIL WILL SEEK TO ENHANCE THE FACILITIES OF THE TOWN CENTRE AS ATTRACTIONS TO TOURISTS.~~

This was not saved in 2007

Key Fact

The Environmental Arts Programme

The Environment Arts Programme is based in the council's Planning and Design Services Directorate. Its aim is to encourage and facilitate the participation of artists and craftspeople in the design, enhancement, and regeneration of the urban environment. When it is included as part of a building programme the work of artists and craftspeople can make use of the existing capital budgets. There need be no additional cost implications, and in some cases it can actually produce savings.

Art in the urban environment can be seen to make a number of positive contributions to the way in which a new building, development programme, or community project is perceived. Both public and private sector organisations now recognise that business and residential communities with a high quality of art on public view offer richer and more varied visual environments; the sort of places where people want to live and work.





15.139 There are a number of sites of particular interest to visitors and tourists in the Town Centre. These include the Retail Market, Museum and Art Gallery, notable Churches and Civic Buildings and the Civic Theatre. In addition the principle shopping streets and associated cafes and restaurants are also a strong element in the overall attractiveness of the Town Centre to visitors and tourists.

15.140 In order to maximise the attractiveness of the Town Centre, the Borough Council will wherever possible explore opportunities for improving facilities, and the general environment and setting of attractions.

Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan

TC 43
HOTEL AND CONFERENCE FACILITY DEVELOPMENT WILL BE ENCOURAGED ON SUITABLE SITES WITHIN THE TOWN CENTRE PROVIDING THAT:

- a) THE DESIGN, FORM AND SCALE IS APPROPRIATE TO THE SITE AND LOCATION.
- b) VEHICULAR AND PEDESTRIAN ACCESS CAN BE SATISFACTORILY ACHIEVED.
- c) THERE WOULD BE NO SIGNIFICANT ADVERSE IMPACT ON THE LOCALITY FROM TRAFFIC GENERATION.
- d) THERE IS NO DETRIMENT TO THE AMENITIES OF ADJOINING PROPERTIES.

15.141 The Tourism Strategy is set out in Chapter 10. It is important for a range of hotel sites to be available within Doncaster Town Centre close to major attractions and major transportation links such as the railway

station as well as the range of cultural and recreational facilities found in the Town Centre.

15.142 Planning permission currently exists in outline for a hotel and

conference facility to be built on the site of the Snooker Centre, St. James Street adjoining St. James Church (Policy TO 3).

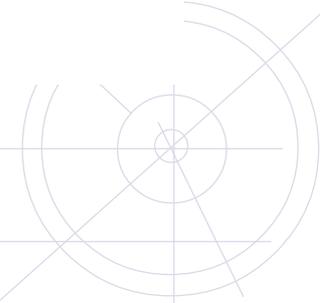
~~**TC 44**
THE BOROUGH COUNCIL WILL CONTINUE TO ENCOURAGE TOURISM IN THE TOWN CENTRE THROUGH THE PROVISION OF INFORMATION AIMED AT VISITORS TO THE TOWN CENTRE.~~

This was not saved in 2007

15.143 The provision of information to visitors is an essential part of the promotion of tourism generally (Policy STO 3). Within the Town

Centre this can take the form of improved signing to places of interest and information points at places of interest, shopping areas, and points of

arrival in the Town Centre such as bus stations, railway stations and car parks.



TC 45
~~ANY PROPOSALS FOR DEVELOPMENT ADJOINING THE SOUTH YORKSHIRE CANAL IN THE TOWN CENTRE WILL BE CONSIDERED WITH REGARD TO THE POTENTIAL OF THE AREA FOR TOURISM RELATED ACTIVITIES.~~

This was not saved in 2007

15.144 The South Yorkshire Canal runs close to the Town Centre shopping areas, and has several vacant or underused sites adjacent to it. In addition the North Bridge Relief Road proposals make much of this land more visible.

15.145 Any development of the land adjoining the canal should seek to maximise the tourism and recreational potential of the water areas in terms of usage and townscape. The maintenance and improvement of mooring points along the canal for boat

users is important as well as the improvement of links between the canal and the Town Centre.



Key

Fact

Environmental Arts in the Town Centre.

Since January 1990 The Environmental Arts Programme has successfully promoted and facilitated the work of more than a dozen artists - many of whom are based in Yorkshire - on projects throughout the Borough. Their participation as designer - makers in a variety of public and private sector schemes has included the production of decorative designs for paving, brickwork, and street furniture.

In the town centre local artists have taken part in a number of design feasibility studies which have considered the potential for all aspects of street scene refurbishment. Successfully completed projects have seen artists providing decorative designs for seats, metalwork screens and paving layouts. Amongst these the work on the refurbishment of Bradford Row, Doncaster Market, and the town centre subways have been very well received by local people. Similar work is already in progress for the refurbishment of other areas including Queensgate, Baxtergate, and the North Bus Station Subway.

