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Seeking Independent Advice and Support

Planning Aid England provides a free, independent and professional planning advice service to individuals and groups who cannot afford professional fees. Planning Aid England also provides a programme of community planning and training activities.

Contact the Planning Aid Planning Advice Line on 0330 1239244 or e-mail advice@planningaid.rtpi.org.uk
CHAPTER One
Introduction
CHAPTER 1: INTRODUCTION

What is the Core Strategy?

1.1 Doncaster’s Core Strategy is the first part of the council’s Local Development Framework. It provides a planning framework for the 17 year period from 1st April 2011 to 31 March 2028 to deliver the vision and aspirations of the Borough Strategy, setting out:

- what (the level and type of development);
- where (the broad locations and considerations);
- when (the timescales for development); and
- who and how (the implementation mechanisms – so that it is a realistic strategy).

1.2 The document includes the elements set out below:

- **Introduction:** This provides information on the role of the Local Development Framework (including the Core Strategy), the policy context for this document, Doncaster’s characteristics and the issues and challenges that this document will have to address.

- **Vision and Objectives:** This explains the documents overall vision and approach, the objectives (which will form the basis of ensuring the strategic outcomes are delivered) and detailed visions for individual settlements.

- **The Key Diagram:** This illustrates some of the key elements of the Core Strategy (but does not form part of the Development Plan Proposals Map).

- **Borough-wide policy themes:** These set out a framework for dealing with various issues, including strategic policies. It is important that these policies are read together, as planning applications will be assessed against all relevant policies.

- **Implementation:** Details on how the policies will be delivered and monitored.

- **Explanation of how the Core Strategy aligns to the Borough Strategy (Appendix 1), explanation of relevant aspects of Regional Policy (Appendix 2) and detail of which Unitary Development Plan policies are replaced by the Core Strategy (Appendix 3).**

Policy Context

1.3 The Local Development Framework forms part of the statutory development plan for Doncaster. The development plan informs decisions on planning applications and a range of implementation plans. As well as the Core Strategy, the Local Development Framework includes Development Plan Documents that allocate sites (and which collectively form the Proposals Map). Further detail on individual policies may also be provided in separate Supplementary Planning Documents. A separate Waste Core Strategy has been prepared with Barnsley and Rotherham (known as the Joint Waste Plan).

1.4 In line with national policy, the Core Strategy policies are positively worded and set out what will be supported. For each relevant policy, it will be necessary to consider whether the proposal would make a positive contribution towards its implementation, having regard to its nature and potential impact. It should be noted that the policies are flexibly worded and some indicate that proposals can contribute to meeting the objectives of the policy by ensuring that any negative impacts which cannot be avoided are properly justified, mitigated and compensated (e.g. policies CS16 and CS17). Where this is not the case, the proposal is contrary to the policy and so not supported by the Core Strategy.
1.5 The Local Development Framework must take account of national planning policy, which is underpinned by the need to achieve economic, social and environmental sustainability. At a regional level, the Regional Spatial Strategy for Yorkshire and Humber was adopted in May 2008 as part of the Development Plan, meaning that the Local Development Framework had to be in general conformity with it. However, the Secretary of State has made a clear intention to abolish Regional Spatial Strategies, and this is reflected in the Localism Act. While the regional policy context is therefore likely to disappear, the evidence base and consultation which informed it is still relevant. The Core Strategy therefore maintains an approach broadly in-line with the Yorkshire and Humber Plan, except where more up-to-date local evidence base which indicates otherwise. Appendix 2 summarises the key aspects of the Regional Spatial Strategy which have informed the Core Strategy.

1.6 Local Enterprise Partnerships need to be acknowledged in this context as the new mechanisms to make strategic economic decisions, based on the national imperatives around rebalancing economies from over reliance on public sector employment to new sectors of growth. The dramatic reduction in public spending provides further impetus for a shift towards new forms of wealth generation. Local flexibility will be key to ensuring Doncaster is able to respond positively to the changing conditions.

1.7 The Core Strategy (and wider Local Development Framework) is also closely linked to the Doncaster Borough Strategy (see Chapter 2), and other key strategies produced by the council, such as the Economic Strategy, Housing Strategy, Local Transport Plan, Greenspace Strategy and Biodiversity Action Plan.

Doncaster - the place

1.8 Archaeological evidence shows that there was human activity in the Doncaster area from prehistoric times. Doncaster’s origins as a town, though, date from Roman times as ‘Danum’, a fortified crossing point of the River Don along the important Roman road which linked London to York. The town was rebuilt by the Normans after William I took the throne. The Normans also built castles in the Saxon settlement of Conisbrough (where its largely intact remains can be visited today), in Tickhill, and elsewhere in the borough. Doncaster continued to evolve as a busy market town which along with Bawtry, Thorne, Tickhill, Mexborough, and Conisbrough all provided centres for trade for the surrounding local agricultural villages. In 1248 the borough was granted a charter for Doncaster Market, which is still a thriving attraction. The town grew around the medieval St George’s church which was eventually destroyed by fire in 1853 and replaced by Sir George Gilbert Scott’s Minster in 1858, whose tower remains a distinctive landmark from many directions. Despite the plague striking down a large proportion of the town’s population in the late 1500s, Doncaster continued to expand. During the early 1600s the Dutch Engineer Vermuyden was employed to drain much of the low-lying marshy land that existed to the East and North of the borough on the Don flood plain, in order to free up land for agriculture and reduce the risk of flooding (an issue that remains important today). The scattered homesteads and villages of clay and brick in the low lying East and North of the borough contrasts with the more concentrated settlements of the Magnesian limestone ridge in the west with their random coursed rubble limestone buildings.

1.9 This period also saw the growth in the stagecoach trade which led to the growth in horse-breeding in the town and subsequently horse racing. It is the St Leger Stakes, first held in the 1770s that the town is most famous for and remains the oldest classic horse race still run at the Racecourse, a key visitor attraction in the borough. Doncaster was renowned for its rich landowners, characterised by large estates and stately homes such as Brodsworth Hall, Cusworth Hall, Cantley Manor, Nether Hall and Wheatley Hall. This wealth is reflected in these historic properties, and the 18th century Mansion House located in the centre of the town. Doncaster capitalised upon its excellent communication links in the form of the Great North Road - the primary route from London to Edinburgh. Doncaster and Bawtry benefited particularly from this which has led to a legacy of Georgian buildings in both settlements. Christ Church (built 1827) reflected the growth of the town of Doncaster towards the racecourse.
1.10 The 1700s to the 1900s saw Doncaster evolve as an industrial centre. The railways and canals that were built in this period improved transport links and saw the town grow as a key location for locomotive and carriage works. In 1853 the Great Northern Railway Company opened its Locomotive Works – locally known as the ‘Plant Works’ – in Doncaster. For more than a century the Plant was a major employer in the town and the producer of some of the most famous locomotives in the world, including the Flying Scotsman and the Mallard. The huge expansion in the population during this period saw the rapid urbanisation of the central area through an extensive housing programme for workers. At the same time more spacious suburbs grew on the outskirts to house the town’s more prosperous classes.

1.11 In the early 1900s Doncaster became a national centre for coal mining, resulting in further exponential population growth and in-migration, the industry employing more people in the area than anything else. A consequence of this growth was the development of mining communities located around the borough based around the numerous pits, sunk to exploit the rich coal seams underlying the area. The legacy of this process has resulted in Doncaster having a dispersed settlement pattern of standalone settlements outside of the main urban area. Some of these, such as Woodlands, have a distinctive planned form. Like many other parts of the country the post war period saw massive housing growth, clearance of sub-standard housing (particularly in and around the town centre) and further growth of the borough’s suburbs - including several large municipal housing estates.

1.12 From the 1980s onward the mining industry declined leading to high levels of unemployment, particularly in the former mining communities. Whilst unemployment has been falling, it is still above the national average. Doncaster is now re-inventing itself in the service and tertiary industries, capitalising upon its assets, particularly its excellent communication links, to redefine its role and hierarchy within the region.

1.13 These processes have resulted in a complex, rich and varied heritage in which the layers of the borough’s history are superimposed onto the geography of the place. It is this complexity and variety which has created the distinctive character of the borough.

1.14 Doncaster is the largest metropolitan borough in the country, covering over 220 square miles, and including a diverse local landscape. There are few particularly remote areas, but connectivity with the Main Urban Area and the primary job locations is still a key issue. This is particularly the case for the communities within Doncaster that suffer from higher levels of deprivation. Most of the outlying settlements look to Doncaster for much of their services and, together with employment sites on the strategic road network, their jobs. Some of the larger towns such as Mexborough and Thorne are more self-sufficient in terms of local services and some settlements look partly to centres and employment destinations outside the borough. The outlying urban areas act as local service centres for their rural catchments, with the villages being primarily commuter settlements with limited local services.

1.15 Doncaster’s population is currently around 300,000. Over the plan period:

- the number of residents aged over 50 is expected to increase significantly, which presents major challenges for the provision of services to older people in the borough; and,
- the number of residents under 50 is expected to fall. A reduction in Doncaster’s working age population will have implications for Doncaster’s future economic prosperity.

1.16 Official Government data sources project a population growth based on historical trends of almost 20,000 people over the plan period. However, independent forecasting by Oxford Economics commissioned by the council based on anticipated new projects estimates a much higher population growth closer to 40,000 people.
Doncaster - assets and future opportunities

1.17 Doncaster is asserting its weight in the region with developments such as a new international airport, Robin Hood Airport Doncaster Sheffield which opened in 2005, and the regeneration of the Town Centre. Central Doncaster and Robin Hood Airport are regionally significant investment priorities that should significantly accelerate economic growth and diversification in Doncaster and the sub-region. New developments, both completed and ongoing, have seen Doncaster benefit from significant public and private investment. This has helped the borough to retain a healthy town centre which is holding its own in the national and regional ranking of retail centres. Within and outside the centre there are major regionally significant development projects proposed that will help to redefine the physical and socio-economic characteristics of the town. The borough has sufficient land in the right locations to meet a range of investment needs whilst improving the quality of life and prospects for local communities. Doncaster’s exceptional accessibility is reflected in ongoing development of distribution facilities alongside its motorways and the Strategic Rail Freight interchange at Rossington. In addition, office and other commercial developments at Lakeside, Doncaster Carr and Balby Carr are evidence of the economic base widening.

1.18 The Borough Strategy indicates that Doncaster has three ‘Distinctive Strengths’: its People, its Connectivity and its Local Attractions.

1.19 People: Doncaster’s population is open, friendly, realistic, resolute and determined.

1.20 Connectivity: Doncaster occupies a strategic position in the national transport network, being served by:

- road (the M18 and M180 to the east of the borough and the A1(M) to the west);
- rail (the East Coast Main Railway line puts Doncaster within two hours reach of central London, and Doncaster rail station provides a point of interchange with a range of local and regional rail services within South Yorkshire and beyond; in addition Doncaster Railport is an important freight interchange which plays a key role in the movement of goods in and out of Doncaster);
- air (the international Robin Hood Airport is seven miles from the centre of Doncaster);
- canal (the South Yorkshire Canal runs through the centre of the borough and the Stainforth-Keadby Canal passes close to the centre of Thorne and Stainforth); and;
- ports (with excellent links to the M1 and M62, international ports, particularly the Humber Ports, are within easy reach of Doncaster).

1.21 Attractions: In addition to the town centre and its historic markets, Doncaster has many other recreation, tourism and retail opportunities, as summarised below:

- Leisure: Doncaster Racecourse is a prestigious world-class venue for horse racing, whilst Doncaster Dome and the Lakeside Sports Complex are major venues for sporting and entertainment events, the later being the home of Doncaster Rovers Football Club, Doncaster Rugby League Club (The Dons), Doncaster Rovers Belles Women’s Football Club and Doncaster Athletics Club.
- Shopping: Doncaster is a thriving historic market town and the principle shopping and leisure Destination in the borough. However, other town, district and local centres (such as Mexborough and Bawtry) also provide important retail and service functions for surrounding towns and villages.
- Built Environment: Doncaster has around 800 listed buildings and 46 Conservation Areas reflecting a rich and complex historic environment. In addition to the architectural heritage of the town of Doncaster these reflect the historic market towns of Thorne, Bawtry, Mexborough and Conisbrough and the many villages with attractive historic centres. The grade I listed Brodsworth Hall, Cusworth Hall, and Conisbrough Castle are tourist destinations in their own right.
Doncaster also has many environmental resources, as summarised below:

- **Countryside and open space:** Despite being a metropolitan borough, large areas are rural in character and the largest land use (67%) is agriculture. Most neighbourhoods in Doncaster have excellent access to the countryside often within 10 minutes or less walk from people’s homes, and there are many good quality parks and open spaces close to people’s homes as well. The countryside in the western ‘half’ of the borough is statutory Green Belt and there are also long standing polices protecting the countryside in the eastern half of the borough. There are also large areas of accessible countryside, including the internationally important Thorne and Hatfield Moors Nature Conservation Sites (which have been designated as Open Access Land) and Potteric Carr Nature Reserve, close to the centre of Doncaster. In addition, the Don Gorge Project is maximising the potential of the Limestone Valley, which runs through the West of the borough. The Trans-Pennine Trail passes through Doncaster and is integral to the extensive footpath and cycle network that link the borough’s communities with the countryside, jobs and recreation opportunities.

- **Minerals:** Doncaster has very substantial deposits of limestone, sand and gravel and coal, all of which have been worked for many years. Natural gas, clay, and coalmine methane and oil are also exploited. The main minerals in terms of output in Doncaster are the limestone and sand and gravels used for construction.

- **Water:** The Sherwood sandstone forms a major aquifer that is used to meet part of Doncaster’s water needs (the remainder coming from reservoirs). The Limestone deposits also form a major aquifer, although not currently used for water supply. Doncaster has extensive areas vulnerable to river and inland tidal flooding from both the Don and Trent catchments.

**Doncaster - the challenges**

1.23 Doncaster has experienced considerable economic growth in the seven years before 2006 and since then jobs growth has been affected by the recession. However, employment rates remain below national and regional averages, and there are relatively few employment opportunities in the highly productive sectors that create high wage, high value jobs.

1.24 Life expectancy in Doncaster is improving and there have been dramatic reductions in premature deaths from heart disease, however, there are still issues in terms of the number of people suffering from poor health. Doncaster faces a number of key challenges in improving the health and well-being of its population. In particular lifestyle factors (such as increasing physical activity) and an ageing population (adapting the provision of services and housing to meet the needs of an increasing number of older and vulnerable people).

1.25 Overall crime rates within Doncaster have fallen substantially in recent years, although they remain above the national average, particularly in Doncaster’s most deprived areas. To improve the quality of residents’ living environment, it is essential to keep local areas clean and tidy, and to provide access to safe and attractive parks and open spaces, this will help to discourage anti-social behaviour.

1.26 GCSE results across the borough have improved year on year, with more of Doncaster’s young people achieving five or more GCSEs at grades A* to C. Doncaster consistently outperforms the national average ‘A’ Level pass rate, and the proportion of the working age population qualified to NVQ equivalent levels 2, 3 and 4 has increased. However, a relatively low proportion of working age people hold a degree or equivalent and the number of young people participating in post-16 education and progressing to higher education is significantly lower than the national average.

1.27 Following the decline of Doncaster’s economic base in coal mining and heavy industry, the Indices of Multiple Deprivation consistently show that the borough is within the forty most deprived areas in the country, with significant variations in the relative affluence of local communities. To achieve social inclusion it is important to ensure that existing residents across the borough benefit from both the growth
itself, and also the housing, infrastructure and facilities to support this growth. It is therefore important to ensure that all areas (including deprived areas and those outside the main urban area) have access to homes, jobs and skills, and leisure, and cultural facilities, by a range of travel choices. As part of this, the renewal of the borough’s secondary schools and other recreational and community facilities are priorities.

1.28 Doncaster’s labour market has been characterised as ‘isolated’ from Sheffield by the ‘Northern Way Sheffield City Region Report’, as the commuting links between the two settlements are weak. Furthermore, although Doncaster is close to being an ‘independent’ town, as employment is not high value, the town is less economically successful than some other larger towns such as York or Warrington. Therefore the council, with both local and sub-regional partners, recognises the importance of improving the borough’s connectivity within the wider Sheffield City Region and with other towns and cities in the region.

1.29 The findings of Doncaster’s Local Economic Assessment suggest that Doncaster is too dependent on business sectors and funding based and controlled elsewhere, with issues being:

- it is a satellite place and strategic decisions about resources are made elsewhere;
- the settlement pattern is influenced by historic economic reliance on coal and heavy industry, not the current economic requirements;
- many of the entrepreneurial and best educated people leave Doncaster to pursue opportunities elsewhere, undermining efforts to create a critical mass of opportunity and expectations; and;
- Doncaster’s private sector has become more dependent on public sector investment.

1.30 A key challenge is to balance growth and affordability/viability considerations with innovative, safe and environmentally sensitive development, including high standards of sustainable design and construction; conservation and restoration of historic assets; effective fluvial and pluvial flood risk management; and; multi-functional green infrastructure providing amenity, habitat, landscape and climatic benefits and access to travel choice (both road and public transport) for businesses and residents. In response to both Doncaster’s significant areas of flood risk, and the effects of climate change which are likely to increase the current level of risk, future development aspirations must be located and designed in such a way that is appropriate and considerate of flood risk, and where achievable be implemented in a manner to improve the flood risk situation. There is also a need to address the various threats which the borough’s environmental assets are facing and to ensure that they have a sustainable future.

1.31 Successful transformation will therefore depend on qualitative change as well as growth, and the factors set out below are integral to achieving this:

- increasing opportunities and access to opportunities - by improving skills levels and education as well as improving links to other cities and towns (including Sheffield, but also those outside the Sheffield City Region);
- providing new housing, as well as renewing poor housing and reducing the number of empty properties;
- prioritising the use of well located brownfield urban sites;
- revitalising town and district centres;
- appropriate growth and regeneration of outlying communities;
- modernising schools and other community facilities;
- creating attractive towns and villages where conservation and sympathetic restoration of historic assets, new development and redevelopment all contribute to high quality architecture, buildings and spaces, and a sense of place; and;
- ensuring travel choice for businesses, residents and visitors.
CHAPTER two
Vision & Objectives
CHAPTER 2: VISION AND OBJECTIVES

Delivering the Borough Strategy

2.1 The Borough Strategy is the key strategic document for the council and its partners. It sets out the broad approach to maximising the benefit from Doncaster’s assets and opportunities, and addressing the challenges, as set out previously in Chapter 1. The Core Strategy develops this to provide the spatial aspects, i.e. how this approach translates into where things should happen. Therefore, the Borough Strategy vision for the borough (as set out below) forms the basis of the Core Strategy.

Vision: ‘Doncaster aims to be one of the most successful boroughs in England by being a gateway to opportunity locally, nationally and worldwide. A strong local economy will support progressive, safe and vibrant communities. All residents will feel valued and should be able to achieve their full potential in employment, education, care and life chances. Pride in Doncaster will have increased further.

2.2 The Borough Strategy places an emphasis on improving the economy as a means to achieve local aspirations - healthier, stronger, safer communities and improved quality of life. Therefore the Core Strategy places the economy at the centre, and encourages participation in the economy to maximise residents’ well-being. The term adopted for this is ‘economic engagement’ and the principles include increased flexibility, encouraging personal responsibility and self reliance, enabling individual and business progression and achieving positive economic outcomes. This approach is summarised in Figure 1.

Figure 1: The Impact of Economic Engagement on Other Themes
2.3 The detailed Core Strategy objectives, which focus on sustainability and build on this approach, are set out below (further detail is included in Appendix 1 to show in more detail how the Core Strategy objectives align to the Borough Strategy Themes and challenges).

**Objective 1:** To use economic engagement to achieve widespread economic, social and environmental regeneration for all sectors of all our communities, and to allow Doncaster’s economy to realise its potential.

**Objective 2:** To be a pro-business borough where we will welcome and support investment which: stimulates employment opportunities; develops a diverse economy including innovative new sectors such as Green Industries and high tech and manufacturing industries; and helps tackle deprivation through job creation and training in all our communities to support a healthy local economy.

**Objective 3:** To make best use of our excellent road, rail and canal links and future transport developments, our towns, villages and neighbourhoods and international airport to stimulate business growth particularly in the education, digital, communications and logistics sectors.

**Objective 4:** To increase the provision of housing throughout the borough, particularly in areas with access to existing services, recognising the significant role the delivery of housing has in the sustainable economic well-being of the borough.

**Objective 5:** To ensure that all our residents, visitors and workers have the very best life opportunities, benefiting from easy access to high quality health, education, employment, shopping, recreation facilities, heritage, culture and tourism.

**Objective 6:** To locate most new homes, jobs and services in, and where necessary adjacent to, our existing towns to support economic growth and investment, job creation, improvements and facilities.

**Objective 7:** To ensure that all our towns and villages are safe, clean and are well-connected; to make it possible for everyone to move easily around and across the borough and to and from our neighbouring towns and cities by a range of affordable and accessible transport options.

**Objective 8:** To ensure that all our towns, villages and countryside are of the highest quality (displaying excellence in architecture) with the built and natural environment conserved and enhanced for the enjoyment of all including identifying the towns and villages where this can best be achieved by restricting growth.

**Objective 9:** To ensure that new development for homes and jobs minimises the loss of Green Belt, countryside and agricultural land by making the most of existing buildings and land that has been used before and maximising opportunities for regeneration, whilst avoiding areas vulnerable to flooding where possible.

**Objective 10:** To increase the efficient use of, and safeguarding where appropriate of, natural resources – particularly energy, water, waste and minerals – to address environmental issues, including climate change and create sustainable job opportunities in green industries.
Delivering the Borough Strategy

2.4 Doncaster contains many different settlements and this section summarises what the borough wide vision means for each area, whilst Chapter 3, the ‘Overall Approach’ sets out in more detail the policy context for delivering these aspirations. The key diagram (map 2) shows Doncaster’s settlement pattern and summarises the broad approach of this Core Strategy.

2.5 Doncaster Main Urban Area will be a vibrant place with an excellent choice of local amenities and services. The main urban area (including town centre) will be the main focus for housing provision in the borough. Housing renewal will have revitalised areas of low demand housing and there will be significant amounts of new housing, likely including sustainable urban extensions, built to highest viable environmental standards and with a variety of types and tenures that meet the needs of communities. Enhanced public transport provision will give better connections with the town centre and transport interchange for communities across the Main Urban Area. Improvements to White Rose Way will increase accessibility. Successful business parks will be enhanced and, where appropriate, expanded. Mixed-use developments will contribute to sustainable communities. Potteric Carr and Sandall Beat Wood will continue to be key green spaces contributing to local quality of life. The distinctive historic residential areas such as Town Moor and Thorne Road will be protected and enhanced.

2.6 Doncaster Town Centre will be at the heart of the borough’s economic growth and experience an expansion of its retail core, and will see the development of offices, leisure, cultural and civic facilities. It will be a retail and leisure destination of regional and wider significance and have a dynamic and vibrant urban centre, with Doncaster Market at its heart. There will be new and enhanced cultural, leisure and shopping facilities, with particular focus on new development in the Waterdale area to improve links between town centre and established communities. There will also be a strong professional services sector, focussed on the substantially redeveloped areas of the Civic and Cultural Quarter and St Sepulchre Gate West. It will be a great place for pedestrians and easily accessible by a variety of transport modes. Doncaster Waterfront, Marshgate, St Sepulchre Gate West, Waterdale and the Civic and Cultural Quarter will have been developed for new housing and mixed-use. The historic core of the town will be protected and enhanced, including the listed buildings and conservation areas and the setting of heritage assets including the Mansion House, St. George’s Minster, Christ Church and the Corn Exchange.

2.7 Robin Hood Airport will continue to support the economic regeneration of Doncaster and the wider region. The Finningley and Rossington Regeneration Route Scheme (FARRRS) will act as a gateway to the Sheffield City Region. Tied to this, and supported by a robust Airport Surface Access Strategy, the development of the business park adjacent to the airport will accommodate a range of air-related jobs. Initiatives such as close working between the airport and training agencies will continue to develop training and skills, to allow local residents to take advantage of new job opportunities and to link the airport to local business. The growth of the airport (including the business park) and any increase in flight numbers will be managed to address noise, health and pollution issues, including potential impacts on Thorne and Hatfield Moors.

2.8 There will be regeneration in Askern through growth and qualitative change. This will include the redevelopment of the former Askern Colliery site and improvement of the area around Askern Lake, a key focus of local aspirations for further regeneration. Housing renewal and associated environmental improvements in Askern will have revitalised areas of poor housing quality.
2.9 **Armthorpe** will have seen growth and qualitative change through the development of sites for housing and employment, environmental improvements and sustainable urban extensions. New housing development will link to its excellent transport access. New developments will embody the best principles of sustainability including high quality design, providing new buildings and spaces that contribute to a sense of place; the preservation and enhancement of the borough’s built and natural heritage; the provision of facilities to meet the day to day needs of new and existing residents; and a managed response to climate change.

2.10 There will be regeneration in **Adwick/Woodlands** through growth and qualitative change, including housing renewal and associated environmental improvements. The character and quality of Woodlands Model Village will be sensitively improved for the benefit of local residents. The former Brodsworth Colliery will be redeveloped for housing.

2.11 **Mexborough** will be regenerated with housing renewal revitalising areas of poor quality housing. It will be a thriving town centre for shopping and services in the South West of Doncaster and adjoining parts of the Dearne Valley. The town centre will be extended and enhanced, including new and better retail facilities, new office development, canal-side housing development and better links to Mexborough railway station. Sufficient sustainable housing to meet the town’s housing needs will be sited and designed sensitively to take account of the qualities of its topography, landscape and character.

2.12 **Conisbrough** will also be regenerated with housing renewal revitalising areas of poor quality housing. It will be a key centre for services in the South West of Doncaster and adjoining parts of the Dearne Valley. Its centre will be regenerated in a way which is sensitive to and helps sustain its historic character. Development at the former Earth Centre will be sympathetic to its riverside setting and nearby nationally important nature sites, and will provide housing and other appropriate leisure uses. The Don Gorge will have integrated leisure and education use, including the promotion of wildlife and geological conservation.

2.13 **Thorne** will be a distinctive settlement characterised by its town centre and suburbs. It will include a thriving centre, restored to its market town status, and high quality neighbourhoods each with an individual identity. Significant new development focussed on suitable brownfield infill sites and sustainable urban extensions will have delivered housing and employment growth and high quality urban design and planning. A quality open space network will link the urban areas to the attractive countryside, which surrounds the settlement. The historic character of Thorne town centre will have been regenerated and enhanced by high quality infill, and it will have a significantly improved choice of shopping and leisure. Its historic buildings will be retained and sympathetically restored.

2.14 **Stainforth/Hatfield Area** (including Dunscroft/Dunsville) will have qualitative improvements including housing renewal and improved local centres plus the implementation of a new motorway link and significant growth associated with these. New housing will be well designed, develop sustainable transport networks and support the regeneration of existing neighbourhoods. In Stainforth, housing renewal will revitalise areas of low demand housing. The character of the historic core of Hatfield will be retained, restored and enhanced by high quality infill. A comprehensive high quality, mixed-use community will complement and link into existing areas and support the regeneration and transformation of the settlements. New sustainable landscapes will enhance and support the development of a comprehensive open space network. As part of the DN7 initiative (a major mixed regeneration proposal including a new link to the M18) economic regeneration in the Hatfield and Stainforth area will increase the number and diversity of jobs. There will be a particular focus on a sustainable power station and cluster of related high tech energy consuming businesses and small businesses at Hatfield Power Park. Hatfield Colliery forms an important element of the Hatfield Power Park. The Colliery benefits from substantial coal reserves, which have the potential to contribute to energy supply, including clean coal and Carbon Capture Storage technology power generation, across the plan period.
2.15 **Rossington** will be a well-connected sustainable community where older housing areas will see qualitative improvements, including housing renewal. This will be supported by quality new development, including sustainable housing and employment opportunities, the re-use of the former colliery and other older employment areas and includes a Strategic Rail Freight Interchange (Inland Port). Rossington will see an improved local centre, which incorporates the provision of local health services. New employment opportunities will have been located close to the motorway network and accessible to the community with improved links to other employment areas e.g. Lakeside, which capitalise on the borough’s excellent motorway and rail links, including to the Humber Ports, East Coast Main Line and Robin Hood Airport.

2.16 An improved local centre will be at the heart of a revitalised **Edlington**. The town will see significant new housing development and environmental improvements, with particular focus on housing market renewal, to help meet local housing need, diversity of housing choice and to set new benchmarks in housing quality. The Thomson Avenue/ Dixon Road and the former Yorkshire Main colliery sites will have been key sites for new housing. Local employment sites will be protected and enhanced.

2.17 **Denaby** will also have seen new housing development and environmental improvements, with particular focus on the Housing Market Renewal programme but extensions will be modest. Denaby Industrial Estate will be enhanced in line with the neighbourhood economic plan.

2.18 **Carcroft/Skellow** will have seen significant qualitative improvements but urban extensions will be modest. Economic regeneration in the area has seen an increase in business start-ups by local entrepreneurs. Access to health services will have improved across the area.

2.19 In **Moorends**, regeneration will have involved creating sustainable communities with priority given to housing renewal and associated urban remodelling, redevelopment of cleared sites and an improved district centre. The quality of Moorends’ housing, environment and local amenities will have been improved.

2.20 **Bawtry** and **Tickhill** will see only modest development within existing settlement limits including quality urban infill, environmental improvements and enhanced district centres. An improved rights of way network around Tickhill will help to maintain a high quality of life. The distinctive historic character of both towns, which makes them desirable places to live and work in, will be preserved and enhanced.

2.21 The **villages** will remain the same size with only minor development to meet local affordable housing needs and quality infilling consistent with village character. More and better quality sustainable transport connectivity will be in place connecting communities particularly the more deprived communities and including those in rural areas to Doncaster town centre and other strategic employment locations. The countryside will be more attractive, accessible and vibrant with farm based rural diversification projects. The area’s natural and historic landscapes and built environment will be strengthened, conserved and Restored and new high quality landscapes created over time supporting a high quality of life.
2.22 Across the borough there will be better sustainable transport connectivity to Doncaster Town Centre and other strategic employment locations for communities, including communities that are more deprived and those in rural areas. New development will have been innovatively designed to integrate into Doncaster’s distinctive landscapes. The countryside will be more accessible and vibrant with sensitive enhancement of local and tourist access to Thorne Moors and rural diversification. There will be net enhancements to our green assets, such as wildlife habitats, parks, historic landscapes, river valleys, wetlands and moors. Doncaster will have delivered new development in an innovative, safe and environmentally sensitive way with effective flood risk management and multi-functional green infrastructure providing amenity, habitat, landscape and climatic benefits. Doncaster will make best use of its resources as part of a managed response to climate change, including the development of renewable energy generation, responsible mineral extraction to meet demand that cannot be met with secondary and recycled minerals, and the ongoing development of sustainable waste management. Doncaster’s distinctive historic built and landscaped environment will be preserved and enhanced to increase the appeal of the borough as a place people will want to live, work, visit, and invest in.
Map 2: Key Diagram
Doncaster LDF Core Strategy
Key Diagram

NOTES: This Key Diagram illustrates the main strategies and policies of the Core Strategy - and broad strategic development locations. It is not a Proposals Map. For reasons of scale and clarity it does not illustrate every Core Strategy policy.

Legend
Core Approach
- Green belt
- Countryside Protection Policy Area
- Settlements and other land currently designated for non-countryside uses. Boundaries are diagrammatic
- Main Doncaster Urban Area (with neighbourhoods)
- Principal Town
- Potential Growth Town
- Renewal Town
- Conservation Town
- Larger (Defined) Village
- Adjacent Local Authorities

Major Employment Sites
- Existing Major Employment Sites
- Broad areas with potential for new Major Employment Sites (distribution / warehousing)
- Robin Hood Airport and Business Park

Transport & Access
- Motorway (with junctions)
- A Roads
- East Coast Mainline
- Other Main Rail Line
- Other Rail Line
- Railway Station
- Park and Ride
- Forestry and Regeneration Route Scheme (FARRS)
- Sheffield/Mansfield Link Road Proposal (diagrammatic)
- Woodfield Link Road Proposal
- White Rose Way Improvement
- Aerodrome Safeguarding Area

Green Infrastructure
- Sites of Special Scientific Interest (SSSIs)
- Waterways (Rivers and Canal)
- Nightjar Foraging Area

Mineral Safeguarding Areas
- Sand and Gravel
- Limestocks
- Shale Coal

Notes:
- SPA = Special Protection Area
- SAC = Special Area of Conservation

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