The Humberhead levels in the east of the borough is one of the most productive cropping areas in the UK.

CHAPTER seven
Efficient use of resources
CHAPTER 7: EFFICIENT USE OF RESOURCES

7.1 The policies in this chapter set out how the Core Strategy will ensure that we make best use of our limited natural resources for the benefit of the whole borough, to help tackle climate change and to ensure that we maximise the potential contribution of green industries to Doncaster’s economy. Specific policies deal with air, water and agricultural land, renewable energy and minerals. It should be noted that Doncaster’s Core Strategy sets the policy context for all planning issues except waste management and recycling. These issues will be addressed in a separate document called the Joint Waste Plan. Doncaster, Barnsley and Rotherham Councils have jointly prepared the Joint Waste Plan, which will provide a detailed planning framework to manage all types of waste in the three boroughs, including: municipal, commercial and industrial waste, construction, demolition and excavation waste, hazardous waste and agricultural waste. It has the status of a core strategy in the context of government guidance as part of each borough’s Local Development Framework.

Policy CS18: Air, Water and Agricultural Land

Doncaster’s air, water and land resources will be conserved, protected and enhanced, both in terms of quantity and quality, based on the principles set out below:

A) Proposals will be supported which contribute to improvements in air quality, including by:

1. being designed, managed and, as far as is consistent with the Growth and Regeneration Strategy (Policy CS2), located, to reduce congestion/air pollution and promote more sustainable transport options;
2. within or adjoining Air Quality Management Areas (especially within Doncaster town centre and along the M180, A1 and M18 motorway corridors) and other areas experiencing air pollution, demonstrating how any effects on air quality will be mitigated, especially in relation to sensitive uses or areas (e.g. nature conservation sites) and having regard to the targets of the Doncaster Air Quality Action Plan; and;
3. where relevant, incorporating low emission technologies and cleaner transport fuels to minimise the adverse effects of road and air travel.

B) The Growth and Regeneration Strategy (Policy CS2) emphasises deliverable urban brown field sites. However, where any risks to ground conditions arising from contamination or previous land uses are identified, proposals will need to incorporate measures to prevent, control and reduce air and water pollution, mitigate any ground instability and enhance the quality of these resources.

C) Proposals will be supported which facilitate the efficient use of Doncaster’s significant agricultural land and soil resources, including proposals which:

1. protect high quality agricultural land (grades 1, 2 and 3a) in so far as this is consistent with the Growth and Regeneration Strategy (as set out in Policy CS2);
2. facilitate working with landowners to support the primary purpose of food production, whilst maximising opportunities for recreation and wildlife; and;
3. support suitable alternative uses of lower quality agricultural land, such as flood storage or biomass production.

D) Proposals will be supported which contribute to the protection and enhancement of Doncaster’s water resources, including proposals which:
1. minimise abstraction requirements;
2. provide water storage areas to irrigate farmland and ensure that habitats do not dry out (where this is practicable); and;
3. demonstrate that pollution risks can be mitigated, both during the construction and operation phases.

Explanation

7.2 National policy and legislation seeks to protect, maintain and enhance the quality and quantity of air, water and land resources and reduce emissions arising from these activities as well as our reliance on these resources. Doncaster contains significant land, water and soil resources, including nationally important aquifers (e.g. Sherwood Sandstone) and arable farmland (e.g. the low lying Humberhead levels - which is one of the most productive cropping areas in the UK. Yet these resources are coming under increasing pressure from a variety of sources, especially flooding from rivers and surface water run off from new development, air pollution, wildlife fragmentation and land intensification. This in turn can affect human health and quality of life.

Air quality

7.3 As with most other parts of the UK, Doncaster has generally low levels of air pollution. However, certain areas of the borough (including parts of Doncaster town centre and along M180, A1 and M18 motorway corridors) have been formally declared Air Quality Management Areas due to nitrogen dioxide emissions from road traffic. Air quality emissions are regularly monitored in these areas and in the vicinity of the airport to make sure appropriate safeguards are in place to avoid nitrogen dioxide breaches and new areas will be declared where appropriate. The policy will be used alongside other policies to deliver long term improvements in the air quality of these areas and mitigate any pollution risks, especially within sensitive uses or areas, such as housing, community facilities and sites of conservation interest.

7.4 As shown on Map 10, significant growth and development will take place within or adjacent these areas during the plan period. This poses a challenge to improve air quality and reduce emissions. In these areas, development will be monitored and appropriate measures (e.g. parking controls, low emission zones, park and ride facilities and bus/cycle priority schemes) will be put in place to improve local air quality and mitigate their effects especially along major road corridors and nodes, such as public transport corridors and green infrastructure networks. In these areas, development proposals will be expected to contribute towards the provision of these measures to tackle congestion and reduce emissions.

7.5 Whilst the Core Strategy should be read as a whole, this policy should be read in conjunction with Policy CS14 (Design and Sustainable Construction). Policy CS2 (Growth and Regeneration Strategy) is also relevant as it supports developments within existing urban locations, where possible, which will maximise access to local services and public transport. Policy CS9 (Providing Travel Choice) also establishes an approach to supporting more sustainable transport modes, including public transport, walking and cycling. Policy CS18 compliments these policies by highlighting the link to air quality, and also the role of low emission strategies/cleaner transport fuels. The latter could include making use of new technology and demand management measures to reduce energy consumption such as electric or hydrogen gas fuelled vehicles, refuelling stations at existing or proposed petrol stations and electric charging points within travel intensive developments. These measures should complement other plans and mitigation options such as green travel plans, monitoring and the provision of public transport infrastructure. Consideration of air quality impacts will need to include any potential impacts on the borough’s natural environment (see Policy CS16: Valuing our Natural Environment).
Land and resources

7.6 While much of the borough has been restored and reclaimed through the derelict land programme, there are still pockets of vacant, derelict and under used land in both urban and rural locations owing to past activities such as mining, quarrying and heavy industrial processes, notably in the Dearne Valley and former colliery areas. The above policy seeks to mitigate adverse ground conditions arising from previous land uses and contamination such as natural gas mitigation and unstable land. Ground conditions will require investigation to determine the nature of the contamination or unstable surfaces and assess the risk to human health and resources. If these investigations show that ground conditions would pose a risk to health, safety or the environment, new development will be expected to incorporate suitable remedial measures to mitigate their effects.

Agricultural land

7.7 Arable farming is the predominant agricultural land use making up nearly 50% of the total land area in the borough. Where the loss of agricultural land to built development is required to deliver the Growth and Regeneration Strategy (Policy CS2), poorer quality land should be used in preference to higher quality land to the extent that this is practicable. The above policy also seeks to ensure that agricultural land is available for food production, whilst encouraging compatible land management practices such as extending field margins to encourage wildlife creation and recreation in these areas. Proposals for other uses of agricultural land for purposes such as flood storage and biomass planting schemes (e.g. reedbed creation), will be supported where they avoid the loss of high quality agricultural land.

Protecting and improving water quality

7.8 Doncaster borough overlies two principal aquifers: Sherwood Sandstone (from which drinking water is obtained) and the Magnesian Limestone (from which drinking water can be obtained). Sherwood Sandstone is the second most important source of ground water in the UK. However, ground water supplies within both aquifers are relatively low due to over abstraction. Aquifers replenish over time through percolating rainwater so they are also at risk from changing weather patterns due to climate change. The quality of groundwater is at risk from nitrate pollution, particularly within the vicinity of Thorne and Hatfield Moors. So, it is important that new development does not impact on water quantity or harm water quality within the Sherwood Sandstone aquifer either from increased abstraction or increased pollution. Doncaster has a number of source protection zones including at Hatfield, Dunscroft, Edenthorpe, Cantley, Rossington, Bessacarr and Austerfield where development might cause pollution or undermine ground water sources, such as wells and springs. In these areas, we will only allow proposals where they can demonstrate that any pollution risks can be mitigated during its construction and operation. The Environment Agency will generally refuse new abstraction licenses in these areas.

7.9 Proposals which may affect the integrity of the internationally designated Thorne and Hatfield Moors will be expected to demonstrate that they will have no significant adverse impact on water quality, hydrology and nature conservation interests. The onus will be on the applicant/developer to screen potential impacts, provide appropriate mitigation measures and deliver biodiversity gain.

7.10 In order to comply with Part D of this policy, and the requirements of policies CS4 (Flooding and Drainage) and CS14 (Design and Sustainable Construction), applicants and developers must demonstrate there is adequate water, surface water, foul drainage and sewerage treatment capacity and connections from both on and off the site to serve the proposed development so as to avoid adverse effects (e.g. sewage flooding) on residential and commercial property, pollution of land and watercourses and water shortages with associated low pressure water supply problems. In areas where resources are under pressure, development should include measures that support water neutrality and produce water cycle studies to assess their effects on the water cycle where major growth or housing is proposed. Part D2 of the policy reflects the fact that, in the face of climate change, there is also a need to store flood water within the landscape to irrigate farmland during dry summers and ensure that wetland habitats do not dry out. This will bring opportunities to restore or create wetland habitat and reduce the risk of flooding which may also contribute to the delivery of policies CS16 (Valuing our Natural Environment) and CS17 (Green Infrastructure).
Policy CS19: Renewable Energy

Doncaster will generate at least 37 mega watts of grid-connected renewable energy by 2021 in accordance with the principles set out below.

A) Proposals will be supported which give priority to:

1. biomass and energy crop schemes especially to the north and south east of the main urban area (e.g. mixed woodland, single species short rotation forestry and large-scale forestry) outside of areas of high quality arable farmland;
2. small-scale wind power schemes within industrial locations or existing wind farms which are sited away from the Thorne and Hatfield Moors, the River Don limestone gorge and other sensitive uses such as housing and the airport;
3. power generation from water, waste and heat sources;
4. landfill and sewage gas energy generation schemes; or;
5. micro-renewable energy technologies and systems within new development.

B) Proposals for stand-alone renewable energy schemes will be directed towards areas with highest relative landscape capacity (as indicated in the landscape character and capacity studies) which are practicable for the development proposed.

C) In all cases, stand-alone renewable energy proposals will only be supported which:

1. demonstrate how they will deliver environmental, social and economic benefits;
2. protect local amenity and include appropriate stand-off distances between technologies such as wind turbines and sensitive receptors, such as residential areas;
3. allow the continued safe and efficient operation and growth of Robin Hood Airport;
4. have no significant adverse impacts, including cumulative impacts, on the built and natural environment (including landscape character, and historic and nature conservation assets, such as Thorne and Hatfield Moors);
5. reclaim the site to a suitable and safe condition and use (such as agriculture or nature conservation) should the development cease to be operational; and;
6. take opportunities to provide links to combined heat and power and community heating networks.

Explanation

7.11 National policy requires us to plan for renewable energy provision. Renewable energy offers a viable alternative to fossil fuels and nuclear sources and includes the energy generated from wind turbines, hydro (e.g. rivers), solar power, biomass, energy crops, waste facilities, landfill sites and sewage gas. Renewable and low carbon sources of energy are central to achieving our commitments on both reducing carbon emissions and combating the effects of climate change. This is in line with our aspirations to become a low carbon borough. However, the potential negative effects of these sources need to be carefully assessed and managed on a case by case basis. This policy seeks to balance the need to provide a continuous supply of grid connected renewable energy whilst protecting the interests of local communities, historical, cultural and environmental assets.
7.12 Regional renewable energy assessments suggest Doncaster has the potential to produce at least 37 mega watts of electricity from renewable energy by 2021. The borough is already set to exceed this target with approval being given to a number of large-scale renewable energy projects. However, national policy indicates that meeting our target is no reason to not grant further proposals – the target set out above is therefore a minimum figure and will be periodically reviewed. We are developing the evidence base to inform future energy targets and help determine where renewable and decentralised renewable energy generation may be appropriate, such as energy master-planning studies at the regional and sub-regional level.

7.13 The Landscape Character Assessment highlights potential areas of moderate landscape sensitivity where wind power schemes may be more suitable (e.g. southern parts of the limestone plateau) as well as the areas that will be sensitive to such development, particularly parts of the Green Belt in the east and the airport in the west. Whilst there was some potential for small-scale renewable energy generation in individual developments, energy targets are only likely to be met through large-scale stand alone renewable energy schemes. Notwithstanding this, it is expected that small-scale renewable energy proposals will make a contribution through the requirements of Policy CS14.

7.14 The above policy sets out the main criteria that will be used to assess renewable energy proposals. Whilst the policy is not specific on which renewable energy technologies will be acceptable, it highlights key opportunities and explains how renewable energy projects can support wider policy aspirations. In addition, there are opportunities to accommodate biomass planting schemes within lower lying areas and existing woodland areas and establish new decentralised energy networks (e.g. combined heat and power schemes). The history of coal mining in the borough also increases the potential to generate coal mine methane from former mines. A number of urban areas in the borough generate high energy loads in terms of electricity and heat due to the intensity of development and the range of uses, particularly at Robin Hood Airport and Doncaster town centre. In other locations, large-scale developments that will benefit from decentralised energy systems due to their anticipated heat and power loads. Where appropriate, we will seek a contribution towards off site carbon reduction schemes.

7.15 The type of technology proposed will influence the potential impacts on the built and natural environment which need to be considered. For example, wind turbines will need to demonstrate how they will not cause an unacceptable impact in terms of birdstrike, whereas biomass combustion facilities will need to consider their potential emissions to air. Stand-alone renewable energy schemes within the vicinity of the Thorne and Hatfield Moors Special Protection Area and Special Area of Conservation will be required to consider the need for a Habitat Regulations Assessment to assess their potential effects on the integrity of these areas.

7.16 For stand-alone renewable energy proposals, developers will be expected to consult with members of the local community and statutory agencies (e.g. the aviation and highway authorities, and the operator of Robin Hood Airport in the case of wind farms) on their potential benefits and adverse effects. However, the viability of renewable energy schemes (especially wind power) will not only depend on economic and environmental factors such as the sensitivity of the landscape but also the availability of suitable infrastructure, such as power lines and heat networks. In the Green Belt or Countryside Protection Policy Area, some forms of stand-alone renewable energy may be acceptable, but proposals will be carefully assessed in accordance with Policy CS3 (Countryside).

7.17 The policy also seeks to safeguard and extend the capacity of heat and power networks and facilitate connection to decentralised heat and power sources wherever feasible. Energy from waste proposals will be considered against the policies set out in the Joint Waste Plan.
Policy CS20: Minerals

Doncaster has substantial mineral resources, including industrial and energy minerals and aggregates, of which we provide the majority of South Yorkshire’s supply. The delivery of adequate minerals during and beyond the plan period (2011-2028) will be ensured based on the principles set out below.

A) The use of secondary and recycled aggregates will be maximised, whilst also reducing the reliance on primary aggregates, by:

1. requiring development, including land reclamation schemes, to contribute toward providing or using recycled material and/or secondary minerals;
2. where possible, maintaining a landbank of permitted reserves for at least seven years for sand and gravel and with Rotherham Council at least ten years for aggregate limestone;
3. monitoring and reviewing the permitted reserves of sand and gravel, and aggregate limestone;
4. identifying appropriate mineral extraction areas to contribute toward the sub-regional apportionment and directing aggregate mineral exploration and extraction toward ‘Areas of Search’; and;
5. requiring proposals for sand and gravel to demonstrate that the mineral resource includes a significant proportion (20% or more) of sharp sand and gravel.

B) Sufficient industrial and energy minerals will be provided for by:

1. supporting proposals for unconventional gas on areas of derelict and degraded land or within close proximity to existing infrastructure for example pipelines and existing gas storage areas such as at Hatfield and Trumfleet;
2. supporting proposals for energy minerals, such as coal (and its by-products), conventional oil and gas which balance economic and environmental benefits;
3. identifying land for colliery spoil disposal at Hatfield colliery; and
4. identifying land for the future supply of industrial dolomite, including allocating an extension to Warmsworth quarry.

C) In all cases, proposals for minerals related development will only be supported where:

1. it is accessible via appropriate transport infrastructure including the rail and canal network where possible;
2. it minimises impacts on local amenity and is reclaimed to a suitable after-use; and;
3. minor schemes (such as fish ponds), retain and re-use extracted material on site, unless wider benefits are justified.

D) Minerals will be safeguarded during and beyond the plan period by:

1. defining ‘mineral safeguarding areas’ around all economically important deposits of shallow coal, aggregate, industrial and building (including historic) limestone within the Magnesian Limestone ridge between Barnsdale Bar in the north and Stainton in the south, and the sharp sand and gravel between Fishlake and Bawtry; and;
2. identifying and protecting wharves for the bulk transport of material (for example Cadeby quarry).

E) Proposals within Mineral Safeguarding Areas (including existing built-up areas), which are in accordance with the development plan allocations, will be required to consider whether prior extraction of any economically valuable minerals is feasible and environmentally acceptable. Other proposals for non-mineral development within Mineral Safeguarding Areas will be supported where:

1. the proposal incorporates the prior extraction of any minerals of economic value in an environmentally acceptable way; or;
2. the mineral is of no economic value; or;
3. it is not possible to extract the mineral in an environmentally acceptable way; or;
4. the need for the development outweighs the need to safeguard the site for future; or;
5. the development is minor or temporary in nature.

Explanation

7.18 Doncaster’s minerals are important natural resources that make an essential contribution to prosperity and quality of life both within South Yorkshire and the wider region. Doncaster’s growth agenda presents an opportunity to use locally sourced resources to support infrastructure and construction projects, particularly within Doncaster’s Main Urban Area, Principal Towns and Potential Growth Towns. The challenge is therefore to ensure our remaining minerals are worked efficiently and sustainably and encourage the use of suitable secondary aggregates and minerals therefore minimising the need for primary extraction. We should also strive toward minimising the environmental impacts associated with mineral extraction, but also ensure the industry can still contribute toward new developments, the local economy and employment.

7.19 National policy advocates the need for sustainable mineral extraction and provides guidance on defining and identifying mineral safeguarding areas, and existing and future mineral sites. It requires Local Authorities to provide for an adequate and steady supply of construction aggregate for industry by maintaining a landbank of mineral planning permissions (within the limitations of wider social, environmental and economic issues). National policy also indicates the need for promoting the use of secondary and recycled aggregates, and provision of a steady supply of all minerals, including allocating sufficient land to meet the sub-regional share.

Aggregates

7.20 The policy will seek to reduce the reliance on primary aggregate by requiring developments at the demolition phase to contribute toward recycling on site material and at the development phase incorporate the use of recycled material or secondary minerals such as colliery spoil. Complementary policies relating to the reuse and recycling of demolition and construction waste will be included within the Joint Waste Plan. However, despite this, extraction of primary aggregates will still be required.

7.21 The amount of extraction that should be planned for is informed by the Yorkshire and Humber Aggregates Working Party, who have identified appropriate sub-regional aggregate apportionments for extraction, and annually reporting on supply and demand, as set out in the table below. The policy (and detail in subsequent Development Plan Documents and the Proposals Map) will ensure that minerals development is located in appropriate areas. The allocations process will be informed by work to assess sites representations from industry. The representations put forward so far have been for extensions to existing quarries (both sand and gravel and limestone), and have the potential to extend each quarry’s lifespan, provide for additional aggregate mineral and contribute toward the local economy.
Table 6: Doncaster’s Aggregates (limestone, sand and gravel)

<table>
<thead>
<tr>
<th>Mineral</th>
<th>Sub-Regional Apportionment for 17 year Plan Period</th>
<th>Estimated reserve (2012)</th>
<th>Additional requirement to cover the plan period</th>
<th>Local Target (realistic additional supply up to 2028)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undifferentiated sand and gravel</td>
<td>13.77mt (0.81 x 17)</td>
<td>7.61mt (10.04 – 2.43)</td>
<td>6.16mt (13.77 – 7.61)</td>
<td>1mt (sharp sand and gravel)</td>
</tr>
<tr>
<td>Limestone</td>
<td>56.78mt (3.34 x 17)</td>
<td>48.78mt (58.8 – 10.02)</td>
<td>6.8mt (56.78 – 48.78)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Notes:

- The Sub-Regional Apportionment for 15 year period is the annual apportionment from the RSS multiplied by 17 (life of the plan).
- The Estimated Reserve at 31/12/2011 is the South Yorkshire Reserve as shown in the 2008 Y&HAWP figure minus 3 x the annual apportionment from the Regional Spatial Strategy.
- The additional requirement is the second column minus the third column.
- South Yorkshire’s substantial resources of limestone only exist in Doncaster and Rotherham (although only one quarry currently exists in Rotherham), whilst workable aggregate sand and gravel is only found in Doncaster.

7.22 For limestone, the local evidence base suggests that this apportionment is realistic and it will therefore be retained. Although a small shortfall of aggregate limestone is identified, it is noted that this is due to the reapportionment of approximately 25 million tonnes limestone aggregate (required to contribute toward the landbank) to industrial mineral (which is not monitored), rather than a physical reduction in the amount of material available. This suggests some flexibility is needed in meeting a perceived shortfall and significant additional sites or extensions are probably not required during the plan period. It is also noted that a small extension of Sutton Quarry has been identified as a possible allocation to facilitate reclamation of the existing site as it can no longer be land-filled could provide a small amount of additional aggregate. The council also acknowledges there may be an issue with the number of working quarries during the plan period in terms of maintaining competition. Therefore, when considering planning applications we will take into account the number of sites making up the landbank to ensure reasonable competition is maintained.

7.23 For sand and gravel, the evidence indicates that it will be difficult to maintain a supply of sand and gravel to meet the apportionment up to the end of the plan period, nor to maintain a 7 year landbank beyond mid-2016. A 7 year landbank equates to 5.6 million tonnes (based on the current sub-regional apportionment of 0.81 million tonnes annually). Monitoring information indicates that Doncaster’s landbank at the end of 2008 was 10.04 million tonnes (made up of historic and current permissions now containing predominantly soft sand), providing a reserve up to mid-2021 at an annual extraction rate of 0.81 million tonnes. The representations received to-date from mineral operators would yield just over 2 million tonnes (and of this 1.76 million tonnes has been put forward as potential sites for the plan period). Therefore, even if all the site representations for the plan period were allocated and fully extracted during the plan period, this would only provide the equivalent of just over an additional 2 years’ requirement (i.e. up to 2023), leaving a shortfall of approximately 5 years to the end of the plan period.
7.24 Furthermore, the evidence base indicates that within Doncaster both the existing sand and gravel landbank and the remaining mineral deposits are made up of predominantly soft sand unsuitable for concreting products. Therefore it is important that new proposals contain a significant proportion of sharp sand and gravel. However, the ratio of sharp sand and gravel currently being extracted in the area is also below the national norm. Recent applications demonstrate that sites are extracting an average of approximately 22% sharp sand and gravel and so the target of 20% is considered to be a realistic as it takes account of local circumstances and offers some flexibility. The council’s intention is to meet as far as is practicable the sub-regional apportionment. Evidence at present suggests that this is unlikely and hence Table 6 indicates what appears to be a reasonable indicative figure at present. Nevertheless the council is not seeking to prevent the exploitation of any additional reserves, should they be identified, subject to environmental considerations. We will also support proposals which take into account the limited resource and look at incorporating reclaimed or recycled material into their products.

7.25 From the analysis of representations and the need to prioritise sites which can deliver material suitable for concreting, we estimate an additional 1 million tonnes of sharp sand and gravel can be brought forward during the plan period, and so this (rather than the regional apportionment) would form the basis for identifying specific site extensions. This approach therefore gives a starting point for the preparation of the subsequent Development Plan Documents (and the Proposals Map) to:

- identify a realistic number of site allocations
- identify ‘Areas of Search’ to give the flexibility for any as yet unidentified deposits to be brought forward; and;
- identify Mineral Safeguarding Areas.

**Industrial and Energy Minerals**

7.26 Section B of the policy accounts for flexible approach to supporting the provision of energy minerals, including identifying ‘greener’ energy sources. In setting out this support it is accepted that associated facilities and infrastructure may also be required. It is essential to reduce the reliance on imported fossil fuels and the government acknowledges the need to explore for unconventional gas such as coal mine methane, coal bed methane, shale gas and invest in clean coal technology. Coal mine methane is a naturally occurring greenhouse gas twenty times more harmful than carbon dioxide. It is formed by decaying organic matter and is absorbed within the coal. Methane associated with abandoned mines escaping into the atmosphere is a health and safety issue and also contributes toward climate change. Harnessing coal mine methane for energy production, therefore benefits both the economy and the environment. Newer technologies such as coal gasification, and hydraulic fracturing of shale gas will be assessed on their merits taking account of economic and environmental benefits and associated Development Plan Document policies.

7.27 Surface and deep coal proposals will be assessed against national policy and planning policies within the Core Strategy and associated Development Plan Documents. It is estimated that by 2020 clean coal will provide around 14% of the nation’s energy. Doncaster has significant underlying reserves of deep coal, some of which is currently being worked at Hatfield colliery and Maltby colliery (in Rotherham).

7.28 Hatfield colliery is significant at a European level, with local coal supplying an EU funded clean coal power plant, to be developed on site. Electricity produced from clean coal power plants releases 90% less carbon dioxide into the atmosphere. Land will also be allocated for colliery spoil, but consideration must be given to the use of the spoil as a secondary aggregate for development proposals within Doncaster and the wider Sheffield city region. The colliery is located near to a mineral line and a navigable waterway which, with investment could be used to transport waste material.

7.29 The ‘British Geological Survey’ places considerable economic importance on industrial dolomite due to its restricted distribution, with working quarries located in Durham, South Yorkshire (Doncaster) and
Derbyshire. The British Geological Survey go on to say ‘Permian dolomites are the main source of dolomite in the UK and are a resource of national and regional importance, ensuring supply during and beyond the plan period is therefore of strategic importance’. Identifying the need to allocate land as an extension to Warmsworth quarry will secure the supply of a strategically important mineral during the plan period.

**Managing Impacts**

7.30 The policy will ensure that long-term detrimental effects on the environment are accounted for, with further policies on reclamation and aftercare being accounted for through national policy, associated planning policies within the Core Strategy and detail in subsequent documents (either developed alongside the Proposals Map and/or as a Supplementary Planning Document). Doncaster has two unique issues associated with sand and gravel extraction:

- the proximity of sand and gravel resource to an international airport; and;
- the minerals being on and within Doncaster’s primary aquifer (the source of our drinking water).

7.31 It is essential to note therefore, that certain restoration proposals, such as land-filling and pond creation (attracting large birds such as Canada Geese) may not be suitable.

7.32 The policy accounts for the sustainable transportation of minerals along waterways but railheads are limited in Doncaster and investment in railheads and wharves is costly. There are no proposals for further investment in rail transport or wharves during the plan period and future consideration should be given to dual use facilities accommodating the transfer of both goods and minerals. With a trend indicating a decline in economically viable sharp sand and gravel it is anticipated that there will be no net increase in vehicle movements (for aggregates extraction) during the plan period. Where the use of the road network is the most viable option it is essential that the strategic road network is used in the first instance avoiding urban areas and small country roads.

**Safeguarding**

7.33 Mineral resources are finite; therefore it is essential a sustainable approach is used to ensure sufficient supply for the future. The policy ensures that minerals are safeguarded from inappropriate development beyond the plan period. Doncaster’s mineral safeguarding areas have been developed by assessing the best available geological and mineral resource information, against issues and constraints such as sterilisation by existing and proposed development, proximity to nearby housing, and links to major roads. Non-mineral development allocations, proposals and regeneration projects in urban areas with known mineral resources will be required to consider realistic opportunities for extraction prior to development. There is no presumption that the extraction of minerals in mineral safeguarding areas is, or will be environmentally acceptable now or in the near future, but that a potential resource is accounted for during and available beyond the plan period.

7.34 Peat is an economically important mineral resource and Thorne and Hatfield Moors are the largest lowland peat resource in the country. These deposits however, occur within internationally designated conservation areas (see Policy CS16, Chapter 6) and as such peat extraction (other than as part of on site restoration) will not be supported in these areas. However, where peat is found in areas outside the moors, pre-development extraction should be considered as part of the re-development / regeneration project.
CHAPTER Eight
Implementation
CHAPTER 8: IMPLEMENTATION

8.1 This chapter contains the detail on how the Core Strategy will be measured and the key infrastructure that is required for its implementation. It also sets out how the policies provide flexibility, and what remedial action may be appropriate if targets are not met.

Policy Implementation

8.2 Core Strategy policies will be implemented primarily through the determination of planning applications, based on the Core Strategy and other Local Development Framework documents (including the Proposals Map) and having regard to other council and partner plans and strategies. However, the Core Strategy also provides a framework for making wider decisions, such as where to target investment in new infrastructure and to inform the development of softer measures, such as promoting skills, which will be key to improving the borough’s economy. Some of the key strategies and partners are highlighted in Table 7, although Policy CS5 also provides more detail especially on the soft interventions required to support job creation in different sectors. Where appropriate, we will support local communities in the production of neighbourhood plans, in line with national guidance, to add detail as to how the strategic priorities set out in the Core Strategy will be implemented at a local level and take advantage of opportunities for economic growth, improvements to quality of life and environmental enhancement. The council also acknowledges the benefits of Community Infrastructure Levy and will consider its appropriateness for the securing of funding for particular projects.

8.3 It is a legal requirement for the Local Development Framework to contain policies which mitigate the impacts of climate change, and contribute to reducing the level of future climate change. Because these are cross cutting issues, the Core Strategy does not contain a single climate change policy. Instead, the issue of climate change is highlighted in Objective 10 and reflected in a number of the policies. The need to travel, can generate significant emissions. Therefore, the Growth and Regeneration Strategy (set out in Policy CS2), seeks to ensure that new development is located within existing settlements and is accessible by sustainable transport, wherever possible. However, it is accepted that the realistic opportunities to deliver our aspirations will mean that development in other areas (including the M18 corridor and airport business park) will be required. Policy CS9 (Providing Travel Choice) sets out an approach to improving access to transport options, including more sustainable forms of transport. Policies on design, renewable energy generation and air quality (policies CS14, CS18 and CS19) will contribute to addressing the level of emissions from other sources (including energy production) and promote low-emission strategies. Policies on flooding, design, the natural environment, green infrastructure and agricultural land (Policies CS4, CS14, CS16, CS17 and CS18) will ensure that development contributes to mitigating, and adapting to, the impacts of climate change.

8.4 It is important to note that while the Core Strategy policies provide a broad framework for what development will be supported in principle, they do not provide overriding backing to plans or projects that are shown to have an adverse impact on the integrity of a European Site. All developments which could either individually or in-combination adversely impact European Sites, such as Thorne and Hatfield Moors, Lower Derwent Valley or Humber Estuary, will need to comply with the requirements of the Habitat Regulations.

8.5 The effectiveness of the Local Development Framework Policies (including those in the Core Strategy) will be monitored, based on relevant indicators. The indicators used will be reviewed as required, to take account of any changes to local or national data gathering and reporting requirements. Table 7 sets out which Core Strategy Objective will be delivered by which policy, how it will be monitored and also some of the key bodies who will contribute towards its delivery.
### Contextual Indicator

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<thead>
<tr>
<th>Indicator</th>
<th>Objective (Chapter 2)</th>
<th>Target/Direction of Travel</th>
<th>Other Relevant Strategies</th>
<th>Key Delivery Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population size</td>
<td>Monitor</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Economic Strategy</td>
<td>Local Enterprise Partnership</td>
</tr>
<tr>
<td>Size of borough</td>
<td>Define</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Local Enterprise Partnership</td>
<td>Doncaster Chamber</td>
</tr>
<tr>
<td>Prosperity gap</td>
<td>Increase</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Investors and employers (including small/medium enterprises)</td>
<td>Individuals seeking work and training</td>
</tr>
<tr>
<td>Economic activity</td>
<td>Increase</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Doncaster Chamber and other training providers</td>
<td>Individuals seeking work and training</td>
</tr>
<tr>
<td>Indices of Multiple Deprivation</td>
<td>Increase number/percentage of pupils achieving 5 or more GCSEs at grades A-C</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Investors and employers (including small/medium enterprises), including at the Rossington Strategic Rail Freight Interchange, Doncaster Airport and Hatfield Powerpark</td>
<td>Individuals seeking work and training</td>
</tr>
<tr>
<td>Proportion of population qualified to at least Level 2 or higher (NI 163)</td>
<td>Increase</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Doncaster Chamber and other training providers</td>
<td>Individuals seeking work and training</td>
</tr>
<tr>
<td>SL 161-01 Information on National Curriculum assessments and qualifications taken by students (e.g. GCSEs or GCE A Levels)</td>
<td>Increase number/percentage of pupils achieving 5 or more GCSEs at grades A-C</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Investors and employers (including small/medium enterprises), including at the Rossington Strategic Rail Freight Interchange, Doncaster Airport and Hatfield Powerpark</td>
<td>Individuals seeking work and training</td>
</tr>
<tr>
<td>SL 159-02 Information on qualifications being studied by, and success rates of, sixth form pupils.</td>
<td>Reduce amount of Previously Developed land that has been vacant or derelict for more than 5 years (also provides context for indicators on amount of development on previously developed land)</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Local Enterprise Partnership</td>
<td>Investors, Developers and Landowners</td>
</tr>
<tr>
<td>SL 063-00 National land use database of previously-developed brownfield land (NLUD-PDL)</td>
<td>Percentage of applications approved as departures from the Local Development Framework should be none - noting that policies are flexible</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Environment Agency</td>
<td>Individuals seeking work and training</td>
</tr>
<tr>
<td>Area covered by Flood Zone 2 or 3</td>
<td>Monitor</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Biodiversity and Geodiversity Action Plans</td>
<td>Natural England</td>
</tr>
<tr>
<td>Number of Sites of Special Scientific Interest (SSSI) in favourable or recovering condition</td>
<td>Maintain or increase</td>
<td>To reduce the current deficit between what Doncaster’s economy is producing and what it could be expected to produce to match regional level.</td>
<td>Biodiversity and Geodiversity Action Plans</td>
<td>Natural England</td>
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### Table 7: Monitoring and Delivery

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<thead>
<tr>
<th>Policy</th>
<th>Indicators</th>
<th>Objective (Chapter 2)</th>
<th>Target/Direction of Travel</th>
<th>Other Relevant Strategies</th>
<th>Key Delivery Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS1: Quality of Life</td>
<td>4,5</td>
<td>All</td>
<td>N/A</td>
<td>All</td>
<td></td>
</tr>
<tr>
<td>CS2: Growth and Regeneration Strategy</td>
<td>2,3,6,8,9</td>
<td>SL 021-00</td>
<td>PSF General Development Control statistical returns (various stats)</td>
<td>All</td>
<td>All</td>
</tr>
<tr>
<td>Policy CS3: Countryside</td>
<td>Objectives (Chapter 2)</td>
<td>Indicator</td>
<td>Target/Direction of Travel</td>
<td>Other Relevant Strategies</td>
<td>Key Delivery Partners</td>
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<td>9</td>
<td>Amount of development in the Green Belt / Countryside Protection Policy Area (excluding rural exception sites for affordable housing and development considered appropriate within the Green Belt/Countryside Protection Area as set out in National Policy and Policy CS3: Countryside)</td>
<td>None (Following adoption of subsequent DPD’s and the Proposals Map)</td>
<td>Housing Strategy</td>
<td>Various</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>Number of applications made to the SAB and number of approved applications</td>
<td>Increase</td>
<td>Preliminary Flood Risk Assessment and Management Plan (Doncaster Council)</td>
<td></td>
</tr>
<tr>
<td>Policy CS6: Robin Hood Airport and Business Park (maximising its role as a key economic driver)</td>
<td>2.3</td>
<td>SL 024-17 Total amount and type of completed employment floorspace gross and net (AMR - BD1)</td>
<td>Maxmise</td>
<td>Airport Masterplan, Sheffield City Region Transport Strategy (Local Transport Plan)</td>
<td>Investors, Landowners and employers (including small/medium enterprises), including at the Rossington Strategic Rail Freight Interchange, Doncaster Airport and Hatfield Powerpark</td>
</tr>
<tr>
<td></td>
<td>2.3</td>
<td>SL 024-18 Total amount of employment floorspace on previously developed land - by type (AMR - BD2)</td>
<td>No target but seek to prioritise</td>
<td></td>
<td>Individuals seeking work and training, Homes and Communities Agency</td>
</tr>
<tr>
<td>Policy</td>
<td>Objectives (Chapter 2)</td>
<td>Indicator</td>
<td>Target/Direction of Travel</td>
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<tr>
<td>Policy CS7: Retail and Town Centres</td>
<td>2,3,4</td>
<td>SL 024-20: Amount of floorspace for ‘town centre uses’ (A1, A2, B1a, and D2) within and outside town centres (AMR - BD4)</td>
<td>To meet targets set out in Policies CS5 and CS8</td>
<td>Various</td>
<td>Chamber of Commerce, Town Centre Retail Forum, Market Traders Federation</td>
</tr>
<tr>
<td>Policy CS8: Doncaster Town Centre</td>
<td>2,3,4</td>
<td>Percentage of vacancy Rates in Doncaster, Thorne and Mexborough Town Centre</td>
<td>Reduce</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy CS9: Providing Travel Choice</td>
<td>2,3,5,7</td>
<td>Automatic Number Plate Recognition (ANPR) on key routes</td>
<td>Congestion – reduce average journey time per mile during morning peak (0700–1000hrs)</td>
<td>Sheffield City Region Transport Strategy (Local Transport Plan), Annual Delivery Plan for Doncaster Airport Masterplan</td>
<td>Highways Agency, South Yorkshire Passenger Transport Executive, Network Rail, British Waterways, Freight Transport Association</td>
</tr>
<tr>
<td>Policy CS10: Housing Requirement, Land Supply and Phasing</td>
<td>6,9</td>
<td>SL 024-01 to 024-05 Annual Monitoring Reports: Core output indicators</td>
<td>To make progress against the planned housing provision and keep to the proposed phasing To maintain a 5 year supply of deliverable housing sites</td>
<td>Housing Strategy Local Investment Plan</td>
<td>Homes and Communities Agency, Home Builders Federation, Housing and Property Developers of all sizes, Registered Social Landlords, the Housing Corporation and District Valuation Office</td>
</tr>
<tr>
<td>Policy CS11: Housing Renewal and Regeneration</td>
<td>6,9</td>
<td>SL 024-06 New and converted dwellings - on previously developed land (AMR - H3)</td>
<td>Maxmise percentage of development to be on brownfield land</td>
<td></td>
<td></td>
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<tr>
<td>Density of new housing developments</td>
<td>Monitor - no target</td>
<td></td>
<td></td>
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<tr>
<td>Policy CS12: Housing Mix and Affordable Housing</td>
<td>9</td>
<td>SL 004-11</td>
<td>Provision of affordable housing (HSSA Section N) SL 024-08 Gross affordable housing completions (AMR - H5)</td>
<td>To make progress against the identified need</td>
<td></td>
</tr>
<tr>
<td>Policy</td>
<td>Objectives (Chapter 2)</td>
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<tr>
<td>Policy CS13: Gypsies and Travellers</td>
<td>1,4</td>
<td>SL 024-07 Net additional pitches (Gypsy and Traveller) (AMR - H4)</td>
<td>Meet identified need</td>
<td>Housing Strategy</td>
<td>Various, including Gypsy and Traveller communities</td>
</tr>
<tr>
<td>Policy CS14: Design and Sustainable Construction</td>
<td>4,5,10</td>
<td>SL 024-09 Housing Quality - Building for Life Assessments (AMR - H6) Number of new developments meeting Code for Sustainable Homes and BREEAM</td>
<td>Increase</td>
<td>Various</td>
<td>Doncaster Design Review Panel, Home Builders Federation, Housing and Property Developers of all sizes, Homes and Communities Agency</td>
</tr>
<tr>
<td>Policy CS15: Valuing our Historic Environment</td>
<td>5</td>
<td>Numbers at risk within the following categories of Heritage Assets: (a) Conservation Areas at Risk. (b) Listed Buildings at Risk</td>
<td>Reduce</td>
<td>Conservation area appraisals and management proposals Heritage at risk strategy</td>
<td>English Heritage, South Yorkshire Building Preservation Society, Developers, Landowners and Residents</td>
</tr>
<tr>
<td>Policy CS16: Valuing our Natural Environment</td>
<td>5</td>
<td>SL 024-11 Change in areas of biodiversity importance (AMR - E2) SL 160-01 Proportion of Local Sites where positive conservation management is being achieved. Additional monitoring arrangements (which include landscape Character Areas, Biodiversity Opportunity Areas etc.) will be developed alongside the site allocations.</td>
<td>Net gain Increase</td>
<td>Biodiversity and Geodiversity Action Plans</td>
<td>Natural England, Yorkshire Wildlife Trust, Developers, Landowners and Residents</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Policy</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Policy CS17: Providing Green Infrastructure</td>
<td>5</td>
<td>Amount of public open space</td>
<td>2.43 hectares (6 acres) per 1000 people</td>
<td>Greenspace Strategy</td>
<td>Various</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implementation of Public Rights Of Way Improvement Plan</td>
<td>Meet timescales in the Plan</td>
<td>Rights of Way Improvement Plan</td>
<td></td>
</tr>
<tr>
<td>Policy CS18: Air, Water and Agricultural Land</td>
<td>10</td>
<td>Air quality within Air Quality Management Areas</td>
<td>Reduce nitrogen oxide levels within Air Quality Management Areas</td>
<td>Transport Strategy (Local Transport Plan)</td>
<td>Transport bodies, Investors, Developers and Landowners</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of developments on Best and most Versatile Agricultural Land</td>
<td>Avoid</td>
<td></td>
<td>Various, including Natural England</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Development that results in Groundwater abstraction in Source Protection Zones</td>
<td>Decrease</td>
<td>Humber River Basin Management plan</td>
<td>Environment Agency, Investors, Developers and Landowners</td>
</tr>
<tr>
<td>Policy CS19: Energy</td>
<td>2, 3, 10</td>
<td>SL 024-12</td>
<td>To meet target set out in Policy CS19</td>
<td>Various</td>
<td>Various</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Renewable energy generation (AMR-E3)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Policy CS20: Minerals</td>
<td>2, 3, 10</td>
<td>SL 024-13</td>
<td>Monitor annual report</td>
<td></td>
<td>Mineral operators</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Production of primary land won aggregates by mineral planning authority (AMR - M1)</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>SL 024-14</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Production of secondary and recycled aggregates by mineral planning authority (AMR - M2)</td>
<td></td>
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</tbody>
</table>
### Table 8: Infrastructure Delivery Schedule

<table>
<thead>
<tr>
<th>Major infrastructure scheme, brief overview and strategic development dependent on the scheme</th>
<th>Lead delivery/management agency</th>
<th>Delivery and phasing of development</th>
<th>Costs, funding sources/ gaps and key issues</th>
<th>Reason for Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A6182 White Rose Way Improvement Scheme</strong> - White Rose Way (WRW) is the responsibility of Doncaster Council in its capacity as the local highway authority. It connects Doncaster to the Strategic Road Network at Junction 3 of the M18. It varies along its length from single to dual carriageway and carries approximately 30,000 vehicles each day. The scheme will upgrade the whole of the road into a two-lane dual carriageway with new signal controlled junctions together with new pedestrian and cycling facilities. A second highway bridge will be constructed over the existing East Coast Main Line (ECML) to accommodate the new southbound carriageway and replace the existing level crossing.</td>
<td>Doncaster Council</td>
<td>Planning permission was granted in April 2008 and a Compulsory Purchase Order and a Side Roads Order were confirmed by the Secretary of State in June 2009. Advanced site clearance and ecological mitigation works were undertaken in 2010. Construction of the ECML bridge is a critical activity and rail possessions have been negotiated and agreed with Network Rail. In order to meet the programme for the ECML possession the scheme is currently expected to be delivered in two phases. Phase 1 (new bridge and in-bound dual carriageway) is expected to be completed by November 2012. Phase 2 (completion of dual carriageway and junction improvements) is expected to be completed by mid 2013.</td>
<td>The total remaining cost is £27m and is expected to be funded by Doncaster Council, South Yorkshire Local Transport Plan (SYLTP), European Regional Development Fund (ERDF) and Department for Transport (DfT) Major Scheme funding. There are currently no gaps in the funding plan. The Doncaster Council and SYLTP contributions are secured, and ERDF funding of £4.678m was approved for Phase 1 in May 2011. The funding for Phase 2 is through DfT, further ERDF and SYLTP.</td>
<td>WRW does not have sufficient capacity to accommodate existing traffic flows and at peak times queues regularly extend onto the M18. There is a lack of access from the motorway network to the town centre and destinations to the north and south of the borough. This gateway also creates a poor introduction to the town and suffers from poor design, inadequate landscaping and pedestrian/cycle access. The scheme will relieve congestion on the strategic highway network as well as secure the future delivery of major regeneration and development proposals in areas around the town centre, lakeside, airport and FARRRS.</td>
</tr>
<tr>
<td><strong>Finningley and Rossington Regeneration Route Scheme</strong> - FARRRS is a proposed new highway that will improve the connections between regionally important employment sites: Robin Hood Airport Doncaster Sheffield and the proposed Strategic Rail Freight Interchange at Rossington and junction3 of the M18 motorway and the local highway network.</td>
<td>Doncaster Council with private sector partners</td>
<td>Construction is expected to start in early 2012 subject to securing the necessary funding and obtaining the necessary planning approval, land and traffic orders. A new bridge over the ECML is required and planning with Network Rail has commenced. Completion could potentially be by 2014.</td>
<td>The scheme was previously prioritised within the Regional Funding Allocation (RFA) and a business case was submitted to the DfT in 2005. However, following the October 2010 Spending Review, FARRRS is not currently included in the DfT’s spending programme. Consequently, the scheme’s outputs have been reviewed and, with private sector involvement, a lower cost option has been developed. This will still deliver a significant proportion of the expected social and economic benefits but at a lower cost than the original 2005 scheme.</td>
<td>FARRRS is integral to the success of the Gateway to the Sheffield City Region project. The scheme will link the airport to the motorway network to the benefit of the wider city region. It will also open up development opportunities in the wider area (e.g. new jobs and investment) to support local economic growth and the regeneration of Rossington. It will also ease congestion and reduce journey times on the road network.</td>
</tr>
<tr>
<td>Major infrastructure scheme, brief overview and strategic development dependent on the scheme</td>
<td>Lead delivery/management agency</td>
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<tr>
<td>Strategic Road Network Route Management - Doncaster is linked to the Strategic Road Network (SRN) by the M18, A1(M) and M180. The SRN is operated, managed and improved by the Highways Agency on behalf of the Secretary of State for Transport.</td>
<td>Highways Agency</td>
<td>The Highways Agency will engage with promoters of other schemes that may impact on the SRN to assess any potential impacts and to help to develop appropriate mitigation measures.</td>
<td>Scheme promoters will be expected to fund the measures required to mitigate the impacts of their individual schemes. Where cumulative impacts occur that require major interventions then promoters may be expected to contribute proportionally to the cost of those interventions.</td>
<td>Existing conditions on the SRN in Doncaster are such that the Highways Agency is not planning any major improvement works within its current spending programme.</td>
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<tr>
<td>M18 Junction 5 – New link road to Hatfield-Stainforth and junction improvements to facilitate growth and regeneration of the area (DN7 Project).</td>
<td>Developer Consortium</td>
<td>Planning permission for phase two of the Hatfield Power Park was approved January 2009. Phase two permission requires that the link road and junction improvements are complete before any development can be occupied.</td>
<td>Scheme to be fully funded by developer consortium. A mechanism will be put in place to ensure that proportionate costs are paid by developers along the M18 Corridor towards the M18 improvements.</td>
<td>The provision of a link road from Hatfield/ Stainforth to junction 5 of the M18 will improve access to the strategic highway network, divert traffic from existing residential areas and stimulate the regeneration of the wider area.</td>
</tr>
<tr>
<td>Woodfield Link—Missing highway link between Tesco Supermarket at Woodfield and B&amp;Q Warehouse at Balby Carr.</td>
<td>Homes and Communities Agency</td>
<td>White Rose Way is required to implement the Woodfield Link. Scheme is being progressed through the Homes and Communities Agency who are the delivery agency for the Carr Lodge development site. A planning application was approved in February 2011.</td>
<td>As above</td>
<td>A new road link is required to unlock development at Woodfield Plantation (Carr Lodge) and improve public transport access between the town centre and M18.</td>
</tr>
<tr>
<td>Junction Improvements for Doncaster Waterfront—Holmes Market</td>
<td>Doncaster Council</td>
<td>Construction of scheme currently programmed for completion September 2013 (subject to necessary funding being secured).</td>
<td>A preferred scheme is being taken forward which incorporates the necessary traffic management arrangements to give the required capacity for the delivery of a 15ha development at Waterfront. Funding is currently being sought from various funding sources including the European Regional Development Fund.</td>
<td>Junction improvements are needed to facilitate the redevelopment of a 15ha brownfield site at Doncaster Waterfront.</td>
</tr>
<tr>
<td>Park and Ride, White Rose and Edenthorpe – N.B. The planning permission for the new railway station at the airport included a proposed park and ride</td>
<td>South Yorkshire Passenger Transport Executive in conjunction with Doncaster Council</td>
<td>Funding will be sought from relevant public sector funding and private funding opportunities will be sought where appropriate.</td>
<td>Private sector contributions to support the schemes will be pursued where appropriate to the development location and impact. In addition, and where appropriate, public sector funding will be sought to support the delivery of the schemes.</td>
<td>These schemes alongside other measures (e.g. bus priority lanes and junction improvements) will help relieve congestion and encourage public transport use along key strategic routes serving housing, employment and leisure developments at the Lakeside, Doncaster town centre and airport.</td>
</tr>
<tr>
<td>Rail Station at Robin Hood Airport Doncaster Sheffield</td>
<td>Vancouver Airport Services and Peel Group</td>
<td>Delivery dates for the rail station will depend on passenger growth. It is considered that a minimum of 5 million passengers per annum are required to deliver commercial viability of an airport rail service.</td>
<td>It is likely that, for the level of growth expected to be needed to make a rail service viable, FARRRS would also be required. There is no official guidance to say at what point a rail service is commercially viable.</td>
<td>There is currently no direct rail access to the airport. The provision of a new rail station will support the ongoing development of the airport and business park (when viable densities are reached) and improve public transport access and interchange to other services.</td>
</tr>
<tr>
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<tr>
<td>North Doncaster Chord, Shaftholme Junction – The construction of a new railway flyover over the East Coast Main Line from the Skellow Line to the Askern Line in the vicinity of Joan Croft Level Crossing in Shaftholme. In addition, the scheme includes closure of Joan Croft level crossing and provision of a new road bridge over the East Coast Main Line.</td>
<td>Network Rail</td>
<td>Submission of applications to the Infrastructure Planning Commission was in June 2011. Subject to the granting of necessary permissions then construction works are due to commence on site in June 2012, and completed March 2014.</td>
<td>A £56m scheme funded by Network Rail as part of an Office of Rail Regulation determination for funding Control Period 4, which runs from 2009/10 to 2013/14.</td>
<td>At present, slow moving freight traffic from Immingham is part routed along a 14-mile stretch of the ECML, which constrains timetabling and can result in delays to passenger services. Once complete this scheme will solve the network bottleneck between Joan Croft Junction and Temple Hirst Junction and allow operators to increase the speed and frequency of both passenger and freight trains.</td>
</tr>
<tr>
<td>900 MW Natural Gas and Clean Coal (IGCC) Power Station at Hatfield Power Park</td>
<td>Private Sector</td>
<td>Section 36 Consent for a 900MW power station was granted by DECC in 2009, including Planning Conditions (37 and 38) requiring the use of the link road for specified phases of the development.</td>
<td>The power station development will be funded by a mix of private sector finance in combination with grant aid, including EU funding. Proportionate contributions to the M18 Link Road will be sought to facilitate the delivery of the Link Road and reduce the impact of power station related traffic.</td>
<td>This is an important development as part of the wider energy infrastructure and balanced approach to climate change. At a more local level it is an important part of the DN7 project and regeneration of Hatfield/Stanforth.</td>
</tr>
<tr>
<td>400KV Dual Circuit electricity pylons from Hatfield Power Park to Thorpe Marsh Electricity Sub Station.</td>
<td>Private Sector/National Grid</td>
<td>A Section 37 Application has been made to DECC for this development. Doncaster Council has raised ‘no objections’ subject to the imposition of Planning Conditions.</td>
<td>The 400KV lines/pylons will be funded and delivered by the private sector in association with National Grid.</td>
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<tr>
<td>Electricity Substation Lakeside – Capacity improvements to increase electricity supply through new substation and new connection to the National Grid.</td>
<td>Phase 1– Appropriate utility company identified through competitive tender. Phase 2–Regional Electric Company - Northern Power Grid</td>
<td>Phase 1 – new primary substation connected to existing electrical network. Phase 2 – new connection to the National Grid. The first phase substation will deliver a limited supply from existing network to accommodate a limited amount of additional development to south of the urban centre. The second phase new National Grid supply would be used to reinforce phase 1 substation and Doncaster’s electrical network generally. The timing is being driven by anticipated demand for electricity, which is linked to the delivery of White Rose Way, and the ability to secure new planning permissions.</td>
<td>Phase 1 works are expected to cost in the region of £5m. The size of the funding gap will depend on the timing and commitment that landowners are willing to make on the development of their land and use of electricity. It was originally proposed to fund this gap from land disposals, but current market conditions mean that this will not be the case. Phase 2 works in excess of £10m – proposed to be funded by Northern Power Grid as the Regional Electric Company. The cable connection to the National Grid supply (in Rossington) could prove problematic. The most viable solution would be to deliver cables via FARRPS and White Rose Way.</td>
<td>The new substation will secure capacity improvements to increase the electricity supply and facilitate future development and growth across the borough. Without it, the capacity of Doncaster’s electricity network could be overloaded. Northern Power Grid have advised that this could be part way into the plan period and are programming the necessary works accordingly. However it is noted that there may be capacity at other substations within the borough for example at Rossington Colliery, the airport and DN7.</td>
</tr>
<tr>
<td>Major infrastructure scheme, brief overview and strategic development dependent on the scheme</td>
<td>Lead delivery/management agency</td>
<td>Delivery and phasing of development</td>
<td>Costs, funding sources/gaps and key issues</td>
<td>Reason for Delivery</td>
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<tr>
<td>Thorne Waste Water Treatment Works</td>
<td>Yorkshire Water</td>
<td>Confirmation of Yorkshire Water’s bid to OFWAT for its 2010-2015 works programme was late 2009. This scheme is not yet included in the investment programme (as there has not been enough certainty for growth in these areas), but may still be incorporated, however Yorkshire Water caveat that these works may have to be 2015-2020.</td>
<td>Any greenfield extensions to settlements such as Thorne and Hatfield/Stainforth could be constrained until improvements have been made to the Thorne waste water treatment works. Any developer contributions could bring the required upgrades forward into the plan period.</td>
<td>The plant has no spare capacity and needs upgrading to accommodate further growth and regeneration in the Hatfield and Stainforth area.</td>
</tr>
<tr>
<td>Flood Defences and Surface Water Management – borough wide.</td>
<td>Previous flood events in Doncaster, including 2007, have been caused by numerous localised issues (particularly in relation to surface water flooding) rather than an issue with a single piece of strategic infrastructure. The management of Doncaster’s flood risk is therefore dependent on the key stakeholders (Doncaster Council, Environment Agency, water companies, Coal Authority and independent drainage boards) to implement a package of small-scale improvements which, cumulatively, will have a significant impact on managing flood risk from all sources, including river and surface water. Doncaster Council has prepared a Strategic Flood Risk Assessment and a Preliminary Flood Risk Assessment which identify areas vulnerable to river and surface water flooding and therefore where investment may be required to help manage flooding from such sources. There are also opportunities for linking flood risk management with Green Infrastructure enhancements.</td>
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<tr>
<td>Waste Management – New strategic waste management sites are planned at Sandall Stones Road (Kirk Sandall) and Hatfield Power Park (Stainforth/Hatfield). A site has also been identified to build a new waste treatment and processing plant at Manvers, Bolton Road in Rotherham (close to Doncaster’s boundary).</td>
<td>Doncaster, Barnsley and Rotherham Councils</td>
<td>The Barnsley, Doncaster and Rotherham Joint Waste Plan is being prepared by the 3 councils. The site at Kirk Sandall is dependent on mitigation measures to protect the Sherwood Sandstone aquifer and control noise, dust and emissions. The site at Hatfield Power Park is dependent on the construction of the link road to Junction 5 of the M18, new flood defences, appropriate lorry routing to avoid sensitive areas and mitigation measures to protect the Sherwood Sandstone aquifer and avoid and reduce air pollution. The site at Manvers is centrally located close to all three boroughs and will deal with left over municipal waste from the three boroughs as part of the long-term joint private finance initiative (PFI). Proposals are dependant on the construction of a new bridge to secure access to the site and appropriate lorry routes to avoid sensitive areas and air quality and flood control measures. The waste facility is due to become operational in 2015.</td>
<td>Private sector investment, European funding and developer contributions towards the new link road. The three councils have secured central government funding of £77m towards the PFI.</td>
<td>New waste facilities are needed to plug the capacity shortfall and address statutory recycling, recovery and landfill diversion targets. Waste facilities on these sites will make use of underused brownfield land within existing employment areas and promote co-location and job creation opportunities close to deprived areas and public transport corridors.</td>
</tr>
<tr>
<td>Major infrastructure scheme, brief overview and strategic development dependent on the scheme</td>
<td>Lead delivery/management agency</td>
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<tr>
<td>Civic and Cultural Quarter – Redevelopment of a 10ha site in Doncaster town centre</td>
<td>Doncaster Council</td>
<td>Outline and reserved matters planning permissions have been approved. The scheme is split into 4 phases. Phases 2-4 are subject to the signing of an appropriate development agreement but estimated to be delivered within 6-8 years. Phase 1 includes new civic offices and council chamber, a state-of-the-art performance venue, a public square, a revamped multi-storey car park, residential uses and a possible 4 star hotel - estimated completion in 2013. Later phases include various new leisure uses, including a new library and resource centre, and further office and residential schemes.</td>
<td>Project cost is circa £300m, of which Doncaster Council is contributing around £285m (largest proportion of this amount being the land value). Private sector investment is circa £200m, and the balance is European Union, Arts Council England, and Yorkshire Forward funding.</td>
<td>This scheme will provide an opportunity to transform the Waterdale area into a vibrant, mixed use quarter with a clear sense of place, which will help attract new businesses and trade to the town centre. The town centre masterplan recognises the need to diversify and revitalise the office market and enhance the standard and quality of Doncaster’s civic and cultural facilities.</td>
</tr>
<tr>
<td>Green Infrastructure – borough wide.</td>
<td>Protecting and enhancing green infrastructure will require not only investment in key sites (such as the racecourse, Sandall Beat Wood, the Don Gorge, Cusworth Park, Brodsworth Hall, Potteric Carr and Thorne and Hatfield Moors) but also the improvement of smaller scale local assets, and linkages within the networks. One of the key challenges is to address the potential impact of built development on Doncaster’s ecological network (one component of green infrastructure), to avoid both direct habitat loss, and also wider fragmentation and isolation of key sites for wildlife. In particular it is essential that the linkages for wildlife between Potteric Carr and the wider countryside (to the south and east of the borough) are maintained and enhanced through FARRRS, and schemes around Rossington and the airport. A South Yorkshire Green Infrastructure Strategy has been developed which will inform work on the wider Green Infrastructure network in the long term, and will compliment other strategies - such as the Doncaster Biodiversity Action Plan.</td>
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</table>
Infrastructure Delivery Schedule

8.6 National policy highlights the need for infrastructure delivery planning, particularly to support housing growth, and states that the Core Strategy is the means for orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created. This is set out in Table 8. The infrastructure schedule is a summary of what infrastructure is required for key major developments to proceed; it also identifies any major funding gaps, potential ‘showstoppers’ or phasing issues. The schedule represents the council’s current understanding on infrastructure issues but, due to the nature of the topic, information within this table is subject to change.

8.7 It will be important to consider the capacity and condition of the borough’s infrastructure, to ensure that best use is made of existing capacity and that significant growth and change is aligned to the latest position in terms of the delivery of any relevant new infrastructure. This will include considering funding options, and any developer contributions (which may include retrospective contributions to enabling infrastructure).

Policy Flexibility

8.8 The Core Strategy policies are intended to strike the right balance between clearly setting out how Doncaster should move forward, our aspirations and priorities, whilst also providing flexibility to deal with unforeseen events, given the length of time being planned for (2011-2028). This means setting out the broad thrust of policy in a locally relevant way, often including targets and/or thresholds, while providing a basis for finer detail to be defined through subsequent documents (including the Proposals Map and Supplementary Planning Documents) and/or negotiation on individual planning applications. Detail is set out below on some of the ways in which the policies provide flexibility. In some cases, where appropriate, policy allows for viability assessment for specific sites. For example, in relation to affordable housing, if there were appropriate evidence of challenging site constraints the policy allows for sites to provide a lower proportion where robust viability assessment supports this. The option of commuted sums is not ruled out. However, as set out in the introduction, the plan should be read as a whole and the delivery of social and environmental objectives is just as important as the delivery of economic. Therefore, when exploring opportunities for flexibility it is important to still consider how any proposal can make a positive contribution against each relevant policy.

8.9 The overall approach to improving quality of life (Policy CS1) allows for proposals to be assessed against the plan objectives, and some key broad principles, as well as the detailed policies within the plan. This means that where a proposal is not specifically addressed by the detailed policies within the plan, the objectives and broad principles provide a framework for its assessment.

8.10 The Growth and Regeneration Strategy (Policy CS2) gives the broad thrust of the strategy and clearly identifies priorities for growth, but without being overly prescriptive. The policy provides for a range of housing growth at each level of the settlement hierarchy. In broad terms these ranges take account of the Settlement Study, which sets out which settlement would, and would not, benefit from growth and also broad environmental issues, notably flooding and the countryside. However, it also allows flexibility for the precise allocation of houses to each level of the settlement hierarchy, and also to each settlement within each level of the hierarchy (e.g. not every Principal Town will have the same number of houses). This allows the process of developing the Proposals Map to take account of the up-to-date information in relation to infrastructure provision, and more detailed consideration of environmental issues within each settlement.

8.11 Protection of the countryside and dealing with flood risk are two key environmental issues for Doncaster. The approach to the countryside (Policy CS3) sets out a robust approach to its protection, setting out what development would be appropriate, and the circumstances in which other forms of development may be supported. The approach to flooding (Policy CS4) outlines the package of measures that are required to effectively deal with existing flood risk, minimise future flood risk, whilst not allowing flooding to
prevent borough wide economic prosperity, regeneration and improvements to quality of life. Within this we will endeavour to provide leadership in the provision of effective multi-agency emergency planning including the maintenance and implementation of the multi agency flood action plan; and; empower individuals and communities to help protect their own families, homes and businesses through the provision of information and advice, and through promoting schemes such as Flood Wardens.

8.12 The approach to the provision of employment land (Policy CS5) is based around identifying how many potential jobs could be created in each sector and what the broad land supply requirements will be. The exact locations of sites will be determined on the Proposals Map to take account of the up-to-date information in relation to infrastructure provision, and more detailed consideration of environmental issues within each area. The circumstances in which employment land would be released for other uses, is also set out within the policy. The policies relating to the airport, retail and town centres and transport (Policies CS6-9) contain broad principles and key locations to provide clarity and certainty of the strategic approach, whilst allowing for further detail to be provided in subsequent documents (either developed alongside the Proposals Map and/or as a Supplementary Planning Document) and individual proposals/planning applications, having regard to changing circumstances including the level of success in infrastructure provision.

8.13 The approach to housing land supply and phasing, set out in Policy CS10, indicates that sufficient land will be allocated to meet the housing requirement for at least a 15-year time period. This means that any windfall sites will form additional supply, providing added flexibility. Furthermore, the evidence in Doncaster’s Strategic Housing Land Availability Assessment shows a plentiful supply of developable housing land in Doncaster. There will therefore be considerable scope to meet housing requirements even if some sites fail to be delivered.

8.14 The approach to issues such as housing renewal, mix and affordable housing (Policies CS11 and CS12) link to the key pieces of evidence base, including needs assessments, and identify broad principles without being overly prescriptive. This will allow any updates to these studies, during the life of the plan, to inform its implementation – either through subsequent documents (either developed alongside the Proposals Map and/or as a Supplementary Planning Document) or the determination of individual planning applications. Current renewal priorities and likely future ones are identified but the policies do not restrict the identification of new priorities in response to changing needs and opportunities (e.g. new Government initiatives).

8.15 The approach to brownfield land (Policy CS11) is not to set a brownfield target but rather set out a strategy for maximising brownfield development through a number of identified measures. New brownfield opportunities (i.e. not currently identified) can be brought forward as allocations on the Proposals Map, or as windfall sites. Development of a local target in subsequent documents (either developed alongside the Proposals Map and/or as a Supplementary Planning Document) will be informed by the evidence base and site selection process.

8.16 The approach to Gypsy and Traveller sites (Policy CS13) provides the broad principles which will be applied in the allocation of sites and/or the determination of planning applications. It allows for extensions to existing sites within the Countryside Protection Policy Area where there is no established need, if this is to accommodate family members. It also allows for potentially authorising currently unauthorised sites where these are well run. These aspects of the approach therefore provide flexibility.

8.17 The approach to design and sustainable construction (Policy CS14) is based on BREEAM, Building for Life and Code for Sustainable Homes, which use flexible credit systems to enable developers to meet the required standard whilst responding to site-specific opportunities and constraints. Percentage renewable requirements are based upon energy demand, and allow for the use of measures to reduce energy demand where on-site generation is not practicable or viable.
8.18 The approach to protecting and enhancing the environment, providing green infrastructure and efficient use of air, water and agricultural land (Policies CS15 - 18) set out broad principles and key locations to provide clarity and certainty of the strategic approach, whilst allowing for further detail to be considered in subsequent documents (either developed alongside the Proposals Map and/or as a Supplementary Planning Document), and individual proposals/planning applications, having regard to changing circumstances (including the latest technical guidance from statutory agencies).

8.19 The approach to Renewable Energy (Policy CS19) sets out how it is envisaged the target for energy generation can be met, and which technologies it is envisaged may be the most appropriate to do this. It does not, however, preclude other forms of Renewable Energy being brought forward, and provides clear criteria for all proposals to be assessed against.

8.20 The approach to minerals (Policy CS20) acknowledges that minerals can only be worked where they are found, and so flexibility is key to ensure that the actual detailed geology, and quality of minerals resources, of sites and areas can be taken into account within a wider framework that also gives a degree of certainty. It therefore sets out a flexible approach to meeting as much of the sub-regional apportionment for aggregates as is practicable, and appropriate given environmental and social constraints, and also sets out a broad framework for assessing proposals for industrial and energy minerals.

Remedial Action

8.21 The Development Management process provides many opportunities for remedial action. This includes internal liaison within the council, particularly to ensure that best use is made of the local knowledge of the Neighbourhood Management teams. Supplementary Planning Documents could also be developed for a range of subjects, if more local detail is required to implement policies.

8.22 The delivery of several of the policies will not be achieved just through the determination of planning applications. In many cases ‘soft’ interventions are required, such as facilitating a Flood Warden group (Policy CS4), developing skills and marketing the borough to support the creation of, and access to, jobs (Policy CS5) or working with landowners and farmers to encourage changes to land management (Policy CS16). The policies in relation to the environment and green infrastructure (15-17) will also be partially implemented through other aspects of planning legislation, in particular the use of Conservation Area Appraisals and Management Proposals, and Tree Preservation Orders. The key interventions beyond the determination of planning applications are included within the ‘other relevant strategies’ listed in Table 7, and so reviewing either the content or implementation of these may also be a potential way of ensuring the Core Strategy Vision and Objectives are delivered.

8.23 For some policy areas if delivery falls below required standards a possible action would be to involve the council as a landowner - for example consider increasing the proportion of affordable homes on council owned land, consider Gypsy and Traveller accommodation on council owned land or remove constraints to council-owned brownfield sites coming forward.

8.24 In relation to land supply, the annual Residential and Employment Land Availability Surveys will inform the monitoring of the Local Development Framework, and give a snap-shot of the effectiveness of the policy. Where these show problems in terms of housing supply, site allocations could be moved up the phasing sequence if necessary to respond to shortfalls in allocations. In contrast, the employment policy is not based on a phased approach, and furthermore, the land targets include a churn factor. This means a slightly higher proportion of land is allocated than required, to allow for companies moving between sites as they grow or shrink, and the time lag involved in vacated sites becoming redeveloped. Regular Employment Land Reviews will assess how quickly sites are being developed and the level of demand. This provides an opportunity to understand the market conditions, changes to the wider regional/national economy and what softer measures may be appropriate to attract further investment.
<table>
<thead>
<tr>
<th>Abbreviation/Term</th>
<th>Definition</th>
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<tbody>
<tr>
<td>Affordable Housing</td>
<td>Homes for people who are unable to access or afford market housing (for example vulnerable people and key workers) and includes social rented and intermediate housing.</td>
</tr>
<tr>
<td>Appropriate Assessment</td>
<td>A mechanism for assessing the effects of development on the integrity of sites of international importance in respect of rare, endangered or vulnerable natural habitats or species and identifying mitigation measures which will reduce and where possible eliminate these effects.</td>
</tr>
<tr>
<td>Aggregate Limestone</td>
<td>Crushed rock for the construction industry.</td>
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<tr>
<td>Aggregates</td>
<td>Particles of rock (including sand, gravel, crushed stone) or inorganic manufactured material (slag or recycled crushed concrete) used in construction.</td>
</tr>
<tr>
<td>Air Quality Management Area (AQMA)</td>
<td>An area where the national air quality objectives cannot be met, from this the local authority will put together a plan to improve the air quality called a ‘Local Air Quality Action Plan’.</td>
</tr>
<tr>
<td>Area of Search</td>
<td>An identified area used to guide mineral companies toward sustainable locations for mineral exploration, appraisal and possible development.</td>
</tr>
<tr>
<td>Biodiversity</td>
<td>The variety of different life forms found in an area including all types of plants and animals.</td>
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<tr>
<td>Biodiversity Opportunity Area</td>
<td>An area where the creation of new habitats or wildlife features, and the restoration of existing ones, is expected to deliver the greatest benefit for biodiversity.</td>
</tr>
<tr>
<td>Biomass</td>
<td>Plant materials and animal waste used as fuel.</td>
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<tr>
<td>Brownfield Land</td>
<td>Previously developed land.</td>
</tr>
<tr>
<td>Building for Life</td>
<td>National design standard for measuring the quality of major housing proposals.</td>
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<tr>
<td>Building Stone</td>
<td>Naturally occurring rock suitable to be cut, split, or shaped into blocks for the construction industry (e.g. buildings, walls, pavements or roofs).</td>
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<tr>
<td>CABE</td>
<td>Commission for Architecture and the Built Environment part of The Design Council.</td>
</tr>
<tr>
<td>Coal Bed Methane</td>
<td>A gas produced (through the conversion of plant matter into coal) which is either absorbed onto or into pore spaces around the coal seam.</td>
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<tr>
<td>Coal Mine Methane</td>
<td>Gas collected from operating mines and used as an energy source.</td>
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<tr>
<td>Code for Sustainable Homes</td>
<td>An environmental impact rating system for housing in England, setting standards for energy efficiency and sustainability.</td>
</tr>
<tr>
<td>Conventional Oil and Gas</td>
<td>Oil and gas sourced from permeable porous reservoir rocks.</td>
</tr>
<tr>
<td>Countryside Policy Area</td>
<td>Development restraint policy area covering the countryside in the eastern ‘half’ of Doncaster borough established through the Unitary Development Plan.</td>
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<tr>
<td>Countryside Protection Policy Area</td>
<td>Development restraint policy area covering the countryside in the eastern ‘half’ of Doncaster borough, which will update and replace the Countryside Policy Area.</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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<tr>
<td>Cultural and Civic Quarter (CCQ)</td>
<td>The development to house new council offices along with major new development uses such as housing, leisure and open space.</td>
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<tr>
<td>Decentralised Energy Systems</td>
<td>The generation of energy from dispersed sources such as micro-renewable technologies, as opposed to large centralised systems (e.g. power stations).</td>
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<tr>
<td>Development Plan Document (DPD)</td>
<td>A document which forms part of the LDF and the statutory development plan (e.g. the Core Strategy)</td>
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<tr>
<td>Dolomite</td>
<td>A sedimentary rock forming mineral – calcium magnesium carbonate (CaMg(CO₃)₂).</td>
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<tr>
<td>Doncaster Biodiversity Action Plan</td>
<td>A plan that outlines wildlife and conservation priorities and provides guidance on how we can protect and enhance biodiversity.</td>
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<tr>
<td>Doncaster Main Urban Area</td>
<td>Defined to comprise of Doncaster Town Centre, Doncaster Waterfront, Marshgate, Balby, Hexthorpe, Balby Carr, Doncaster Carr, Lakeside, Town Fields, Wheatley, Intake, Edenthorpe, Kirk Sandall, Bessacarr, Cantley, Bentley, Richmond Hill, Cusworth, Scawsby and Scawthorpe.</td>
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<tr>
<td>East Coast Main Line (ECML)</td>
<td>A 632km long electrified high-speed railway link between London and Edinburgh.</td>
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<tr>
<td>Ecosystem Services</td>
<td>The valuable benefits that people get from a healthy natural environment.</td>
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<tr>
<td>Energy Minerals</td>
<td>Hydrocarbons such as coal, oil and natural gas used as a fuel to produce electricity and heat.</td>
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<tr>
<td>Finningley and Rossington Regeneration Route Scheme (FARRRS)</td>
<td>The proposed Doncaster-Sheffield Airport link road.</td>
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<tr>
<td>Fields in Trust (FIT)</td>
<td>Independent national organisation responsible for acquiring, protecting and improving playing fields including playgrounds and provides an advisory service for play, sport and recreation.</td>
</tr>
<tr>
<td>Geodiversity</td>
<td>The variety of different minerals, rocks, fossils and landforms that determine the landscape and character of our natural environment.</td>
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<tr>
<td>Green Belt</td>
<td>Development restraint policy area covering the western “half” of Doncaster’s countryside; it includes brownfield as well as greenfield land.</td>
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<tr>
<td>Greenfield</td>
<td>Land which has not been previously developed.</td>
</tr>
<tr>
<td>Greenspace</td>
<td>Land which is used for recreation, amenity, nature conservation, allotments, woodlands and other open space uses; it is usually but not necessarily greenfield.</td>
</tr>
<tr>
<td>Green Corridor</td>
<td>Local housing renewal initiative, a partnership between Doncaster, Wakefield and Barnsley Councils to improve housing in the former coalfield communities in this area, includes Woodlands, Highfields, Askern, Adwick, Carcroft and Skellow.</td>
</tr>
<tr>
<td>Green Infrastructure Corridor</td>
<td>A number of interlinked functions such as open space, land productivity, flood risk mitigation and wildlife that connect different green infrastructure assets such as parks, woodlands and floodplains across the wider network of green infrastructure.</td>
</tr>
<tr>
<td>Green Wedge</td>
<td>Green wedges comprise the open areas around and between settlements, which maintain the links between built-up-areas and the countryside, prevent the coalescence (merging) of settlements and provide recreational opportunities. The key wedges are areas of strategic importance to the setting and identity of the settlements, providing a number of functions in the interests of protecting and promoting access to the countryside.</td>
</tr>
<tr>
<td>Heritage Asset</td>
<td>A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets such as listed buildings, conservation areas, historic parks and gardens and archaeological remains as well as assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).</td>
</tr>
<tr>
<td>Heritage Significance</td>
<td>The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance sums up the qualities that make an otherwise ordinary place a heritage asset and justifies a level of protection in planning decisions.</td>
</tr>
<tr>
<td>Historic Environment</td>
<td>All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.</td>
</tr>
<tr>
<td>Housing Market Renewal</td>
<td>National housing renewal initiative covering nine areas in the country of which South Yorkshire is one. Within Doncaster it includes Mexborough, Conisbrough, Denaby and Edlington.</td>
</tr>
<tr>
<td>Housing Renewal Site</td>
<td>Site where older housing has or is to be cleared through the Pathfinder or other housing renewal initiative thereby creating an opportunity for new homes.</td>
</tr>
<tr>
<td>Industrial Mineral (including magnesian limestone (dolostone))</td>
<td>A commercial term for minerals used for non-construction purposes where the chemical properties are of key importance. Dolostone is an important raw material in iron and steel making and glass manufacture.</td>
</tr>
<tr>
<td>Key Diagram</td>
<td>This is required by planning legislation to be included in the Core Strategy. It shows the key elements of the plan.</td>
</tr>
<tr>
<td>Local Development Framework (LDF)</td>
<td>The new statutory development plan; it replaces the Unitary Development Plan. The Core Strategy is the first part of the new development plan.</td>
</tr>
<tr>
<td>Local Geological Site</td>
<td>Area designated by the local authority for its geological interest.</td>
</tr>
<tr>
<td>Local Transport Plan</td>
<td>Sets out the vision for a successful transport system across South Yorkshire.</td>
</tr>
<tr>
<td>Local Wildlife Site</td>
<td>Area designated by the local authority for its wildlife interest.</td>
</tr>
<tr>
<td>Local Planning Authority (LPA)</td>
<td>A body that develops planning policies and decides on planning applications for new development and land uses (e.g. Doncaster Council).</td>
</tr>
<tr>
<td>Magnesian Limestone (Dolostone)</td>
<td>A sedimentary rock formed by the dolomitisation of limestones.</td>
</tr>
<tr>
<td>Micro-Renewable Energy</td>
<td>Smaller scale generation of renewable energy using technologies such as solar panels or ground source heat pumps.</td>
</tr>
<tr>
<td>Mineral (as defined in Planning legislation)</td>
<td>All substances in, on or under land of a kind ordinarily worked for removal by underground or surface working.</td>
</tr>
<tr>
<td>Mineral Resources</td>
<td>A mineral that is known to have some economic value.</td>
</tr>
<tr>
<td>Mineral Planning Authority (MPA)</td>
<td>A body that, in relation to minerals, develops planning policies and decides on planning applications for new development and land uses (e.g. Doncaster Council).</td>
</tr>
<tr>
<td>Minerals Planning Policy Statements (MPS)</td>
<td>Sets out the Government’s policy on minerals and planning issues and provides advice and guidance to local authorities and the minerals industry on the operation of the planning system.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>------</td>
<td>------------</td>
</tr>
<tr>
<td><strong>National Planning Policy Framework (NPPF)</strong></td>
<td>Sets out the government’s social, economic and environmental priorities relating to planning and articulates the government’s vision of sustainable development. It will replace the existing raft of planning policy statements and planning policy guidance.</td>
</tr>
<tr>
<td><strong>Park and Ride</strong></td>
<td>Includes bus and rail park and ride sites across the borough, where passengers park and leave their vehicle and catch the bus or train to their destination.</td>
</tr>
<tr>
<td><strong>Pathfinder</strong></td>
<td>Housing Market Renewal Initiative by the Government covering nine areas in the country of which South Yorkshire is one. Within Doncaster it includes Mexborough, Conisbrough, Denaby and Edlington.</td>
</tr>
<tr>
<td><strong>Permitted Reserves (Minerals)</strong></td>
<td>Mineral deposits with the benefit of planning permission for extraction.</td>
</tr>
<tr>
<td><strong>Plan, Monitor and Manage</strong></td>
<td>Approach to housing delivery replacing predict and provide, housing sites are released (i.e. granted planning permission) only as and when they are needed so as to avoid an oversupply of land and so that development can be tied to planned infrastructure improvements and meet sustainability objectives such as ensuring brownfield sites are developed before greenfield sites.</td>
</tr>
<tr>
<td><strong>Policy Area</strong></td>
<td>An area of land that is covered by a particular policy.</td>
</tr>
<tr>
<td><strong>Proposals Map</strong></td>
<td>This shows formal allocations made through Development Plan Documents.</td>
</tr>
<tr>
<td><strong>Regional Aggregate Working Party (RAWP)</strong></td>
<td>A technical working group consisting of council officers, representatives of the aggregates industry and central government established to consider the supply and demand for aggregate minerals across the region.</td>
</tr>
<tr>
<td><strong>Recycled Aggregates</strong></td>
<td>Material sourced from processing inorganic construction and demolition waste.</td>
</tr>
<tr>
<td><strong>Regional Spatial Strategy for Yorkshire and the Humberside</strong></td>
<td>This forms part of the development plan for Doncaster and other planning authority areas in the region. The Government has announced its intention to abolish Regional Spatial Strategies.</td>
</tr>
<tr>
<td><strong>Registered Social Landlords</strong></td>
<td>Not for profit housing providers (e.g. Housing Associations) approved and regulated by the Government.</td>
</tr>
<tr>
<td><strong>Renewable Energy</strong></td>
<td>Is energy which comes from natural resources such as sunlight, wind, rain, tides, and geothermal heat, which are renewable (naturally replenished).</td>
</tr>
<tr>
<td><strong>Robin Hood Airport Doncaster Sheffield (RHADS)</strong></td>
<td>Situated on the former RAF airbase at Finningley some 5.5 miles south east of Doncaster, this airport offers regular flights to and from a range of national and international destinations.</td>
</tr>
<tr>
<td><strong>Scheduled Monuments</strong></td>
<td>These are ‘nationally important’ archaeological sites or historic buildings, given protection against unauthorised change.</td>
</tr>
<tr>
<td><strong>Secondary Aggregates</strong></td>
<td>By product mineral waste (e.g. colliery spoil) and soft rock (e.g. shale) used (with or without processing) for construction purposes.</td>
</tr>
<tr>
<td><strong>Sharp Sand and Gravel</strong></td>
<td>Silica rich mineral comprised of particles between 4mm and 80mm (suitable for concrete applications).</td>
</tr>
<tr>
<td><strong>Sites of Special Scientific Interest (SSSI)</strong></td>
<td>Designated by Natural England and are afforded protection due to their importance as some of the country’s best examples of wildlife sites.</td>
</tr>
<tr>
<td><strong>Soft Sand</strong></td>
<td>Silica rich mineral comprised of particles finer than 4mm but courser than 0.063mm (suitable for mortar and asphalt applications).</td>
</tr>
<tr>
<td><strong>Special Area of Conservation (SAC)</strong></td>
<td>This is a designation designed to conserve habitats and species that are rare or threatened in Europe.</td>
</tr>
<tr>
<td><strong>Special Protection Area (SPA)</strong></td>
<td>This is a designation designed to safeguard the habitats of vulnerable, threatened or migratory birds.</td>
</tr>
<tr>
<td><strong>Standalone Renewable Energy</strong></td>
<td>Developments where the principle use is to generate electricity from renewable sources.</td>
</tr>
<tr>
<td>Strategic Flood Risk Assessment (SFRA)</td>
<td>These form a basis for preparing appropriate policies from flood risk management at local level.</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Strategic Housing Market Assessment (SHMAA)</td>
<td>Assessment of the Doncaster Housing market including the demand and need for housing. Produced 2008.</td>
</tr>
<tr>
<td>Strategic Road Network (SRN)</td>
<td>Consists of motorways and significant A roads (dual and single carriageways)</td>
</tr>
<tr>
<td>Supplementary Planning Document (SPD)</td>
<td>Not part of the statutory development plan but can provide more detail on the development of individual sites (Planning Briefs) or the operation of certain policies.</td>
</tr>
<tr>
<td>Sustainability Appraisal</td>
<td>The government requires Local Development Frameworks to be subject to this to evaluate social, economic and environmental impacts.</td>
</tr>
<tr>
<td>Sustainability Statement</td>
<td>This must be submitted for all major applications showing how sustainability measures have been incorporated into the proposal including how the renewable energy requirements will be met.</td>
</tr>
<tr>
<td>Target Emission Rates</td>
<td>Target emissions are the minimum energy performance of a building type required to meet the Building Regulations.</td>
</tr>
<tr>
<td>The British Geological Survey (BGS)</td>
<td>An organisation supplying objective, impartial and up-to-date geological expertise and information for governmental, commercial and individual users.</td>
</tr>
<tr>
<td>Unconventional Gas</td>
<td>Gas sourced from coal (such as methane), shale and underground coal gasification</td>
</tr>
<tr>
<td>Unitary Development Plan (UDP)</td>
<td>The current statutory development plan; it will remain in force until it is replaced by the Local Development Framework including the Core Strategy.</td>
</tr>
<tr>
<td>Urban allocations/sites</td>
<td>Sites within the existing UDP boundaries of towns and villages. Includes greenfield and brownfield sites but excludes undeveloped UDP greenfield allocations adjoining Green Belt or Countryside Policy Area (these are classed as urban extensions)</td>
</tr>
<tr>
<td>Urban extension allocations/sites</td>
<td>Sites adjoining towns and villages but currently within Green Belt or Countryside Policy Area as defined in the UDP. They are mostly Greenfield. Also includes undeveloped UDP Greenfield allocations adjoining Green Belt or Countryside Policy Area.</td>
</tr>
</tbody>
</table>
### APPENDIX 1:
**RELATIONSHIP BETWEEN THE BOROUGH STRATEGY AND CORE STRATEGY**

Table below summarises the relationship between the Borough Strategy, Core Strategy and wider Local Development Framework.

**Table 9: Relationship between the Borough Strategy and the Core Strategy**

<table>
<thead>
<tr>
<th>Relevant Borough Strategy Challenges</th>
<th>How the Challenges can be addressed by the LDF</th>
<th>Core Strategy Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Theme 1: Creating a strong, connected and inclusive economy</strong></td>
<td></td>
<td>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</td>
</tr>
<tr>
<td>• Sustainable long-term economic growth with all residents engaged</td>
<td>• Puts economic engagement at the centre, to drive Doncaster’s transformation into a successful large town</td>
<td></td>
</tr>
<tr>
<td>• Maximise our distinctive strengths to build a diverse, resilient and sustainable economy that creates employment opportunities for people of all abilities</td>
<td>• Supports the development of major town centre regeneration sites e.g. Waterfront and Civic and Cultural Quarter. Also provides policies for measuring trends and outcomes through the annual Town Centre Health Check</td>
<td></td>
</tr>
<tr>
<td>• Improve educational standards and skills</td>
<td>• Outlines where and how critical pieces of transport infrastructure will be delivered, to enable the people of Doncaster to have more choice in their travel</td>
<td></td>
</tr>
<tr>
<td>• Ensure local services provide value for money</td>
<td>• Supports FARRRS link road to improve access to airport and maximise economic benefits</td>
<td></td>
</tr>
<tr>
<td>• Ensure that Doncaster is recognised as a place where people want to live, invest and do business</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Theme 3: Increasing and improving housing</strong></td>
<td></td>
<td>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</td>
</tr>
<tr>
<td>• Raise the standard of living and ensure that everyone has the same life chances, including access to quality skills, jobs, housing, education, health, leisure and local transport</td>
<td>• Overall policy framework (including housing) target to deliver an appropriate level of housing growth for each settlement within borough (including supporting infrastructure)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Includes flexible policies on affordable housing (supported by viability testing etc)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3) To increase and maximise the role played by 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</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4) To increase the provision of housing throughout the borough, particularly in areas with access to existing services.</td>
<td></td>
</tr>
</tbody>
</table>
### Relevant Borough Strategy Challenges

<table>
<thead>
<tr>
<th>Theme 2: Developing stronger communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Equip individuals with the confidence and skills to improve their own quality of life</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How the Challenges can be addressed by the LDF</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Includes policies to improve quality of life and ensuring that development and services are located to support our existing communities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Core Strategy Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>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, shopping, recreation facilities, heritage, culture and tourism</td>
</tr>
</tbody>
</table>

### Theme 4: Protecting and improving all our children’s lives

<table>
<thead>
<tr>
<th>• Create a family supportive environment that protects its children, inspires and equips them to achieve their potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Encourage and support young people’s aspirations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How the Challenges can be addressed by the LDF</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Includes policies to improve access to open space and safe attractive environments</td>
</tr>
<tr>
<td>• Includes policy content on education and will ensure that the Infrastructure Delivery Plan includes educational requirements</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Core Strategy Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>6) To locate most new homes, jobs and services in our existing towns to support job creation and improvements and facilities</td>
</tr>
<tr>
<td>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</td>
</tr>
</tbody>
</table>

### Theme 5: Improving health and support for independent lives

| • Make health care accessible to all, supporting people to stay healthy and become healthier, and to meet the needs of an ageing population |

<table>
<thead>
<tr>
<th>How the Challenges can be addressed by the LDF</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Supports the development of new care facilities and contains policies to improve access to greenspace - to help people live healthier lives</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Core Strategy Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>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, shopping, recreation facilities, heritage, culture and tourism</td>
</tr>
</tbody>
</table>

### Theme 6: Tackling crime and anti-social behaviour

| • Make Doncaster a safer place by reducing overall crime levels as well as anti-social behaviour incidents |

<table>
<thead>
<tr>
<th>How the Challenges can be addressed by the LDF</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The design policies emphasise designing out crime. Wider policy aims to improve prosperity will reduce deprivation; one of the major causes of crime</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Core Strategy Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>6) To locate most new homes, jobs and services in our existing towns to support job creation and improvements and facilities</td>
</tr>
<tr>
<td>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</td>
</tr>
<tr>
<td>Relevant Borough Strategy Challenges</td>
</tr>
<tr>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Theme 7: Creating a cleaner and better environment</td>
</tr>
<tr>
<td>• Develop our town centres, improve local communities and protect the surrounding countryside, ensuring they are clean, attractive, safe and accessible to all</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
The table below highlights the main points of the Yorkshire and Humber Regional Spatial Strategy (2008) which have informed the approach set out in the Core Strategy.

### Table 10: Key Aspects of Regional Policy

<table>
<thead>
<tr>
<th>Core Strategy Policy</th>
<th>Relevant Aspects of the Yorkshire and Humber Regional Spatial Strategy (RSS)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Growth and Regeneration Strategy (Policy CS2)</strong></td>
<td></td>
</tr>
<tr>
<td>In Regional Spatial Strategy terminology the Settlement Hierarchy is as follows: Sub Regional Town: Doncaster Main Urban Area (named in RSS) Principal Town: Thorne, Mexborough, Conisbrough, Adwick, Armthorpe, Askern (Thorne and Mexborough are specifically named in the RSS) Local Service Centre: Rossington, Stainforth and Hatfield (inc. Dunsforth/ Dunsville) (Potential Growth Town), Denaby, Edlington, Carcroft, Moorends, Tickhill, Bawtry (note: Rossington and Stainforth/Hatfield have the potential to become Principal Towns, subject to also achieving the proposed housing and jobs growth. Hence their designation within the Core Strategy as Potential Growth Towns).</td>
<td></td>
</tr>
<tr>
<td>Regional policy recognises that the South Yorkshire sub-regional centres (e.g. Doncaster) play an important part in driving economic growth but their ability to do this is hampered by a dispersed settlement pattern and unless this issue is resolved South Yorkshire will not be able to transform its economy and environment and address the problems of social disadvantage and exclusion. However, regional policy also recognises that a balance must be achieved between this focus and the need to provide for growth and regeneration in the main outlying towns and that there are some important opportunities for inward investment more closely associated with modern transport infrastructure than with historic settlement pattern. Regional policy sets out an urban centric growth and urban transformation strategy with top priority to be the sub regional centres followed by the Principal Towns (Thorne and Mexborough are named but others are expected to be identified). Local Service Centres should meet locally generated needs for both market and affordable housing. Robin Hood Airport is a Regionally Significant Investment Priority, and its importance to the sub-region and Doncaster’s growing logistics sector is acknowledged.</td>
<td></td>
</tr>
<tr>
<td>The majority of housing growth (80-85%) will be directed to the Main Urban Area and Principal Towns – this also reflects the 50% minimum for sub-regional centres set by regional policy. The RSS names Throne and Mexborough as Principal Towns, and sets criteria for LDFs to identify additional Principal Towns – which it is considered Conisbrough, Adwick, Armthorpe, Askern meet.</td>
<td></td>
</tr>
<tr>
<td><strong>Countryside (Policy CS3)</strong></td>
<td>Policy YH9 of the RSS states that (a), “The Green Belts in North, South and West Yorkshire have a valuable role in supporting urban renaissance, transformation and concentration, as well as conserving countryside, and their general extent as shown on the Key Diagram should not be changed” and (b), “Localised reviews of Green Belt boundaries may be necessary in some places to deliver the Core Approach and Sub Area policies”. The Growth and Regeneration Strategy can be achieved with only minor releases of Green Belt land, and so will not impact on the general extent of Doncaster’s Green Belt.</td>
</tr>
<tr>
<td>Core Strategy Policy</td>
<td>Relevant Aspects of the Yorkshire and Humber Regional Spatial Strategy (RSS)</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Housing Requirement, Land Supply and Phasing (Policy CS10)</td>
<td>National policy seeks to significantly increase the overall quantity and quality of housing, including affordable housing, and to ensure that they are built in sustainable locations. This is reflected in regional policy and the challenging regional housing requirement for Doncaster. The regional annual net housing requirement for Doncaster is 855 homes (2004-2008) and 1230 homes (2008-2026). Sufficient land is therefore required to accommodate 18450 houses (2011-2026). In light of recent evidence on likely household formation over the plan period (draft Strategic Housing Market Assessment December 2010) and past housing completion rates (both before and since the downturn in the housing market) the housing target of 1230 is likely to be ambitious. A housing land allocation to accommodate this level of housing is therefore likely to provide a considerable level of choice for the housing market. For this reason (and because of the Government’s intention to revoke regional housing targets) the housing land allocation will not make an allowance for the shortfall in completions up to 2011 and the 5 year deliverable housing land requirement will be calculated using average completion rates over the plan period rather than the annual target.</td>
</tr>
<tr>
<td>Employment (Policy CS5), Robin Hood Airport and business Park (Policy CS6) and Providing Travel Choice (Policy CS9)</td>
<td>Regional policy requires that after determining the distribution of development between towns (see Policy CS2) sites for new housing should be allocated with first priority to Brownfield urban sites in that town followed by other urban sites and then urban extensions to that town. This approach is reflected in the policy. Regional policy stresses the need to develop a competitive economy with greater diversity, innovation and knowledge and to provide for excluded communities. It is recognised that airports and sub-regional towns such as Doncaster, are key drivers in the economy whilst the manufacturing sector should be supported. Priority clusters should be provided for, which in Doncaster include logistics and financial and business services. The regeneration of town centres is also supported. The sub-regional towns of Doncaster should be the focus for office, retail and leisure, whilst Principal Towns and district towns of Doncaster should be the focus for office, retail and leisure, whilst Principal Towns and district centres are the focus for local services. Previously developed land should be prioritised and any unsuitable employment land provision should be reviewed. Current employment allocations should be reviewed to allow new growth to be accommodated in appropriate locations. The RSS identifies Robin Hood Airport as a Regionally Important Investment Priority and identifies Doncaster as having potential for logistics growth. These points are reflected in the policies. However, the jobs numbers included in the Core Strategy are based on up-to-date local evidence base, rather than those included in the RSS.</td>
</tr>
<tr>
<td>Design and Sustainable Construction (Policy CS14)</td>
<td>The RSS requires at least 10% of the energy from sizeable developments to conform on-site renewable energy sources. The policy therefore reflects this, but builds in flexibility to allow innovative solutions to delivering well designed, sustainable and energy efficient developments.</td>
</tr>
<tr>
<td>Renewable Energy (Policy CS19)</td>
<td>The RSS sets a sub-regional target for South Yorkshire of 47MW to 2010 and 160 to 2021, with an indicative Local Authority target for Doncaster of 10.6 MW by 2010. The policy reflects these targets and sets out an approach to delivering renewable energy production in a way that best reflects local circumstances.</td>
</tr>
<tr>
<td>Minerals (Policy CS20)</td>
<td>The sub-regional apportionments for 2011-2026 are included within the RSS – for South Yorkshire this is 13 million tonnes of sand and gravel and 53.5 million tonnes of limestone. The policy therefore sets out a realistic approach to contributing to this.</td>
</tr>
</tbody>
</table>
Appendix 3: Replacing Saved Unitary Development Plan Policies

A number of the policies within the existing Unitary Development Plan (adopted 1998) are still in force. The table below indicates which of these are replaced by policies within this Core Strategy or the Barnsley, Doncaster and Rotherham Joint Waste Plan. The policies which are not replaced by the Core Strategy or Joint Waste Plan, will remain in force until the adoption of subsequent Development Plan Documents (including the updated Proposals Map). In some cases there is a degree of overlap between a Core Strategy and a Unitary Development Plan policy which will continue to be saved. In such cases the Core Strategy policy will take precedence.

Table 11: Replacement of Saved Unitary Development Plan Policies

<table>
<thead>
<tr>
<th>Core Strategy Policy</th>
<th>Unitary Development Plan Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Strategy Policy CS1: Quality of Life</td>
<td>GEN8, EMP12, ENV63, ENV65, ENV66, SRL3, SCF3 and M19</td>
</tr>
<tr>
<td>Core Strategy Policy CS2: Growth and Regeneration Strategy</td>
<td>GEN2, GEN3, SEMP1, SEMP2, SEMP3, SEMP4, SPH1, RL21, RL22, RL23, SPU1, PU12 and SD1</td>
</tr>
<tr>
<td>Core Strategy Policy CS3: Countryside</td>
<td>SENV1 and ENV9</td>
</tr>
<tr>
<td>Core Strategy Policy CS4: Flooding and Drainage</td>
<td>SPU3, PU5, PU6, PU7 and PU11</td>
</tr>
<tr>
<td>Core Strategy Policy CS5: Employment Strategy</td>
<td>EMP4, SEMP5, EMP11, EMP13, EMP14, EMP15 and EMP16</td>
</tr>
<tr>
<td>Core Strategy Policy CS6: Robin Hood Airport and Business Park</td>
<td>T36</td>
</tr>
<tr>
<td>Core Strategy Policy CS7: Retail and Town Centres</td>
<td>GEN4, SSH3, SSH4, SH6, SH7, SH8, SH12 and TC9</td>
</tr>
<tr>
<td>Core Strategy Policy CS8: Doncaster Town Centre</td>
<td>GEN1, TC27, TC30, TC31, TC32, TC33, TC34, TC35, TC36 and TC40</td>
</tr>
<tr>
<td>Core Strategy Policy CS9: Providing Travel Choice</td>
<td>ST1, ST2, ST3, ST4, ST5, ST6, ST7, T1, T2, T5, T6, T7, T13, T14, T15, T16, T20, T21, T22, T23, T25, T26, T28, T30, T31, T32, T33, T35, T37, T38, T40, T41, T42, T43, T44 and T45</td>
</tr>
<tr>
<td>Core Strategy Policy CS10: Housing requirement, land supply and phasing</td>
<td>SPH2, SPH3 and PH8</td>
</tr>
<tr>
<td>Core Strategy Policy CS11: Housing renewal and Regeneration</td>
<td>SPH5, PH7 and SRP1</td>
</tr>
<tr>
<td>Core Strategy Policy CS12: Housing Mix and Affordable Housing</td>
<td>SPH6, PH14, PH15, PH18, PH19 and PH20</td>
</tr>
<tr>
<td>Core Strategy Policy CS13: Gypsies and Travellers</td>
<td>PH22</td>
</tr>
<tr>
<td>Core Strategy Policy CS14: Design and Sustainable Construction</td>
<td>EMP10, SENV6, ENV52, ENV64, SPH4 and PH13</td>
</tr>
<tr>
<td>Core Strategy Policy CS15: Valuing Our Historic Environment</td>
<td>SENV4, ENV27, ENV28, ENV29, ENV31, ENV33 and ENV35</td>
</tr>
<tr>
<td>Core Strategy Policy</td>
<td>Unitary Development Plan Policy</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Core Strategy Policy CS16: Valuing Our Natural Environment</td>
<td>SENV5, ENV15, ENV18, ENV42, ENV43, ENV44, ENV48, ENV49, ENV60, RL6, SM6, M33, M34 and PU13 (note: M33 and M34 are incorrectly numbered in the UDP as M29 and M30)</td>
</tr>
<tr>
<td>Core Strategy Policy CS17: Providing Green Infrastructure</td>
<td>ENV23, ENV70, SRL1, SRL2, RL10, RL12 and RL15</td>
</tr>
<tr>
<td>Core Strategy Policy CS18: Air, Water and Agricultural Land</td>
<td>SENV2, SENV7, ENV16, ENV67, ENV68, ENV69, M23, PU4 and PU10</td>
</tr>
<tr>
<td>Core Strategy Policy CS19: Renewable Energy</td>
<td>SPU2, PU3</td>
</tr>
<tr>
<td>Core Strategy Policy CS20: Minerals</td>
<td>ENV47, T11, SM1, SM2, SM5, SM7, M8, M12, M13, M24, M36 and SWD9</td>
</tr>
<tr>
<td>Barnsley, Doncaster and Rotherham Joint Waste Plan</td>
<td>SWD1, SWD3, SWD6, SWD7, WD2, WD4, WD5, WD6, WD7, WD9, WD11, WD12, WD13, WD14, WD15, WD16</td>
</tr>
<tr>
<td>Saved UDP policies which are not replaced by the Core Strategy or Joint Waste Plan. These will either be replaced by subsequent Development Plan Documents (including the Proposals Map) or, in some cases, will not be covered by the Core Strategy or separate Development Plan Documents because they are not relevant to the emerging Local Development Framework plan period.</td>
<td>EMP1, EMP2, EMP3, EMP5, EMP6, EMP7, EMP8, EMP9, EMP17, ENV1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV10, ENV11, ENV12, ENV13, ENV14, ENV17, ENV20, ENV21, ENV22, ENV25, ENV26, ENV30, ENV32, ENV34, ENV36, ENV37, ENV38, ENV41, ENV53, ENV54, ENV55, ENV56, ENV57, ENV58, ENV59, PH1, PH3, PH4, PH5, PH6, PH6A, PH9, PH10, PH11, PH12, PH16, PH17, PH21, T3, T10, T17, T18, T19, T24, T27, T46, SH1, SH2, SH3, SH4, SH5, SH9, SH10, SH14, SH16, RL1, RL2, RL3, RL4, RL5, RL8, RL9, RL13, RL25, TO4, CF1, CF2, CF3, CF4, CF5, CF6, CF8, M1, M2, M3, M4, M5, M7, M9, M10, M11, M14, M15, M16, M17, M18, M20, M22, M25, M27, M28, M29, M31, M32, M37, PU1, PU2, PU8, PU9, PU14, TC3, TC4, TC5, TC6, TC7, TC8, TC10, TC11, TC12, TC14, TC15, TC17, TC21, TC22, TC23, TC24, TC25, TC26, TC39, TC41, TC43, RP2, RP3, RP4, RP5, RP6, RP7, RP8, RP9, RP10, IMR1 and IMR2</td>
</tr>
</tbody>
</table>
### APPENDIX 4: FINDINGS OF THE SOUTH YORKSHIRE SETTLEMENT STUDY

#### Table 12: Summary of the findings of the South Yorkshire Settlement Study

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Baseline Position</th>
<th>Functional Hierarchy</th>
<th>Potential for sustainable change</th>
<th>Retail Hierarchy</th>
<th>Policy Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doncaster Main Urban Area</td>
<td>N/A</td>
<td>High Order</td>
<td>N/A</td>
<td>N/A</td>
<td>Sub Regional Centre</td>
</tr>
<tr>
<td>Thorne</td>
<td>11387</td>
<td>High Order</td>
<td>82</td>
<td>Town Centre</td>
<td>Principal Town</td>
</tr>
<tr>
<td>Mexborough</td>
<td>14750</td>
<td>High Order</td>
<td>81</td>
<td>Town Centre</td>
<td>Principal Town</td>
</tr>
<tr>
<td>Conisbrough</td>
<td>11370</td>
<td>High to Middle Order</td>
<td>80</td>
<td>District Centre</td>
<td>Principal Town</td>
</tr>
<tr>
<td>Adwick (inc Woodlands)</td>
<td>8843</td>
<td>High to Middle Order</td>
<td>79</td>
<td>District Centre</td>
<td>Principal Town</td>
</tr>
<tr>
<td>Askern</td>
<td>5434</td>
<td>High to Middle Order</td>
<td>78</td>
<td>District Centre</td>
<td>Principal Town</td>
</tr>
<tr>
<td>Rossington</td>
<td>13255</td>
<td>Middle to Low Order</td>
<td>76</td>
<td>Local Centres</td>
<td>Potential Growth Towns</td>
</tr>
<tr>
<td>Stainforth and Hatfield</td>
<td>19205</td>
<td>Middle to Low Order</td>
<td>65 / 64</td>
<td>Local Centres</td>
<td>Potential Growth Towns</td>
</tr>
<tr>
<td>Denaby</td>
<td>3991</td>
<td>Middle to Low Order</td>
<td>77</td>
<td>Local Centres</td>
<td>Renewal Towns</td>
</tr>
<tr>
<td>Edlington</td>
<td>7940</td>
<td>High to Middle Order</td>
<td>73</td>
<td>Local Centres</td>
<td>Renewal Towns</td>
</tr>
<tr>
<td>Carcroft/Skellow</td>
<td>8397</td>
<td>High to Middle Order</td>
<td>62</td>
<td>Local Centres</td>
<td>Renewal Towns</td>
</tr>
<tr>
<td>Moorends</td>
<td>5205</td>
<td>Middle to Low Order</td>
<td>62</td>
<td>Local Centres</td>
<td>Renewal Towns</td>
</tr>
<tr>
<td>Tickhill</td>
<td>5301</td>
<td>High to Middle Order</td>
<td>61</td>
<td>District Centre</td>
<td>Conservation Towns</td>
</tr>
<tr>
<td>Bawtry</td>
<td>3204</td>
<td>High to Middle Order</td>
<td>59</td>
<td>District Centre</td>
<td>Conservation Towns</td>
</tr>
<tr>
<td>Larger villages</td>
<td>Low Order</td>
<td>40s and 50s</td>
<td>N/A</td>
<td>N/A</td>
<td>Defined Villages</td>
</tr>
<tr>
<td>Smaller villages</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Undefined Villages</td>
</tr>
</tbody>
</table>

**Notes:**
- The Potential for sustainable change is from the South Yorkshire Settlement Study.
- All of the larger villages were assessed by the above study as being Low Order, except for Barnby Dun which scored Middle to Low Order. Some smaller villages were not assessed.
### APPENDIX 5: INDICATIVE HOUSING ALLOCATIONS IN EACH PHASE

**Table 13: Housing – how much, where and when?**

Some of the detail about the distribution of housing will be taken as part of the Sites and Policies DPD (see table footnotes). This table sets out broad distribution and timing subject to the assumptions set out.

<table>
<thead>
<tr>
<th></th>
<th>PHASE 1 2011 onwards Commitments</th>
<th>PHASE 1 2011 onwards New Allocations</th>
<th>PHASE 2 2016 onwards New Allocations</th>
<th>PHASE 3 2021 onwards New Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main Urban Area</strong></td>
<td>Up to 6310 permissions</td>
<td>Up to 1160 UDP allocations (but assume 580)</td>
<td>Urban allocations (greenfield and brownfield) 2000+</td>
<td>Urban extensions 1210</td>
</tr>
<tr>
<td><strong>Thorne</strong></td>
<td></td>
<td></td>
<td></td>
<td>Urban extensions 400</td>
</tr>
<tr>
<td>(Range 646 – 923)</td>
<td>Up to 50 permissions</td>
<td>Up to 750 UDP allocations (but assume 375)</td>
<td>110 housing renewal sites</td>
<td></td>
</tr>
<tr>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Mexborough</strong></td>
<td></td>
<td></td>
<td></td>
<td>Urban extensions 245</td>
</tr>
<tr>
<td>(Range 646 – 923)</td>
<td>Up to 780 permissions</td>
<td>Up to 200 UDP allocations (but assume 100)</td>
<td>180 housing renewal sites</td>
<td></td>
</tr>
<tr>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Adwick</strong></td>
<td></td>
<td></td>
<td></td>
<td>Urban extensions 380</td>
</tr>
<tr>
<td>(Range 646 – 923)</td>
<td>Up to 400 permissions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHASE 1 2011 onwards Commitments</td>
<td>PHASE 1 2011 onwards New Allocations</td>
<td>PHASE 2 2016 onwards New Allocations</td>
<td>PHASE 3 2021 onwards New Allocations</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>----------------------------------------</td>
<td>----------------------------------------</td>
<td>----------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Armthorpe</strong> (Range 646 – 923)</td>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 30 permissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 15 UDP allocation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Askern</strong> (Range 646 – 923)</td>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 260 permissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 375 UDP allocations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(but assume 185)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban or urban extension allocation</td>
<td>400</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Conisbrough</strong> (Range 646 – 923)</td>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 350 permissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rossington</strong> (1200)</td>
<td>Assume 780</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 50 permissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stainforth/ Hatfield/Dunscoft/ Dunsville</strong> (1200)</td>
<td>Up to 150 permissions</td>
<td>Up to 190 UDP allocations</td>
<td>Up to 1200 urban allocation</td>
<td></td>
</tr>
<tr>
<td>(but assume 95)</td>
<td>Up to 1200 urban allocations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>180 housing renewal sites</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Renewal Towns</strong> (up to 1660 across the 4 towns)</td>
<td>Up to 500 permissions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>380 housing renewal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 470 UDP allocations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(but assume 240)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### PHASE 1
- **2011 onwards**
  - **Commitments**
    - New Allocations
      - Growth locations sub total: 8880 permissions or with capacity discounting 7880 (see footnote 3); 3160 allocations or if 50% roll forward 1580. 850 housing renewal sites

### PHASE 1
- **2011 onwards**
  - **New Allocations**
    - Conservation Towns (could be additional to allocation)
      - Up to 20 permissions
        - Up to 20 UDP allocations
    - Larger Villages (could be additional to allocation)
      - Up to 1100 permissions
        - Up to 120 UDP allocations
    - Total
      - Up to 10000 permissions (on sites of 10+ units)
        - Up to 3300 UDP allocations
        - Up to 850 housing renewal sites
    - Sites of 1-9 units across the borough (additional to allocation)
      - Up to 900 permissions
    - Windfalls across the borough (additional to allocation)
      - Up to 3000 windfalls

### PHASE 2
- **2016 onwards**
  - **New Allocations**

### PHASE 3
- **2021 onwards**
  - **New Allocations**

### Notes:
1. All figures rounded
2. Permissions relate to sites of 10+ units capacity apart from the specified sites of 1-9 units (total capacity 900).
3. The estimated capacity of permissions on sites of 10+ units is likely to be reduced to take account of viability and reduced density estimates. A reduction of 1000 is assumed but this will be assessed as part of the Sites and Policies DPD process and is unlikely to be evenly distributed across settlements; the reduction would need to be made up through new allocations.
4. Decisions on which UDP allocations to roll forward will be taken as part of the Sites and Policies DPD process. For the purposes of the table above it has been assumed that half the capacity (total 3,300) will be rolled forward. The actual figure could be more or less and could vary significantly between settlements. Rolled forward allocations will not necessarily be assigned to phase 1 (where for example the deliverability assessment is that phase 2 or 3 would be more appropriate).
5. Permissions and UDP allocations include greenfield and brownfield sites, urban and urban extension sites; these and new allocations will, particularly in the case of larger sites, deliver across more than one phase.
6. Decisions on how much to allocate within the growth range for the Main Urban Area and the Principal Towns and the Renewal Towns will be taken as part of the Sites and Policies DPD process. For the purpose of the table above a mid-point in the range has been assumed; actual allocations could be at the lower or upper end of the range; in the case of the Renewal Towns it has been assumed (for this table) there will be no new allocations beyond existing commitments.

7. The housing renewal figures exclude those housing renewal projects that have permission.

8. The Potential Growth Town allocations are based on the assumption of a single site in each case and nominally assigned to phase 2 but phasing is dependent upon delivery of infrastructure and jobs and so could be eligible for release in phase 1 or phase 3.

9. New urban extension allocations at Mexborough and Conisbrough are not ruled out but would be unnecessary based upon the assumptions used for this table.

10. New urban allocations could be included in all settlements but opportunities (apart from those set out) are generally smaller-scale and need assessing in terms of deliverability.

11. Phasing policy allows phase 2/3 sites to be brought forward earlier under certain specified terms.

12. Phase 3 allocations may include post-plan period capacity.
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