Doncaster Local Plan

Informal Consultation:

Draft Policies & Proposed Sites

Draft Policies

September 2018
Draft Local Plan Policies

More than 70 policies are suggested here, covering 13 topics, for inclusion in the Local Plan. They will need to be considered when deciding planning applications – planning decisions will need to be taken in accordance with them, unless ‘material considerations’ (such as the Government’s National Planning Policy Framework indicate otherwise). [Note: the NPPF is being revised; a new version is expected in Summer 2018; policies will be revised when it is issued].

Some of the policies may be supported by future ‘Supplementary Planning Documents’ and, where necessary, shown on a future ‘Proposals Map’.

All the policies should be read together – cross references are not necessarily given. They may refer to supporting information yet to be prepared. In the next draft, they will have supporting explanatory text to assist their interpretation and implementation.

Three questions are given in the accompanying Consultation booklet. Please use the Response Form if you wish to comment. These and all consultation documents are available via: http://www.doncaster.gov.uk/localplan

- Do you agree with the policies? If not, how should they be amended?
- Are any there any missing policies?
- Can you suggest issues that must be explained by explanatory text to aid interpretation and implementation of the policies?

Strategic Approach

- Sets a ‘hierarchy’ for the future growth of settlements, directing most new development to Doncaster ‘Main Urban Area’, then to 7 ‘Main Towns’, then to 10 ‘Service Towns and Larger Villages’ (see separate document for further detail).
- Defines and supports a ‘network’ of town and other centres, for shopping, leisure, etc.
- Sets policy to be applied to a reduced number (12 from 40) of smaller ‘Defined Villages’; with the remainder ‘washed over’ by Green Belt or countryside policy.
- Does not repeat the detail of National Policy for the Green Belt or Flood Risk.
- Defines new settlement ‘Development Limits’ (see separate document for further detail); and a new approach to supporting ‘appropriate development’ in the countryside – subject to safeguards.
- Identifies how much housing and employment land is needed and where it should go; specific sites are identified (shown in a separate document).
- Policy also included for existing employment areas.

1: Presumption in favour of sustainable development
2: Spatial Strategy and Settlement Hierarchy
3: Level and Distribution of Growth
4: Employment Allocations
5: Employment Policy Areas
6: Housing Allocations
**Doncaster Sheffield Airport**

Policy to support development and expansion of the Airport, including operational uses but also additional employment land linked to the provision of new housing, ensuring the area is capable of being accessed by a variety of transport types and not just by cars. Development will be expected to link better with the existing communities near the Airport whilst minimising environmental impact. The Airport owners have recently consulted on a Master Plan to cover the next 20 years – the Local Plan will support this where appropriate to do so.

**7: Doncaster Sheffield Airport and Business Park**

### Meeting the Need for New Homes

- Policies to support a wider range and mix of housing types, sizes and tenure.
- Requires provision of ‘Affordable’ housing on housing sites of 15 or more homes (or on sites of at least 0.5 hectares). Defined as homes which are social rented, affordable rented, intermediate and starter homes for sale providing homes to eligible households whose needs are not met by the market. Also allowed as extensions to ‘Defined Villages’ as an exception to normal policy.
- Policy to consider proposals for ‘Houses in Multiple Occupation’ – a house or flat occupied by a certain number of unrelated individuals who share basic amenities. HMOs can be a valuable source of housing for groups such as students or young professionals but over-concentrations can lead to problems.
- Policy to support existing residential areas (areas to be defined).
- Policy to meet the specific needs of gypsies, travellers and travelling show people in accordance with National Policy and based on local assessments of need.

**8: Delivering the necessary range of housing**

**9: Rural Exceptions**

**10: Houses in Multiple Occupation**

**Transport, Access & Infrastructure**

Policies and proposals include:

- Strategy to improve the Borough’s transport network to support economic growth and access to jobs and services. Schemes are proposed for road, rail, bus and freight transport improvements.
- Requirements on developers to promote more sustainable modes of transport.
- Managing car parking in Doncaster Town Centre to promote sustainable travel patterns.
- Managing the demand for, and any adverse effects of, lorry parking, recognising Doncaster’s strategic location in the UK’s motorway network and as a nationally important logistics and distribution hub.
- Encouraging cycling and walking; and to protect and improve the Borough’s rights of way.
• Guiding the provision and access to better telecommunications and utilities infrastructure, including reducing the need to travel.

13: Strategic Transport Network
14: Promoting sustainable transport within new developments
15: Doncaster town centre parking
16: Lorry Parking
17: Cycling in Doncaster

Retail & Town Centres

Policies to support the Borough’s town and other centres for shopping, leisure and other uses.

• Policies 23 and 24 should be read in conjunction with 2 and 3 from Strategic Approach.
• Policy 23 provides local interpretation of National Policy for the ‘sequential approach’ that directs town centre type uses to town centres; and the ‘impact assessment’ where such uses are proposed outside of town centres. The policy also seeks to guide proposals in out-of-centre locations (such as retail parks) – Doncaster has a high proportion of these, which directly compete with town centres and have potential to harm them.
• Policy 24 includes policy protecting ‘main shopping areas’ in the Borough’s town, district and local centres where shopping uses are to be concentrated. In the three town centres of Doncaster, Mexborough and Thorne, this area is further divided into ‘primary and secondary shopping frontages’.
  o ‘Primary Shopping Frontages’ contain a high proportion of shops such as food, clothing and household goods. In Doncaster town centre, primary shopping frontages are located along Baxtergate, Frenchgate, St Sepulchre Gate, Printing Office Street, Market Place and Scot Lane. In Thorne and Mexborough town centres, they are mainly concentrated along pedestrianised streets and include existing market areas.
  o ‘Secondary Shopping Frontages’ include shops (e.g. independent businesses) as well as a range of other town centre uses such as restaurants, financial and professional services and community facilities. These frontages provide important links between the primary shopping frontages and significant travel-generating uses such as railway stations, bus interchanges, market halls and major car parks. In these areas, pedestrian flows and property values are lower, and vacancy levels are higher, than in the primary shopping frontages.
  o This policy seeks to protect and maintain the existing character and function of these frontages and manage the mix and balance of uses within them. However, it allows greater flexibility in the secondary shopping frontages to encourage a more diverse range of activities and uses which will complement and support the vitality and viability of the town centre as a whole. At the same time, it is important to ensure that non-retail uses do not unacceptably dilute or erode the shopping function of the ‘Main Shopping Area’.
• Policy 25 is proposed to minimise the harmful impacts (such as on health) from excessive provision of betting shops and hot food ‘take-aways’.
• Work is underway to justify appropriate thresholds for the types of uses and definition of ‘over-concentration’ referred to in policies 24 and 25.
Countryside

Policy 2 defines countryside as that outside of the Green Belt and beyond defined ‘Development Limits’ as shown on the Proposals Map. (In the Green Belt, National Policy will apply).

Policy 2 also explains that outside of ‘Development Limits’ and the Green Belt, ‘appropriate development’ may be supported, if adjacent or close to a Development Limit, subject to the criteria of Level 6 (Countryside) of that Policy. Proposals for new development in the countryside will also be supported if in accordance with Policy 9 (Rural Exceptions).

Policy 26 will assess other development proposals in the countryside, such as conversion of rural buildings, new and replacement dwellings, and business, commercial and tourism proposals.

(In Part 2 of the policy (replacement dwellings), “original building” is defined as the floorspace of the dwelling when it was first constructed; or for older homes constructed prior to July 1st 1948, when the Town and Country Planning Act was first introduced, it is the floorspace of the dwelling as it was on this date. The total floorspace of the proposal, together with any previous extensions, alterations and outbuildings should not result in an increase of more than 50% above the floorspace of the original dwelling (measured externally) including outbuildings within 5m of the existing dwelling.)

Green & Blue Infrastructure / Natural Environment

Policies to protect and enhance ‘green and blue infrastructure’, landscapes, ecological networks, open spaces, geodiversity, biodiversity, waterways, woodlands, trees and hedgerows.

Green infrastructure (GI) is the network of green and blue (water based) spaces, corridors and ecological networks within, around and between settlements, which can be designed, maintained and improved to meet the needs of local communities, wildlife and the environment. The network is made up of open spaces for sport, recreation and children’s play, wildlife and geological sites, woodlands, waterways, cycle routes, public rights of way, street trees, allotments, private gardens and floodplains. The 2014 GI Strategy gives more information.

In Policy 28 ‘local green space’ areas are identified by local communities as being important to them for a number of reasons, including, proximity to the community, beauty, richness of wildlife, recreational value or adding to the local character of the area.

Explanatory text will accompany the next draft of Policy 29 to explain requirements on developers to provide open space in new developments.

Implementation of Policy 30 ‘Ecological Networks’ will be supported by identification of ‘Biodiversity Opportunity Areas’. Development proposals in these areas can deliver the most for
the ecological network by directing compensation or enhancement measures towards the creation or restoration of habitats that are particularly important for that part of the ecological network. These areas will be shown in the next draft of the Plan.

27: Green and Blue Infrastructure
28: Protecting Open Space Policy Areas and Non Designated Open Space
29: Open Space Provision in New Developments
30: Ecological Networks
31: Valuing Biodiversity and Geodiversity
32: Local Wildlife and Geological Sites
33: Woodlands, Trees and Hedgerows
34: Landscape

**Historic Environment**

Policies to protect and enhance historic buildings (nationally and locally ‘listed’), conservation areas, historic parks and gardens, and archaeology.

35: Valuing Our Historic Environment
36: Understanding and Recording the Historic Environment
37: Listed Buildings
38: Conservation Areas
39: Historic Parks and Gardens
40: Development affecting archaeology
41: Buildings or Structures of Local Historic Interest

**Design & Built Environment**

Policies to ensure new development is well designed, respecting (or where necessary enhancing) local character and what makes places distinctive. Separate policies to assess residential and non-residential development proposals, and to encourage high standards of safety, security and amenity.

42: Character and Local Distinctiveness
43: Good Urban Design
44: Views, Gateways and Taller Buildings
45: Residential Design
46: Housing Design Standards
47: Design of Non-Residential, Commercial and Employment Developments
48: Safe and Secure Places
49: Landscaping of New Developments
50: Advertisements and signage

**Health & Wellbeing**

Policies to ensure proposals promote healthy communities; protect existing, or provide, new education, community and leisure facilities; and avoid or minimise risks from pollution and contaminated land.
Policy 53 is likely to require financial contributions relating to education facilities for residential development proposals of 20 or more family units. Further detail to be provided in next draft of Plan.

51: Health 54: Provision of new Indoor Recreation and Leisure Facilities
52: Protection of Education, Community and Leisure Facilities 55: Pollution
53: New Education Facilities 56: Contamination and Unstable Land

**Climate Change, Minerals, Resources & Energy**

Policies to address and adapt to climate change; ensuring development takes account of flood risk and drainage; promotes the supply of low carbon and renewable energy; and protects and enhances Doncaster’s soil resource and water supply.

We have published a separate background paper as part of this consultation to explain the Local Plan’s approach to Wind Energy Development (Policy 60).

57: Drainage 60: Wind Energy Developments
58: Flood Risk Management 61: Protecting and Enhancing Doncaster’s Soil and Water Resources
59: Low Carbon and Renewable Energy

Policies are provided to meet the needs for **minerals extraction**; including identifying existing and new sites for extraction, Areas of Search for future supply and safeguarding areas for beyond the plan period. Reclamation of former sites is promoted; and policy is proposed to set out how any ‘gas or oil’ proposals would be assessed.

We have published separate topic papers as part of this consultation to explain the proposed Local Plan minerals policies.

62: Providing for and Safeguarding Mineral Resources 64: Reclamation of Mineral Sites (Restoration, Aftercare and After-use)
63: Minerals Development Proposals, Borrow Pits and Incidental Extraction 65: Providing for Energy Minerals (Gas and Oil (Hydrocarbons))

**Delivery: Developer Contributions & Viability**

Policy is provided to require developers to mitigate the impacts of development by contributing, either financially or in-kind (via ‘planning obligations’), to, for example, affordable housing, school places, open space, other infrastructure, etc. However, such provision must not make development unviable – a separate policy setting out how this will be assessed is also provided.

66: Developer Contributions 67: Development Viability
Spatial Proposals

A number of policies for specific sites and areas are suggested.

68: Doncaster Town Centre
69: Key Doncaster town centre and main urban area mixed-use sites
70: Unity regeneration project

71: Thorne Town Centre
72: Mexborough Town Centre
73: Mexborough Waterside
**Strategic Approach**

**Policy 1: Presumption in favour of sustainable development (Strategic Policy)**

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

As a means of securing sustainable development:

A) When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the [National Planning Policy Framework](#). We will always work with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of the Borough.

B) Planning applications that accord with the policies in this plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay unless material considerations indicate otherwise.

C) Where there are no policies relevant to the application or relevant policies are out-of-date at the time of making the decision, we will grant permission unless material considerations indicate otherwise. This will involve taking into account whether any adverse impacts of granting permission would significantly and clearly outweigh the benefits, when assessed against the policies in the [National Planning Policy Framework](#) (taken as a whole), or specific policies in that framework where they indicate that development should be restricted.

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

*Overall Strategy*

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

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

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

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

At least 50% of new homes will go to the ‘Main Urban Area’, about 40% to the ‘Main Towns’ and around 10% to the ‘Service Towns and Larger Villages’.

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

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

Major new employment sites will be focused at, or near to, the ‘Main Urban Area’ and ‘Main Towns’ at locations attractive to the market with good access to the Strategic Transport Network as well as Doncaster Sheffield Airport

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

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

**Settlement Hierarchy**

1) **Doncaster Main Urban Area**

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

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

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

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

2) **Main Towns**

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

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

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

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

3) Service Towns and Larger Villages

These smaller towns and larger villages provide a good range of services meeting their own needs and the local area. To maintain and enhance their role as service towns and larger villages which provide housing, employment, retail, and key services and facilities for the local area, these settlements will be a focus for accommodating an appropriate level of growth with priority given to renewing and regenerating run-down neighbourhoods.

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

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

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

4) Defined Villages

These villages, which have limited services and house commuters to destinations elsewhere, are identified as suitable for limited development in appropriate* locations within defined village Development Limits.

The 12 Defined Villages are Arksey; Austerfield; Blaxton; Braithwell; Branton; Campsall; Fishlake; Hatfield Woodhouse; Highfields; Norton; Toll Bar; and Wadworth.

5) Green Belt (and ‘washed over’ Green Belt settlements)

The openness and permanence of Doncaster’s Green Belt (as indicated on the key Diagram) and defined on the Proposals Map will be protected.

The general extent of the Green Belt will be retained. Within the Green Belt, national planning policy will be applied including the presumption against inappropriate development except in very special circumstances.

Safeguarded Land (shown on the Proposals Map) has been removed from the Green Belt but not allocated for development to meet longer development needs equivalent to 5 years beyond the Plan Period. The principles of protection given in national planning policy will apply to safeguarded land during the current Plan period.

6) Countryside (and Smaller Countryside Villages)

Doncaster’s countryside is defined as that outside of the Green Belt and beyond defined ‘Development Limits’ as shown on the Proposals Map.

Appropriate development will be supported outside settlement Development Limits, new allocations and the Green Belt, if adjacent or close to a Development Limit of a settlement in levels 1-3 above, where:

A) It is consistent with the role and service function of the settlement in the settlement hierarchy set out above:
B) The site is well related to the existing built form of the settlement and would represent a logical extension to the built up area or is of a scale and nature that is in keeping with the core shape, form and size of the settlement;

C) It will not cause significant adverse harm to a settlement’s character, setting and appearance (including partial or total coalescence with another settlement) or to the intrinsic character of the surrounding countryside; and

D) It accords with other policies in the Local Plan.

In settlements where allocations are identified, development proposals on sites outside the Development Limit and for the same proposed use, will not be supported in advance of the development of the allocation(s) unless it can be demonstrated that the allocation(s), and other potential sites within the limit, will not come forward within the plan period or, in the case of housing, a five year supply of housing land cannot be demonstrated and the development would make a significant positive contribution to housing land supply.

In the following villages in the countryside (where development limits are not defined) quality infill** development may be allowed which conserves and enhances existing settlement character: Braithwaite, Burghwallis, Fenwick, Kirk Bramwith, Lindholme, Moss, Old Cantley, Sykehouse, and Thorpe in Balne.

Proposals for new development outside of Development Limits in the countryside will also be supported which are appropriate in accordance with Policy 9 (Rural Exceptions) and Policy 26 (Development in the Countryside).

* throughout this policy, the term ‘appropriate locations’ means a location which does not conflict, when taken as a whole, with national policy or policies in this Local Plan. In addition, to qualify as an ‘appropriate location’, the site, if developed, would:
  - retain the core shape and form of the settlement;
  - not significantly harm the settlement’s character and appearance; and
  - not significantly harm the character and appearance of the surrounding countryside or the rural setting of the settlement.

** Infilling means the filling of a small gap in an otherwise built up frontage – a small gap is defined as a gap which fronts onto a highway and has a width less than 20 metres between existing buildings.

Table: Network (and Hierarchy) of Centres

Sub-Regional Centre: Doncaster town centre

- **Town Centres:** Thorne and Mexborough.

- **District Centres:** Adwick & Woodlands, Armthorpe, Askern, Bawtry, Bentley, Conisbrough, Edlington, Rossington, and Tickhill

- **Local Centres:** Balby (Springwell Lane), Balby (Warmsworth Road), Bessacarr (Nostell Place), Cantley (Goodison Boulevard), Carcroft, Denaby Main, Dunsforth, Edenthorpe, Hatfield, Intake, Moorends, Scawsby, Scawthorpe, Skellow, Stainforth, Woodfield Plantation

- **Neighbourhood Shopping Parades:** Small clusters or groups of shops and services within existing residential areas – not shown on Proposals Map
Policy 3: Level and Distribution of Growth (Strategic Policy)

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

- At least 407 hectares of employment land over the plan period (2015-2032) to help grow and diversify the Sheffield City Region economy, increase productivity and widen access to learning and training opportunities. The identified land will accommodate business, light industry and manufacturing and distribution and warehouse uses to meet future employment needs on sites that are attractive to market investment and can be accessed via a range of transport modes. A number of key sites are allocated which help meet the regeneration needs of the borough;

- at least 920 (net) new homes each year over the plan period 2015-2032 (15,640 homes in total) with sufficient land allocated to deliver at least 15 years' supply (13,800);

- new retail, leisure, office, cultural and tourist developments in accordance with the defined Network of Centres. Doncaster town centre will be the main location for offices and commercial uses, further education, regional retailing centre, transport hub, civic uses and range of leisure uses.

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

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<tr>
<th>Location</th>
<th>Housing (Homes)</th>
<th>Employment</th>
<th>Retail, Leisure, Culture and Tourism</th>
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<tr>
<td><strong>Doncaster Main Urban Area</strong></td>
<td>At least 50% of Borough's Total Housing 7,145 – 7,710 Homes</td>
<td>Locations that can accommodate large buildings with good access to the M18/M180 motorways Sites within the multi-modal transport corridor around the Great Yorkshire Way/White Rose Way linking the urban centre to the Doncaster Sheffield Airport, including the urban centre, Lakeside, Rossington iPort, Bankwood Lane and the Airport</td>
<td>Predominantly Doncaster town centre on mixed-use development sites District and Local Centres.</td>
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<td><strong>Main Towns</strong></td>
<td>About 40% of Borough’s Total Housing 575 – 1,140</td>
<td>Locations with good access to the M18/M180 motorways and strategic road network Unity (Hatfield Power Park and associated business parks)</td>
<td>Mexborough and Thorne town centres</td>
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<td>Duncroft, Dunsville, Hatfield &amp; Stainforth</td>
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<td>Rail and manufacturing, particularly advanced manufacturing.</td>
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</tr>
<tr>
<td>Local employment (including small scale distribution).</td>
<td>Local employment (including small scale distribution).</td>
<td>Local employment (including small scale distribution).</td>
<td>Local employment (including small scale distribution).</td>
</tr>
<tr>
<td>Low carbon and “green industries” (including renewable energy)</td>
<td>Low carbon and “green industries” (including renewable energy)</td>
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<td>Low carbon and “green industries” (including renewable energy)</td>
</tr>
<tr>
<td>Co-located with other town centre uses (including training and education facilities, hotels, health centres etc.).</td>
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</tr>
</tbody>
</table>
Policy 4: Employment Allocations (Strategic Policy)

In accordance with Policy 3, the sites shown in (separate document) and on the Proposals Map, will be allocated for employment uses in accordance with the following principles:

A) Only business (B1 b/c), general industry (B2) and storage and distribution (B8) uses will be permitted on these sites unless the proposal is ancillary to the employment use.

B) The employment sites will be developed in accordance with the development requirements set out in (to be prepared) and other relevant Local Plan policies.

C) For employment or other developments that propose 50 or more jobs in total, the Council will seek to enter into a local labour agreement with the developer/applicant that sets out the following:
   1. An agreed percentage target for local labour;
   2. A training and recruitment plan;
   3. Commitment to an agreed target for the proportion of local procurement of services and supplies.

Policy 5: Employment Policy Areas (Strategic Policy)

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

A) it can be clearly demonstrated they support the existing or permitted employment uses on the site; or

B) they are a specialist use appropriate to the site; or

C) are a mix of commercial and/or community uses that provide clear additional benefits to the community.

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

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

E) the proposed use is appropriate in terms of scale, design and location will not adversely affect the operation of adjacent employment land or uses through environmental, amenity or traffic problems; and

F) there is compelling evidence that the site is no longer viable for employment use.

Policy 6: Housing Allocations (Strategic Policy)

Housing Allocations to deliver the housing requirement and distribution set out in Policy 3 are shown on the Proposals Map and set out in (separate document).

Tables (separate document) identify sites with planning permission (as at 1/4/2015) as Housing (or
Mixed-use including housing) Allocations that will help deliver the housing requirement;

Tables (separate document) identify sites without planning permission as Housing (or Mixed-use including housing) Allocations that will help deliver the housing requirement. They will be developed in accordance with the specified developer requirements set out at (to be prepared) and other relevant policies of the local plan and for the number of homes specified; proposals for lower or higher densities will be supported where this would assist in the delivery of a better design solution.

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

1. are small scale and ancillary to the housing; and
2. provide a service or other facility mainly for local residents; and
3. would not harm residential amenity or undermine the delivery of housing.

Tables (separate document) identify sites, shown on the Proposals Map, as designated Reserve Development Sites. They are suitable for housing (or mixed-use including housing) development but are not currently considered developable in the plan period. Housing (or mixed-use including housing) development will be supported in accordance with extant planning permissions or the developer requirements set out at (to be prepared) and the policies of the local plan and will be additional to the allocated land supply. Proposals that would remove the anticipated housing potential will not normally be supported unless it is demonstrated that housing is unlikely to be viable.
Doncaster Sheffield Airport

Policy 7: Doncaster Sheffield Airport

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

A) Aviation uses and infrastructure required for the safe operation and growth of the operational passenger and freight airport uses at the airport, as defined on the Proposals Map, will be supported. In this area the following new or enhanced infrastructure will be supported:

1. an expanded passenger terminal;
2. additional taxiways, aprons and aircraft stands;
3. new air cargo transit sheds;
4. new aircraft ‘Maintenance, Repair and Overhaul’ (MRO) campus and advanced manufacturing research centre;
5. airside related retail and catering facilities;
6. public and staff car parking;
7. public transport facilities and enhanced services in accordance with an adopted airport travel plan;
8. training centres for airlines and related services; and
9. other facilities for general aviation and associated infrastructure.

B) Aviation related development will be permitted within the airport area (as shown on the Proposals Map).

C) Employment (B1 b/c, B2 and B8) uses will be supported on land allocated at the Airport (Sites 734, 748 & 941) subject to the requirements of Policy 4 (Employment allocations).

D) Further employment development will be supported for:

1. engineering and manufacturing for aerospace and automotive purposes;
2. supporting activities relating to the operation of the airport or ancillary to employment areas; and
3. offices where they are aviation related or meet the sequential test requirements of Policy 23.

E) An area of 105.5 hectares (as shown on the proposals map) is identified as a potential housing-led mixed use urban extension on land to the south-west of Hayfield Green and to the west of Doncaster Sheffield Airport, as per parts a i – iii below:

i) 10 hectares of land east of Poplars Farm and south of the Airport Access Road (as shown on the Proposals Map) is allocated to accommodate a central area of retail, food and drink, hotel and other commercial and community uses to serve the needs of existing and future residents, employment areas and users/staff of the airport;

ii) 11 hectares of land east of Hurst Lane (as shown on the Proposals Map) is allocated for housing to accommodate up to 280 dwellings to support initial phases of airport expansion and employment growth;

iii) An additional area of approximately 70 hectares (as shown on the Proposals Map) is conditionally allocated for housing and could accommodate up to 920 houses. The release of which will be phased and strictly tied to the robustly evidenced delivery of jobs in line with the draft airport masterplan and as set out in part F below.

F) Any release of additional housing will only be supported in line with the following principles and
mechanisms:

i) The number of jobs created to trigger the release of housing will be on the ratio of 0.11 houses for every job created, up to a maximum of 1,200 houses. This will be net additional jobs in addition to the agreed number of jobs existing at the airport as at 2018, plus an annualised share in lieu of the initial tranche of 280 houses, as below;

ii) An initial tranche of 280 houses will be permitted on land specified in the proposals map in lieu of 2545\(^1\) FTE jobs in addition to the 1000\(^2\) existing jobs at the airport. The delivery of the 2545 jobs to account for the up-front housing will be annualised out across the 14 years remaining in the plan period (2018 – 2032, or a rate of 180 jobs expected per annum). For further housing to be released, the applicant must clearly demonstrate that the current level of jobs at the airport has been maintained, and on average, 180 net additional jobs per annum have been delivered in addition to this, at the point of application. If this can be demonstrated, then any jobs delivered above this figure will trigger a release of housing on the ratio of 0.11 houses per extra job;

iii) Evidence of number of additional jobs delivered (releasing up to a maximum total of 920 houses in addition to the initial 280 houses – a maximum of 1200 houses overall), must be submitted alongside any planning application for residential development within the conditionally allocated area. This evidence will be reviewed by an independent report commissioned by the council and paid for by the applicant. For further housing to be supported, the evidence will need to clearly demonstrate and quantify the provision of net additional full time equivalent jobs delivered on the Airport site, or via jobs specifically and clearly related to Doncaster Sheffield Airport within the borough, over and above the agreed number of jobs existing at the airport as at 2018 plus the annualised share to account for the initial tranche of 280 dwellings, with clear evidence that the additional jobs have already been delivered. To be clear, jobs are net, and therefore based on a running total factoring in gains and losses.

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

H) Access to the Airport must be shown to be compatible with the Airport’s Surface Access Strategy to enable easy access through a range of travel modes from the borough, city region and the wider region. Any additional car parking to meet the users of the airport and businesses should be provided on-site linked to increasing use of public transport. There will be a presumption against provision of airport car parking in off-site locations outside the area of the draft airport masterplan as this would undermine the Airport Surface Access Strategy.

I) Development proposals must satisfy the requirements of all other relevant policies of the Development Plan; be informed by comprehensive masterplanning prepared in collaboration between the Council, landowner, airport operator with the wider engagement of stakeholders and the local community; and the following specific development guidelines:

1. Within the Public Safety Zones adjacent to the airport runway, as identified on the Proposals Map, there is a general presumption against new development, unless the proposal accords with guidance in Government circular 1/2010 or any successor guidance.

2. Within the following safeguarding areas certain planning applications are required to be the subject of consultation with the airport:

   - the established official safeguarding plan for the airport;
   - 13 km radius bird strike hazard area for development proposals likely to attract birds; and

\(^1\) 280 houses = 2545 jobs using a ratio of 0.11:1
\(^2\) Approximate figure, numbers TBC
- a 30 km radius circle of critical airspace centred on the airport (which covers the whole of the borough) that needs to be safeguarded against harmful effects of wind farms.

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

Policy 8: Delivering the necessary range of housing (Strategic Policy)

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

A) new housing developments will be required to deliver a mix of house size, type, price and tenure to address as appropriate the needs and market demand identified in the latest Housing Need Assessment (or other robust evidence);

B) housing sites of 15 or more homes (or 0.5 Ha or above) will normally be expected to include 25% affordable homes in the borough’s high value housing market areas (as defined in explanatory text below), or a lower requirement of 15% elsewhere in the borough (including starter homes which meet the definition) on-site. Proposals for affordable housing on developments of less than 15 units will be supported where these meet other development plan policies;

C) commuted sums in lieu of on-site provision and of broadly equivalent value will only be accepted where this is robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities.

D) in addition to supporting the adaptation of existing housing stock to enable people to remain living independently, new developments should aim to include the provision of homes which are adaptable, accessible, and suitable for people with a wide range of needs. Consideration should be given as to how the provision of housing types suitable for elderly people can be increased, including bungalows and extra care facilities. These will be supported on sites suitable for housing and which have good access to local facilities by means other than the car;

E) specialist student accommodation will be supported on sites with walk/cycle and/or public transport access to Doncaster College or other training facilities;

F) the provision of opportunities to accommodate custom build and self-build homes will be encouraged on housing allocations and elsewhere.

Policy 9: Rural Exceptions (Strategic Policy)

Where a local affordable housing need is identified in a Defined Village (and cannot be met through development in accordance with Policy 2), small-scale affordable housing schemes will be supported as a small extension to the village (on land designated Green Belt or as countryside) where:

A) the need identified is specific to that village and would not be more appropriately accommodated in a nearby town or village with a service function;

B) the proposed development is proportionate in size with the identified need and would deliver long-term affordable housing;

C) the scheme is for 100% affordable homes or, where supported by viability evidence, the scheme includes 1 or at most 2 market homes provided these form no more than 50% of the total scheme;

D) development would be physically well integrated into the village; and
Policy 10 : Houses in Multiple Occupation (HMOs)

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

A) the internal standards of the property are suitable for multiple occupation including soundproofing, safety measures, privacy and communal areas and facilities;

B) external communal areas and facilities are of appropriate size and standard (e.g. waste storage and recycling areas);

C) the overall size of the dwelling is sufficient to provide proper and adequate accommodation for the number of residents intended to be accommodated;

D) appropriate off or on street parking including high quality cycle storage is available;

E) they do not adversely impact on the amenity of neighbouring properties through noise and disturbance; and

F) the impact of a concentration of such dwellings within a locality would not be detrimental to the local amenities and wider area are to be safeguarded.

Policy 11 : Residential Policy Areas

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

A) New residential development will be supported provided:
   1. the development would provide for an acceptable level of residential amenity for both new and existing residents; and
   2. the development would help protect and enhance the qualities of the existing area and contribute to a safe, healthy and prosperous neighbourhood; and
   3. the development would meet other development plan policies including those relating to flood risk, open space, design and sustainable construction.

B) The establishment or increase of non-residential uses of appropriate scale will be permitted provided they would not cause unacceptable loss of residential amenity through, for example, excessive traffic, noise, fumes, smells or unsightliness.

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

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

A) All sites listed in Table below, and shown on the Proposals Map, are sites with a capacity of 5 or
more pitches/yards, and are designated as Gypsy and Traveller or Travelling Showpeople sites. The establishment or re-establishment of pitches/yards on vacant plots or unused land within these designations will be supported.

B) Within the Plan’s defined development limits, proposals for new sites, or site extensions, will be supported on sites suitable for residential development and, in the case of travelling show people, for storage of their equipment.

C) Proposals for new sites outside of development limits and the Green Belt will be supported where there is an unmet need established in the latest Gypsy, Traveller and Travelling Showpeople’s Needs Assessment (GTANA/TSPAN), the sites are in accordance with the principles set out in E and F, and the proposal is for:

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

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

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

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

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

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

1) there is a demonstrable the need for such facilities;
2) there is convenient access to the strategic road network; and
3) the proposal meets the requirements of D) (where appropriate) and E 1), 2), 3), 6), and 7).

The designated Gypsy and Traveller, and Travelling Showpeople’s Sites (as per 12A) are as follows:

Table – Gypsy and Traveller, and Travelling Showpeople’s Sites

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

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

Policy 13 : Strategic Transport Network

Proposals will be supported which:

A) Improve key routes and connections to the Strategic Road Network and effectively manage traffic and relieve congestion, in particular at the following locations:
   1. Pan-northern link (Barnsley – Doncaster).
   3. Hickleton/Marr Bypasses.
   4. A1(M) motorway (capacity improvements).
   5. Hatfield Link Road.
   7. West Moor Link (A630).

B) Improve rail transport, including:
   1. a new electrified mainline rail connection and new railway station at Doncaster Sheffield Airport (DSA), connecting DSA onto the East Coast Mainline (ECML).
   2. where feasible, new, expanded or re-opened lines and stations and rail links to outlying towns and communities such as Askern.
   3. upgrading of the East Coast Mainline (Leeds and York) and Trans Pennine links (Manchester, Lincoln, Sheffield and Hull).
   4. new high-speed rail opportunities in association with new and expanded interchanges.
   5. developing a tram train network to serve areas not accessible by heavy rail. This could include outlying towns or urban destinations such as Lakeside and the Yorkshire Wildlife Park.

C) Improve bus transport, including:
   1. expanding / upgrading key bus routes such as Barnsley – Doncaster North, Doncaster Sheffield Airport, York Road Corridor (A638), Thorne Road Corridor (A18), Balby Road Corridor (A630), Wheatley Hall Road (A630) and Bawtry Road Corridor (A638); and
   2. the provision of additional and/or improved park and ride facilities, including at Unity (Hatfield and Stainforth) and Doncaster Sheffield Airport.

D) Improve the efficiency of freight transport, and provide opportunities for alternatives to road transport, where possible, including:
   1. upgrades to freight lines between Immingham, Scunthorpe and Doncaster/Knottingley;
   2. signalling and loading gauge improvements to allow deep-sea containers on key intermodal arteries;
   3. navigation and wharf facilities along key waterways;
   4. secure lorry parking facilities and roadside service areas along the Strategic Road Network (including overnight stay accommodation and toilet facilities, where possible) to meet future demand, where appropriate; and
   5. increased aviation and rail freight movements, including at the existing rail port at White Rose Way and iPort, Rossington.

Developments which generate large volumes of freight traffic or involve the transport of bulk materials should be located close to the strategic transport network, where this can be accommodated within the existing capacity of the network. The network capacity will need to be established through the submission of a Transport Assessment (TA).
The PNR will provide a new strategic highway connecting Manchester and the proposed Trans-Pennine tunnel with the A1 and Humber Ports, enabling capacity to be released on the M62. Several routes are being investigated; the final route will be influenced by the findings of the Trans-Pennine Tunnel Study and the Trans-Pennine South Regional Traffic Model.

The new highway will provide resilience, capacity, investment opportunities and growth across the Pennines, providing a strategic east-west link across the north of Doncaster, through Barnsley linking the Trans-Pennine Tunnel with the M1, A1 (M), M180 and the M62 motorways to the East Coast Ports.

The strategic importance of the Pan Northern Route is paramount, but is also significantly important on a regional level, as there is a need to improve the direct connectivity between Barnsley and Doncaster. The A635 corridor, the most direct route between Barnsley and Doncaster, is identified as being one of the most congested routes in the Sheffield City Region. As a result of this congestion, the route suffers from air quality issues and the A635 at Hickleton has been declared an Air Quality Management Area.

As well as providing important Trans-Pennine connectivity benefits, the proposal will also build on and enhance the benefits of a number of local highway schemes to enhance connectivity across the region. This includes the A1- A19 Link, Hickleton and Marr Bypasses and motorway upgrades at the A1.

It is envisaged that the proposed PNR will form part of a series of interlinking routes, between Manchester and the Humber Ports (via Barnsley and Doncaster). The PNR will deliver two key projects for Doncaster; the Hickleton and Marr bypass and the A1-A19 link road. It will also enable connection between the A19 and the M18. The PNR is subject to funding being approved and the precise route is yet to be finalised. If funding is not forthcoming the A1-A19 and the Hickleton and Marr bypasses will be delivered as stand-alone schemes.

<table>
<thead>
<tr>
<th>Pan Northern Route (PNR)</th>
<th>The PNR will provide a new strategic highway connecting Manchester and the proposed Trans-Pennine tunnel with the A1 and Humber Ports, enabling capacity to be released on the M62. Several routes are being investigated; the final route will be influenced by the findings of the Trans-Pennine Tunnel Study and the Trans-Pennine South Regional Traffic Model. The new highway will provide resilience, capacity, investment opportunities and growth across the Pennines, providing a strategic east-west link across the north of Doncaster, through Barnsley linking the Trans-Pennine Tunnel with the M1, A1 (M), M180 and the M62 motorways to the East Coast Ports. The strategic importance of the Pan Northern Route is paramount, but is also significantly important on a regional level, as there is a need to improve the direct connectivity between Barnsley and Doncaster. The A635 corridor, the most direct route between Barnsley and Doncaster, is identified as being one of the most congested routes in the Sheffield City Region. As a result of this congestion, the route suffers from air quality issues and the A635 at Hickleton has been declared an Air Quality Management Area. As well as providing important Trans-Pennine connectivity benefits, the proposal will also build on and enhance the benefits of a number of local highway schemes to enhance connectivity across the region. This includes the A1- A19 Link, Hickleton and Marr Bypasses and motorway upgrades at the A1. It is envisaged that the proposed PNR will form part of a series of interlinking routes, between Manchester and the Humber Ports (via Barnsley and Doncaster). The PNR will deliver two key projects for Doncaster; the Hickleton and Marr bypass and the A1-A19 link road. It will also enable connection between the A19 and the M18. The PNR is subject to funding being approved and the precise route is yet to be finalised. If funding is not forthcoming the A1-A19 and the Hickleton and Marr bypasses will be delivered as stand-alone schemes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Doncaster A1-A19 link</td>
<td>The scheme will provide a link road from the A1 to the A19 at Bentley Moor Lane, north of Toll Bar. The existing link between the A1 and A19 via Skellow (B1220 Hampole Balk Lane/ Askern Road) is currently the shortest route available, but does not have sufficient spare capacity to accommodate the additional traffic arising from proposed growth opportunities in the wider area. The link road will help boost regeneration and economic development in Doncaster’s northern communities which have high levels of deprivation. In particular, it is hoped that the improved access to the A1 will help release the long term potential of the Carcroft employment area and help to enable the development of land at Carcroft Common.</td>
</tr>
<tr>
<td>Hickleton and Marr Bypasses</td>
<td>Bypasses are planned in the north of the Borough to divert traffic and congestion away from the villages of Hickleton and Marr, connecting the A635 Barnsley Road/ Doncaster Road with the A1(M). This scheme will improve connectivity to Barnsley and the Dearne Valley to Doncaster and Finningley, providing a key strategic link between the A1 and the M1 motorways, with a link to Dearne Towns Link Road. The Bypasses are anticipated to have a positive impact of the air quality of Hickleton, which has been declared an Air Quality Management Area (AQMA) as result of traffic fumes.</td>
</tr>
<tr>
<td>A1(M) capacity improvements</td>
<td>Highways England is planning to upgrade a section of the A1 in South Yorkshire. The scheme will provide an additional lane of capacity along the A1(M) around Doncaster, upgrading the oldest stretch of two lane motorway still in service. The objective of the scheme is to relieve local congestion and provide the additional capacity needed to make the A1 an alternative strategic route to the north east. The scheme will also improve journey reliability to distributions centres around Doncaster and Sheffield and improve access to the Tees and Humber ports. Any proposals as a result of the PNR will be incorporated into future A1(M) improvements where possible.</td>
</tr>
<tr>
<td>Hatfield Link Road scheme</td>
<td>The scheme will connect the Hatfield/Stainforth area of the Borough to junction 5 of the M18 motorway/ junction 1 of the M180. The scheme will unlock up to 200 hectares of development land and improve access to the strategic transport network. The link road is an integral element of the Unity scheme, a 170 ha mixed used development that will transform and regenerate the communities of Hatfield, Stainforth, Dunsforth and Dunsville.</td>
</tr>
<tr>
<td>Great Yorkshire Way Phase 2</td>
<td>Phase 2 will see the provision of a new 2km dual carriageway running from the A638 Parrot’s Corner to Hurst Lane/ Airport Access Road.</td>
</tr>
<tr>
<td>West Moor Link scheme</td>
<td>The scheme involves improvements to the A630 between junction 4 of the M18 motorway to the A18 (Thorne Road) and between the A18 and A630 Wheatley Hall Road. The scheme may involve the widening of a rail bridge thereby removing a pinch point. Once complete, the scheme will increase the capacity of the network, facilitate the unlocking of housing opportunities.</td>
</tr>
</tbody>
</table>
development and employment land along the route, and support sustainable modes such as cycling.

Policy 14: Promoting sustainable transport within new developments

Proposals are required to meeting the following requirements:

A) New development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact. We will work with developers to ensure that:

1. access to the development can be made by a wide choice of transport modes, including walking, cycling, and the private car, and public transport where appropriate;

2. site layouts and the street environment are designed to control traffic speed through an appropriate network and street hierarchy that promotes road safety for all;

3. walking and cycling are encouraged within the development and beyond, through the design of facilities and infrastructure within the site and provision of linkages to the wider network;

4. appropriate levels of parking provision are made in accordance with the standards contained within (to be prepared); and

5. existing highway and transport infrastructure is not adversely affected by new development. Where necessary, developers will be required to mitigate (or contribute towards) any predicted adverse effects on the highway network.

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

New developments that are predicted to have an adverse impact on the transport network will be expected to contribute towards capacity and mitigation measures. Proposals that require new projects or benefit from completed projects will be required to make a proportionate financial contribution; this may include retrospective contributions to infrastructure which has been provided in advance of the development.

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

Policy 15: Doncaster town centre parking

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

A) Public off-street car parking in and around Doncaster Town Centre will be carefully controlled in line with the recommendations set out in Doncaster Town Centre Parking Strategy and subsequent reviews. Development proposals will be supported that replace, consolidate and improve existing provision elsewhere in the town centre. Additional provision will only be acceptable to meet operational needs. Where proposals look to provide a net increase in the
number of off-street public car parking spaces available at any given time, a strong demonstration of need must be provided, through a Transport Assessment / Statement.

B) Supply will be managed in favour of short stay car parking within the Inner Parking Zone (as defined on the Proposals Map). Long stay car parking will normally only be supported outside of the Inner Parking Zone where need is demonstrated.

C) Any new public off-street car parking, whether associated with development or not, will only be permitted in and around Doncaster Town Centre where it:

1. provides efficient, high capacity parking which makes effective use of land;
2. improves the balance and distribution of car parking within the town centre
3. operates with a tariff that encourages short and medium stay use, and which discourages all day commuter car parking;
4. is of high quality and secure, with level surfacing and marked spaces, is properly lit, and can demonstrate the facility will be well maintained and managed;
5. includes adequate and well-designed provision for disabled drivers with appropriate level access to the surrounding area;
6. is easily accessible by car from a main road network;
7. is easily accessible on foot to the retail/leisure area(s) that it serves; and
8. includes provision for sustainable refuelling infrastructure, such as electric vehicle charging points. Within the Inner Parking Zone, fast charging electric charging infrastructure will be supported to encourage use by short stay users and promote high turnover of charging spaces.

D) Planning permission sought for temporary surface level car parking will only be supported where it is considered appropriate and where such use would not delay or prejudice beneficial redevelopment of a site. Such permissions will be strictly time limited.

Policy 16 : Lorry Parking

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

A) Development on sites which generate or are likely to generate significant HGV movements and/or lead to an associated demand for lorry parking which is not already provided for by an appropriate facility must:

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

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

1. are justified by evidence of need;
2. are of a size that is viable and makes a significant contribution to meeting the identified need;
3. take account of their impact on the Strategic Road Network and local highway;
4. provide a level of on-site facilities for lorry drivers appropriate to the size of the scheme (including overnight stay accommodation and toilet facilities, where possible).
5. are well-designed, laid out to a high standard and give consideration to environmental, anti-crime and design standards.
Policy 17: Cycling in Doncaster (Strategic Policy)

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

A) We will seek to implement a programme of cycle routes and facilities (including cycle parking) within urban areas and a network of recreational cycle routes linking to the urban areas. All measures are in accordance with the adopted Doncaster Cycling Strategy and the accompanying implementation plan. Developments will be expected to provide or contribute towards enhancements and/or links to these routes. Development proposals should identify, and seek to remedy, areas of deficiency, particularly in access to services.

B) The needs of cyclists will be considered in relation to new developments and in the design of highways and traffic management schemes to ensure safety and convenience in particular. We will seek to:
1. protect, maintain and improve existing cycling infrastructure;
2. improve signing to encourage the use of safer routes;
3. encourage the provision of supporting facilities along principle cycle routes including the Trans Pennine Trail and Sustrans routes;
4. make information available on safe routes and other facilities; and
5. make provision for secure cycle parking facilities in new developments and in Doncaster town centre, smaller town and district centres and local neighbourhood centres.

Proposals must consider the connectivity of new development to the existing cycle network where appropriate.

Policy 18: Walking in Doncaster

An increase in walking provision in Doncaster will be sought in line with the following principles:

A) Walking will be promoted as a means of active travel and improvements will be sought to walking connectivity throughout the Borough.

B) Proposals will be supported which provide new or improved connections and routes, which enhance the existing network and address identified gaps within that network.

C) The needs of pedestrians will be considered and prioritised in relation to new developments, in public realm improvements and in the design of highways and traffic management schemes. We seek to:

1. Protect, maintain and improve existing pedestrian infrastructure;
2. Encourage high quality attractive pedestrian routes which improve the safety and security of pedestrians and that are direct, legible and integrated into the wider network; and
3. Ensure the provision of appropriate signposting and way-finding to encourage the use of the network.

Policy 19: Development affecting public rights of way

Proposals will be supported which improve the number and quality of opportunities for walking, cycling and riding and create multi-user routes through development sites, particularly in areas of the borough where such opportunities are currently deficient. In such cases, the following principles should be considered.
A) Where new developments affect public rights of way, the public right of way should be retained and wherever possible be on the legally recorded alignment. Where a public right of way is affected the development should be designed to accommodate the route following the principles outlined in Policy 20.

B) Where development leads to the diversion of an existing right of way, a suitable alternative must be established, following the principles outlined in Policies 20 and 21.

C) Development will not normally be allowed to lead to the closure of a public right of way unless a suitable replacement can be established.

D) Developers will be expected to take into consideration any unrecorded routes or desire lines that cross development sites and treat them in the same way as definitive public rights of way.

E) Proposals will be supported that enhance the Trans Pennine Trail, particularly those that create off-road sections for all users.

Policy 20 : Access, design and layout of public rights of way

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

A) Developers will be expected to incorporate the principles of least restrictive access in the design and layout of public rights of way as part of the development.

B) Wherever possible, any existing or alternative route alignments through development sites should run through open, landscaped areas and should:
   1. avoid the use of estate roads;
   2. avoid alignments enclosed by fencing with little or no surveillance from adjacent buildings;
   3. be free from sharp bends which could provide blind spots and hiding places;
   4. be suitably surfaced to a specification agreed with highway authority;
   5. be free from barriers. Barriers should be considered as a last resort and will only be authorised where there is clear justification. Agreed structures will need to be the least restrictive and conform to the British Standard for Gaps Gates and Stiles.

C) Where paths are not enclosed, minimum widths of 2 metres for footpath and 4 metres for bridleway and restricted byways should be provided. If it is necessary for the path to be enclosed by fencing, hedging or buildings, then minimum widths of 3 metres for footpaths, 5 metres for bridleways and 6 metres for restricted byways should be provided.

D) Any new routes or altered alignments through development should link into the surrounding public rights of way network or adopted highway network to maintain and improve connectivity and ease of movement.

E) New routes should have formal status and be recorded on the appropriate legal record. This will secure the long-term protection of the route and formalise responsibility for maintenance.

Policy 21 : Road, Rail, Canal and River Crossings

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

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

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

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

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

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Policy 22 : Telecommunications and Utilities Infrastructure

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

A) Essential utilities and telecommunications infrastructure will be protected unless it is no longer required or can be adequately relocated and/or replaced.

B) All new housing and commercial developments must provide connectivity to the Superfast Broadband network unless it can be clearly demonstrated that this is not possible.

C) Utility and telecommunications infrastructure and connections must be designed into, integrated within and included in any new development. Works will need to be carefully managed and coordinated between different providers to minimise disruption to highways and residential amenity and ensure the safety of all users.

D) Wherever possible, new utility and telecommunications infrastructure such as transmission equipment should be placed underground.

E) It has been demonstrated that equipment/site sharing is not feasible and that telecommunications apparatus cannot be sited on an existing building or other appropriate structure where this represents the preferable environmental solution.

F) The size of the apparatus is kept to the minimum necessary to achieve their purpose and every effort has been made to minimise the visual impact of the proposal.

G) The telecommunication apparatus is positioned so as to minimise their effect on the external appearance of the building or structure to which they are attached, and is of a suitable colour which minimises visual impact and enables them to merge into the background.

H) The apparatus is not used primarily as a means of advertising.

I) The apparatus does not have an adverse effect on the character of a listed building or conservation area. Antennae on listed buildings will be supported provided it can be hidden from public view (subject to adequate screening) and it is small in scale.
Retail and Town Centres

Policy 23: Locating Town Centre Uses (Strategic Policy)

Town centre uses, including retail, leisure, office, cultural and tourist developments, will be located according to the 'Network of Centres' defined by Policy 3 (Spatial Strategy and Settlement Hierarchy) and Policy 4 (Level and Distribution of Growth). Proposals within centres (as defined on the Proposals Map) will be assessed against Policy 24 below.

Part 1: Sequential Approach

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

A) Sites within, and then on the edge of, town, district and local centres have been assessed and it can be demonstrated that they are not available, suitable or viable for the proposed development, and then

B) In the case of bulky goods floorspace, the availability, suitability and viability of premises in retail parks to accommodate the proposed development has been assessed.

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

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

Part 2: Impact Assessment

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

A) the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and

B) the impact of the proposal on the vitality and viability of centres, including local consumer choice and trade.

<table>
<thead>
<tr>
<th>Use</th>
<th>Location</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>Edge of Doncaster Town Centre (Well connected to and up to 300m from the ‘main shopping area’ boundary)</td>
<td>750 sq m or above of gross floorspace</td>
</tr>
<tr>
<td>All other Town Centre Uses</td>
<td>Edge of Doncaster Town Centre (Up to 300m from the town centre boundary)</td>
<td></td>
</tr>
<tr>
<td>All Town Centre Uses</td>
<td>All other locations</td>
<td>500 sq m or above of gross floorspace</td>
</tr>
</tbody>
</table>

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

Subject to meeting the above criteria the following types of retail provision will be supported in principle within out-of-centre locations, with preference for accessible sites which are well connected to centres:
A) Bulky-goods, non-food retail development within existing retail parks (as defined on the Proposals Map).

B) Specialist shops (including car showrooms) and trade centre developments within local employment sites (as shown the Proposals Map).

C) Small-scale shops and other ancillary uses which would complement the function and role of existing or proposed employment, housing or mixed-use sites where they serve a local need.

D) Limited and small-scale ancillary retail uses (e.g. farm shops) outside of Development Limits and the Green Belt that satisfy Policy 26: Development in the Countryside.

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

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

Part 1 : ‘Main Shopping Areas’ : primary and secondary shopping frontages

‘Main shopping areas’ are the priority locations for new and existing shopping facilities. They consist of primary, and where they are defined, secondary shopping frontages, as shown on the Proposals Map. In Doncaster Borough, ‘main shopping areas’ have been defined within the town centres of Doncaster, Mexborough and Thorne.

Development will be supported for the following uses at ground floor level in the Primary and Secondary Shopping Frontages:

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

provided that:

A) within the primary Shopping Frontage a minimum of 80%? (Actual number to be determined) of the frontage remains, or will as a result of the development be, in use class A1;

B) uses, other than those falling within Use Class A1, are not concentrated or located in ways that undermine the vitality and viability of the shopping frontages; (wording to consider setting criteria for over concentration in next draft)

C) the proposal retains an active frontage and entrance; or where the proposal relates to a premises with an existing shop front, the shop windows will continue to be used for display purposes;

D) the proposal is compatible with adjoining uses; and

E) proposals for food and drink uses (A3, A4 and A5) also comply with Policy 25.

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

Part 2 : Other Centres

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

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

Subject to the above criteria, proposals to change the use from a shop (class A1) to a betting shop, pay day loan unit and pawnbroker will only be supported where it can be demonstrated that:

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

### Policy 25: Food and drink uses

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

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

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

Subject to meeting the above criteria, hot-food-takeaways and fast food outlets which are located within 400 metres of a secondary school, sixth form college, community centre or playground will not be supported unless the opening hours are restricted until after 1700 during weekdays and there are no over the counter sales before that time.
Policy 26: Development in the Countryside

Part 1: Re-use and Conversion of Buildings in the Countryside

Proposals for the conversion of buildings outside of Development Limits and the Green Belt will be supported provided that:

A) it is demonstrated that reasonable attempt has been made to secure an appropriate use that will support the rural economy in preference to residential use;

B) the original building is of permanent construction, structurally sound (demonstrated by an assessment) and suitable for conversion without significant works, extension or alteration;

C) the form, bulk and general design of the buildings are in keeping with the surroundings and the proposal is commensurate with the local building style and the materials used;

D) development would lead to an enhancement of its immediate setting; and

E) the proposal does not adversely affect neighbouring residential amenity.

Part 2: Replacement of a Dwelling in the Countryside

Proposals for the replacement of a dwelling outside of Development Limits and the Green Belt will be supported provided that:

A) the original building is permanent and is not the result of a temporary permission;

B) the original building has not become derelict or previous residential use abandoned;

C) a structural assessment is provided to demonstrate the original building needs to be replaced;

D) replacement dwellings are positioned on a comparable footprint, and in close proximity, to the original building unless it can be demonstrated that the re-positioning would be significantly more beneficial (to, for example, the character and appearance of the site and locality);

E) the proposal does not adversely affect neighbouring residential amenity; and

F) it would not undermine the retention of any occupancy condition.

Part 3: New dwellings in the Countryside

Outside of Development Limits and the Green Belt, planning permission will be granted for dwellings to meet the essential needs of agriculture, forestry, or other enterprise which justifies a rural location, where it can be demonstrated that:

A) there is a demonstrable functional need which relates to a full-time worker that cannot be fulfilled by an existing dwelling in the area; and

B) the enterprise has been established for at least three years, is financially sound, and has a clear prospect of remaining so.

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

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

C) there is a demonstrable functional need which relates to a full-time worker that cannot be fulfilled by an existing dwelling in the area; and

D) there is clear evidence of a firm intention and ability to develop the enterprise concerned and that the proposed enterprise has been planned on a sound financial basis;

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

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

Part 4: New Non-Residential Development in the Countryside

Proposals for non-residential developments will be supported outside of Development Limits and the Green Belt provided that:

A) The rural location of the enterprise is justifiable to support a prosperous rural economy in accordance with national policy in the NPPF;

B) The location of the enterprise would not result in conflict with neighbouring uses or have a significant adverse effect on highway safety;

C) The development is of a size and scale commensurate with an existing use or that reasonably required for a new use and with the rural character of the location;

D) The scale and design of the proposal would not have a significant adverse impact on the landscape; and

E) Proposals for the provision or expansion of the existing uses can demonstrate that the need for such development are not met by existing facilities in existing settlements.

Part 5: Removal of occupancy conditions

Applications for the removal of occupancy conditions should demonstrate why an occupancy condition is no longer relevant.
Policy 27 : Green and Blue Infrastructure (Strategic Policy)

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

A) Proposals will be supported which contribute toward green infrastructure and have regard to the latest GI audits and strategies. The green infrastructure should principally benefit the development and also connect to the wider network. Development proposals will be required to provide a GI masterplan demonstrating how the development:

1. contributes toward delivering identified opportunities, priorities and address deficiencies;
2. creates or enhances green corridors, including rights of way;
3. provides specific and dedicated spaces for wildlife to encourage a more robust and connected network of habitats;
4. considers tranquillity and provide for generous biodiversity rich open spaces;
5. provides well designed and accessible, sport, recreation and children’s play space and food growing opportunities;
6. avoids loss or damage or deterioration to green and blue infrastructure assets;
7. defines and softens the edges of settlements to provide a high quality transition between urban and rural areas particularly at urban greenfield extensions;
8. meets the borough council’s requirements in terms of type, detailed siting, size, shape and design;
9. helps people and wildlife adapt to the impacts of climate change by including naturalised forms of flood storage and/or incorporating additional tree planting within developments, and;
10. provides for long term protection and climate change resilience through smart developments, management and maintenance.

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

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

Policy 28 : Protecting Open Space Policy Areas and Non Designated Open Space

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

A) Within the open space policy areas, defined on the Proposals Map, proposals will only be supported where:

1. there is no significant loss of open space;
2. sports and recreation facilities can best be retained and enhanced through the redevelopment of only a small part of the site;
3. visual amenity is retained and enhanced; and
4. the environmental and ecological value is retained and enhanced.

B) Within non-designated open space, development proposals will only be supported where:
1. casual play is unaffected;
2. buffers between incompatible uses are unaffected;
3. visual amenity is retained and enhanced;
4. nature conservation improvements are the key driver; and
5. green infrastructure connections are retained.

C) Development proposals on ‘Local Green Space’, defined on the Proposals Map, will be considered in accordance with national and local policy and guidance.

D) Proposals involving the loss of open space policy areas, recreational buildings and non-designated open space, such as playing fields will only be supported:
1. in accordance with national policy, and
2. where community support can be demonstrated through public consultation.

Policy 29 : Open Space Provision in New Developments

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

A) of 20 family dwellings or more will only be supported which provide 56sqm of open space per family dwelling. The nature and type of which will be determined in discussion with the planning authority.

B) of up to 20 family dwellings may be asked to provide for a commuted sum to improve existing open spaces within the vicinity of the development, if deemed appropriate by the authority;

C) for retirement living schemes and/or aftercare facilities will be required to provide good quality on-site amenity spaces equating to 16sqm of open space per person;

D) will provide for sustainable open space management and maintenance.

Where larger development proposals are broken down into multiple applications over time, within residential policy areas or allocated site proposals, the policy will be applied as if it is one single development to address the open space requirements as a whole.

Policy 30 : Ecological Networks (Strategic Policy)

Proposals will be supported which protect, create, maintain and enhance the Borough’s ecological networks by:

A) being of an appropriate size, scale and type in relation to their location within and impact on the ecological network;

B) maintaining, strengthening and bridging gaps in existing habitat networks;

C) planting native species and creating new, or restoring existing, national and local priority habitats and/or species; and;

D) working with strategic partnerships to deliver conservation projects at a landscape scale where appropriate.
Policy 31: Valuing Biodiversity and Geodiversity (Strategic Policy)

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

A) Proposals which may harm designated Local Wildlife Sites, Local Geological Sites, or non-designated sites or features of biodiversity interest, will only be supported where:
   1. the mitigation hierarchy is applied so that firstly harm is avoided wherever possible, then appropriate mitigation is provided to lessen the impact of any unavoidable harm, and as a last resort compensation is delivered to offset any residual damage to biodiversity;
   2. they use a biodiversity offsetting metric to demonstrate that a proposal will deliver a net gain for biodiversity;
   3. they protect, restore, enhance and provide appropriate buffers around wildlife and geological features;
   4. they produce and deliver appropriate long term management plans for local wildlife and geological sites as well as newly created or restored habitats; and;
   5. they can demonstrate that the need for a proposal outweighs the value of any features to be lost.

B) Proposals which may impact Special Areas of Conservation, Special Protection Areas or RAMSAR Sites will only be supported where it can be demonstrated that there will be no likely significant effects and no adverse effects on the integrity of European sites, unless there are no alternative solutions and it is justified by an “imperative reasons of overriding public interest” (IROPI) assessment under the Habitats Directives.

C) Proposals that may either directly or indirectly negatively impact Sites of Special Scientific Interest will not normally be supported. Proposals should seek to protect and enhance Sites of Special Scientific interest wherever possible.

D) In order to ensure development does not negatively impact on nightjar populations, proposals located within 3km of Thorne and Hatfield Moors Special Protection Area, that impact habitats that nightjars may use for feeding on, will only be supported where they deliver a net gain in nightjar foraging habitat.

Policy 32: Local Wildlife and Geological Sites

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

Policy 33: Woodlands, Trees and Hedgerows

Proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided. Proposals will need to include:

A) the submission of survey information of woodland, trees and hedgerows, as appropriate, to a recognised professional and fit for purpose standard which is able to demonstrate evaluation of these features for realistic long-term retention, and how this has positively informed the design process;
| B) | demonstration of how retained features are to be protected during development; |
| C) | an adequate landscape buffer (which excludes built development and residential gardens) adjacent to existing woodlands, wildlife sites and at settlement edges; |
| D) | sufficient provision of appropriate replacement planting where it is intended to remove trees and hedgerows; and |
| E) | avoidance of the loss or deterioration of woodland. |

**Policy 34: Landscape (Strategic Policy)**

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

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

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

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

Landscape works shall be appropriate to the scale of the development in accordance with **Policy 49** (Landscaping of New Developments).
Historic Environment

Policy 35 : Valuing Our Historic Environment (Strategic Policy)
Doncaster’s historic environment will be conserved in accordance with the following principles.

A) Proposals and initiatives will be supported which preserve and, where appropriate, enhance the heritage significance and setting of the Borough’s heritage assets (including locally identified undesignated heritage assets), and especially those elements which contribute to the distinct identity of the borough. These include:
1. the Roman camps and settlements, motte and bailey castles, historic houses, historic parks and gardens and villages, with special regard to those along the Southern Magnesian Limestone Ridge;
2. the Georgian townscape and the railway heritage of Doncaster, its historic grain, including its street layouts and plot sizes and key views and vistas especially of the spires and towers of Doncaster’s churches;
3. the borough’s historic market towns such as Thorne, Hatfield, Bawtry, and Tickhill;
4. early twentieth century suburban developments, including planned colliery villages; and
5. the nationally-important waterlogged archaeological remains at Sutton Common, Thorne Moor, and Hatfield Moor.

B) Proposals and initiatives will be supported which improve the accessibility and enjoyment of the Borough’s existing and potential local, regional and national historic attractions in keeping with their heritage significance. These include:
1. The Mansion House
2. Cusworth Hall and its parkland
3. Doncaster Minster (St. George’s Church)
4. Conisbrough Castle
5. Brodsworth Hall and parkland.

Policy 36 : Understanding and Recording the Historic Environment
Proposals that affect known or potential heritage assets will require:

A) The provision of a heritage statement (or its equivalent) that includes:
1. sufficient information to gain an understanding of the potential impact that the proposals will have on the significance of any heritage assets or historic environment likely to be affected; and
2. for heritage sites with archaeological interest, at least a desk-based assessment and, where appropriate, the results of a field evaluation.

B) In the exceptional circumstances where harm could be justified, detailed investigation and recording will be required to an agreed standard in advance of any alteration, demolition or groundwork to ensure that an understanding of the affected heritage asset is gained and that knowledge is widely publicised.

Policy 37 : Listed Buildings
Development proposals affecting a listed building or its setting will be assessed against the following principles:
A) Proposals that enhance or better reveal the significance of a listed building or structure will be supported. Proposals that harm the significance of a listed building or its setting will not be supported other than in exceptional circumstances where that harm is outweighed by the public benefits of the proposal;

B) alterations and extensions to a listed building will be considered acceptable where they are sympathetic to the historic proportions and massing of the building, make use of materials that complement the materials used on the building; and preserve and enhance its special interest;

C) measures for improving the energy efficiency of a listed building will be supported where they do not conflict with its special interest as a listed building. Where there is a conflict of interest the local authority will weigh the public benefits of the proposal against the harm to the building;

D) a proposal for a change of use to a listed building would be considered acceptable where it does not harm its heritage significance. Where a change of use requires significant alterations with potential harm to the listed building it will be necessary to demonstrate that the original use is no longer sustainable or viable and that the proposed alterations are necessary to secure the long term survival of the listed building;

E) consent will not be granted for demolition of a listed building or structure unless the building cannot reasonably be repaired and we are satisfied that every effort has been made to secure, repair, or reuse the building, to find an alternative use through maintenance, grant assistance, or offer for sale or lease, or, that there are substantial and demonstrable public benefits to be gained which outweighs the loss of the building;

F) in the case of the partial demolition of a listed building or the demolition of a curtilage listed structure, consent will only be granted if the part to be demolished or the curtilage structure is not of architectural or historic interest and its removal would not adversely affect those elements which contribute towards the significance of the principal listed building; or that there are demonstrable public benefits to be gained from the loss of the structure.

Policy 38 : Conservation Areas
Development proposals affecting, or within the setting of Conservation Areas will be assessed according to the following principles:

A) Proposals should take fully into account the identified significance contained in the Conservation Area Appraisal for the relevant designated area where published,

B) Proposals should not detract from the heritage significance of a conservation area by virtue of their location, layout, nature, height, density, form, scale, materials or design or by the removal of trees, the loss of important open spaces or other important landscape features, or through adverse impact on key views and vistas. Proposals that may result in potential harm to a conservation area will be refused unless the harm is outweighed by public benefits arising from the development.

C) Proposals will be supported where the development can be demonstrated to enhance the character and appearance of the conservation area. Proposals within conservation areas requiring the demolition of buildings that make a positive contribution to the conservation area will not be supported unless the building is currently derelict and is incapable of rehabilitation; or the removal of the building, and/or the proposed redevelopment of the site, would result in demonstrable public benefits.
Any proposal for the demolition of a building or site in a conservation area will need to be accompanied by an acceptable redevelopment scheme or a remedial scheme for making good the building or site which will be required to be implemented immediately following demolition.

### Policy 39: Historic Parks and Gardens

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

A) Development proposals within or affecting Doncaster’s nationally registered parks and gardens, and parks and gardens of local historic interest (as shown on the proposals map) should preserve and, where appropriate, enhance the heritage significance of these parks and gardens.

B) Proposals affecting a historic park of local or national significance should not result in harm to the built or landscape features or key views or vistas which contribute to the significance of the historic park or garden, or which might prejudice future restoration.

C) Where proposals result in harm or substantial harm to the significance of a historic park the proposal will be considered in relation to the extent of harm arising from the proposal, the relative significance of the historic park and garden, and any public benefits arising from the proposal.

### Policy 40: Development affecting Archaeology

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

A) Development that would result in harm to the significance of a scheduled monument or other nationally important archaeological assets will not be permitted other than in exceptional circumstances;

B) Development affecting other archaeological assets will need to demonstrate how any benefits will outweigh harm to the site. When development affecting such sites is justifiable, we will seek to ensure preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording in accordance with Policy 36.

### Policy 41: Buildings or Structures of Local Historic Interest

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

A) Proposals which retain those elements of a building of local historic interest which have been identified as contributing to its heritage significance, or proposals which better reveal its significance will be supported.

B) Proposals should seek to avoid harm to those features, including setting, which contribute to the significance of the building of local historic interest. Where proposals result in harm or substantial harm to the significance of a building of local historic interest a balanced judgement
will be made taking into account the degree of harm and relative significance of the heritage asset.
Policy 42: Character and Local Distinctiveness (Strategic Policy)

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

A) Development proposals will be supported where they:
   1. reinforce the character of local landscapes and building traditions;
   2. are of a high quality design that contributes to local distinctiveness;
   3. respond positively to their context, setting and existing site features; and
   4. integrate visually and functionally with the immediate and surrounding area at a settlement, neighbourhood, street and plot scale.

B) Where an applicant wishes to utilise standardised, or ‘off the shelf’ designs which have been used previously, they must be adapted to complement or re-interpret local character, or make them more distinctive by developing an appropriate locally inspired new identity and appearance for the development;

C) Neighbourhood plans and applications for development should consider the potential for inclusion of public art policies and proposals which capture the imagination and identity of local communities, including modest or subtle works for smaller developments;

D) Major urban extensions, high profile and prominent developments (including those within areas visited or seen by large numbers of people), and new public spaces will be expected to provide or make a contribution toward permanent public art. Key priority areas for art include, but are not limited to; Doncaster Town Centre (including the Market Place, Station Square, Retail Core, Civic Quarter, Waterfront and Minster Canalside), Thorne and Mexborough Town Centres, other local, district and out of town shopping centres, the Airport, and main transport corridors and key gateway locations identified on the Proposals Map.

E) In all cases, proposals will need to demonstrate an understanding of the context, history, character and appearance of the site, neighbourhood and the wider area, to inform the appropriate design approach. For major applications this understanding, alongside the adopted design approach, is to be clearly presented within the Design and Access Statement.

Policy 43: Good Urban Design (Strategic Policy)

High quality development that reflects the principles of good urban design will be supported. Proposals for new development will be expected to follow a best practice design process and where appropriate use established design tools to support good urban design, which should include making use of Design Review for major applications. Employing good design will help create quality places which are cherished, sustainable and stand the test of time.

A) New development will be expected to optimise the potential of a site and make the most efficient use of land whilst responding to location, local character, relevant spatial requirements and standards. In appropriate instances, such as highly sustainable locations with good public transport accessibility, this could involve maximising the density of development to an appropriate level.

B) In all cases, the components of a development, including: use mix, layout (structure, movement patterns, townscape, landscaping, open space and public realm), density (intensity of use), form
(scale, height, massing), and appearance (architectural qualities, details, materials, boundary treatments), will be assessed to ensure that the proposal is appropriate to the area, robustly designed, works functionally, and incorporates the following qualities of a successful place:

1. characterful, attractive and welcoming with its own identity appropriate to the area (refer to Policy 42);
2. continuous and enclosed streets and spaces, defined by buildings which incorporate active frontages;
3. safe and secure private property, public areas and the adoptable highway;
4. connected, walkable and easy for pedestrian and cycle movement with good access to local facilities and public transport services;
5. attractive and durable streets and public realm which prioritise people over vehicles, encourage social interaction and use good quality materials, landscaping, street furniture, lighting and signage;
6. legible, easy to understand and navigate;
7. adaptable, flexible and capable of changing over time;
8. inclusive and accessible, promote social cohesion and meet the needs of as much of the population as possible;
9. vibrant and busy with a mix of uses where appropriate; and sustainable, environmentally responsible and well managed.

Policy 44: Views, Gateways and Taller Buildings

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

A) Important views, panoramas and vistas are to be protected and enhanced, particularly where these may be affected by a taller building. Developments should not create a crowding effect around, obstruct, or appear too close, dominant or high in relation to any significant heritage asset, particularly Doncaster Minster.

B) Taller buildings should be located where there is good public transport accessibility and they will not harm the setting of heritage assets. Tall and landmark buildings should be of exceptional design quality and make a positive contribution to the skyline and image of Doncaster. Potential locations for such buildings include, but are not limited to:

- Balby Road / Cleveland Street roundabout and the adjacent corner of St Sepulchre Gate West, parts of Waterfront and Waterdale;
- Areas of Marshgate and Lakeside and gateway locations along the White Rose Way and Trafford Way approach to the town centre;
- Buildings fronting North Bridge Road, Church Way and St Georges Gyratory;
- A638/A18 Bawtry Road/Leger Way roundabout on the racecourse side of the junction;
- Mexborough waterside.
C) New development at the edge of a settlement will be supported where it visually and physically integrates with the existing settlement, is sensitive to adjacent uses, the existing landscape setting and where appropriate is well screened. Development should protect the character of the wider landscape and enhance views from existing areas, sensitive locations (including heritage assets) and the main transport corridors. It should be designed so as not to result in an inorganic or urban appearance adjacent the countryside or Green Belt. This can be achieved through a high standard of generous landscaping and careful attention to siting, scale, building form, boundaries and materials.

**Policy 45 : Residential Design (Strategic Policy)**

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

A) Developments must protect existing amenity and not significantly impact on the living conditions or privacy of neighbours or the host property (including their private gardens), be over-bearing, or result in an unacceptable loss of garden space.

B) Housing proposals will be supported where they meet the following key design objectives:

1. there is good access to (or the development provides) local services, community facilities, open space and public transport via walkable neighbourhoods;
2. layout, density, siting, scale, massing, form, detailing and materials are sympathetic to the character of the area, or the existing host property;
3. layouts are easy to understand and move through, are well-structured, with secure perimeter blocks, active frontages and dual aspect corner properties;
4. designs result in a decent outlook for new homes, with adequate privacy, access to daylight and sunlight;
5. there is adequate provision of internal living space, storage space, amenity and garden space;
6. there is sufficient convenient, safe and secure allocated and visitor car parking space designed so as not to dominate the appearance of the residential street-scene or impact negatively on the function or character of new and existing streets;
7. layout and street design will result in attractive, landscaped public realm, which includes community focal spaces that foster social interaction and creates an inclusive, safe and secure environment for people and property;
8. access points, street design, parking and operational highway requirements must safely cater for pedestrians, cyclists and vehicles, and complement the existing street-scene and highway functions where appropriate;
9. plot boundaries (front, back and side) are demarcated with robust boundary walls, fences, railings or hedges appropriate to the area;
10. satisfactory arrangements are made for the storage and collection of refuse, recyclable materials and garden waste; and
11. flood resilience measures are incorporated if located in, or adjacent to, flood risk areas.

C) Backland, tandem and infill housing development proposals will be supported where the loss of rear domestic gardens is minimised due to the need to maintain local character, amenity, garden space, green infrastructure and biodiversity. Modest redevelopment on backland sites may be considered acceptable, subject to proposals being subservient to the host property and meeting the criteria at A and B above. In addition such development should generally conform to existing plot sizes and not lead to overdevelopment and / or a cramped appearance. It should provide safe access which avoids significant noise, and / or visual intrusion to adjacent properties and the street-scene.

Applicants will be expected to explain how these requirements have been met in their submitted Design
and Access Statements where required.

**Policy 46 : Housing Design Standards (Strategic Policy)**

New housing proposals will be supported where they are designed to include sufficient space and flexibility to meet a wide range of needs as follows.

A) In order to ensure homes are large enough for the intended number of inhabitants, all new housing should meet the [Nationally Described Space Standard](#) as a minimum.

B) In order to cater for an ageing population and those with Limiting Long Term Illnesses or disabilities, 30% of all new homes on housing developments of 10 or more units should be built to [Part M4(2) of the Building Regulations](#) i.e. accessible and adaptable dwellings.

All Full and Reserved Matters planning applications for housing submitted following adoption of the Local Plan will be required to meet the above standards. In all cases, the above standards (or any subsequent equivalents) should be met, unless it is agreed that it is not feasible due to physical constraints, or it is demonstrated that it is not viable to do so. Any deviation from the minimum space standards must be robustly justified and offset through exceptional or innovative design.

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

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

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

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

11. exploit opportunities to improve pedestrian connections and the potential for linked trips;
12. respect the character and setting of existing street frontages in terms of plot widths, established building lines, shop-front proportion and rhythm;
13. consider advertisements, signage, and security measures so they are not overly prominent or dominant and contribute to the visual character and vitality of the street-scene;
14. ensure shop-fronts relate well to the building in which they are located in terms of proportion, elevation design, relationship to upper storeys, fascia height and width, mullion treatment, materials, and colour; and;
15. ensure shop-fronts to historic buildings retain historic fabric unless loss can be justified.

B) New major non-domestic applications must meet the BREEAM rating of at least ‘Very Good’, or any agreed equivalent standard, and secure at least 10% of their regulated energy from renewable sources (or equivalent carbon emission reductions). This should be demonstrated through the submission of preliminary assessments at planning application stage.

Policy 48 : Safe and Secure Places

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

A) Developments will be supported which are designed in a way that reduces the risk of crime and the fear of crime by ensuring that they create:

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

B) For development proposals relating to higher risk sites for malicious threats, applicants must take into account the most up to date information available and discussions with planning officers and security experts, such as Counter Terrorism Security Advisors and Police Crime Prevention Design Advisors, are recommended at an early stage in the design process. This will be useful to understand the level of risk and the sorts of measures available to mitigate this risk in a proportionate and well-designed manner.

Policy 49 : Landscaping of New Developments

Development will be supported which protects landscape character, protects and enhances existing landscape features, and provides a high quality, comprehensive hard and soft landscape scheme that includes:
A) maximising links to wider Green Infrastructure in line with Policy 27 and the provision of Sustainable Drainage Systems where appropriate;

B) generous tree, shrub and hedgerow planting consisting of appropriate species and nursery stock specified for the location, role and prominence of the landscape feature, and to provide year round interest;

C) fit for purpose, attractive hard and soft landscaping including; planting, surfacing materials, boundary treatments and street furniture, for all external environments, public areas and the adoptable highway;

D) a long-term management and maintenance strategy with clear responsibilities and regimes for the upkeep of all external areas.

**Policy 50 : Advertisements and signage**

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

A) respect the character and appearance of the area, site or host building being of appropriate siting, location, design, size, scale, number, colour and method of illumination working with the architectural features of any buildings on which they may be situated (and not be a dominant feature of the elevation); and signage should not be located so as to obscure architectural details on historic buildings;

B) would not be the dominant feature of any location, leading to an excessive, visually cluttered or over bearing appearance;

C) do not contribute to an unsightly proliferation or clutter of signage in the vicinity;

D) ensure that they do not interfere with footpath or highway safety, block routes, cause light pollution or cause any other safety hazard;

E) ensure they do not have a negative effect on the living conditions of nearby residents;

F) do not harm the significance of any listed buildings, conservation areas, or other designated heritage assets; and:

G) are located in a commercial, principal town centre or mixed-use area which is predominantly commercial, or if elsewhere, advertisements must clearly enhance the area.
Health & Wellbeing

Policy 51 : Health (Strategic Policy)
We will improve and promote strong, vibrant and healthy communities by ensuring a high quality environment is provided with local services to support health, social and cultural wellbeing. In order to help achieve this we will require:

A) development to positively contribute to creating high quality places that support and promote healthy communities and lifestyles, such as maximising access by walking and cycling;

B) provision of good access to leisure facilities, greenspace and the countryside and designs and developments that encourage higher levels of physical activity;

C) that the healthcare infrastructure implications of any relevant proposed development have been considered and addressed; and

D) that proposals for major development demonstrate they have undertaken, and responded to the conclusions of, Health Impact Assessments (HIA).

Policy 52 : Protection of Education, Community and Leisure Facilities
Areas defined on the Proposals Map, or land and buildings currently used or last used for education (including school playing fields), community and leisure facilities, will be retained or developed for such purposes. Development resulting in the loss of an existing education, community or leisure facility, or land allocated for such purpose, will be assessed on merit and only be permitted where:

A) the buildings or land are no longer fit for the purpose which they were being used due to size, layout, design and condition and that no alternative community use can be found;

B) there is no longer a need or demand for the facility;

C) alternative provision can be made on another site to the same or higher standard in terms of community benefit: or

D) the current use will be retained and enhanced by the development of a small part of the site.

Policy 53 : New Education Facilities
It is important that the ever diversifying needs and requirements of education provision can be met.

A) A new or improved education facility will be supported where:
   1. the scale, range, quality and accessibility of education facilities are improved;
   2. it meets a recognised need in the area it is expected to serve in line with the Council’s legal responsibility to provide sufficient school places;
   3. the proposed development is of a scale and design appropriate to the location;
   4. an area of open space and playing fields sufficient to meet the needs of pupils is incorporated;
   5. the development is capable of a joint or dual use for community benefit, in agreement with the school/academy and this has been incorporated into the design;
6. proposals that involve the relocation of existing education facilities outside settlement boundaries (and redevelopment of the original site for alternative use) will only be supported where the new site would demonstrably better meet the identified education needs and is acceptable in terms of its impacts on the countryside;

7. the proposal is readily accessible by the community by public transport and by means other than the car; and

8. sufficient car parking, drop off zones and pedestrian crossings are provided.

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

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**Policy 54 : Provision of new Indoor Recreation and Leisure Facilities**

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

A) are associated with identified needs of the community;

B) offer greatest accessibility to the public;

C) involve the use of derelict or degraded land particularly where they revitalise communities and lessen disadvantage;

D) provide alternative or specialist sports and recreational provision.

E) are of a scale appropriate to the type and size of settlement; and

F) are located in the larger urban areas if they attract large numbers of people and are accessible by walking, cycling and public transport links.

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**Policy 55 : Pollution**

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

A) an assessment of the risks to public health and the impact of cumulative effects and where necessary that the provision for mitigation against the total effects has been provided.

B) the presence of noise generating uses close to the site, and the potential noise likely to be generated by the proposed development. A [Noise Assessment](#) will be required to enable clear decision-making on any relevant planning application.

C) the impact on national air quality; especially but not limited to [Air Quality Management Areas](#), areas potentially close to the EU limit value, other sensitive areas and the aims and objectives of the [Air Quality Action Plan](#). An Air Quality Assessment will be required to enable clear decision making on any relevant planning application.

D) any adverse effects on the quantity, quality and ecology features of water bodies and groundwater resources.
the impact of artificial lighting. Artificial lighting has the potential to cause unacceptable light pollution in the form of sky-glow, glare or intrusion onto other property and land. Development proposals should ensure that adequate and reasonable controls to protect dwellings and other sensitive property, the rural night-sky, observatories, road-users, and designated sites for conservation of biodiversity or protected species are included within the proposals.

Policy 56: Contamination and Unstable Land

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

A) demonstrating there is no significant harm, or risk of significant harm, to human health, or land, natural environment, pollution of soil or any watercourse or ground water;

B) ensuring necessary remedial action is undertaken to safeguard users or occupiers of the site or neighbouring land and protect the environment and any buildings or services from contamination during development and in the future;

C) demonstrating that adverse ground conditions have been properly identified and safely treated; and;

D) clearly demonstrating to the satisfaction of the Local Planning Authority, that the land is suitable for its proposed use.
Climate Change, Minerals, Resources & Energy

Policy 57: Drainage

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

A) There is adequate means of foul sewage disposal;

B) They will achieve a reduction in surface water run off on brownfield sites, and no increase on existing rates for greenfield sites;

C) They secure the removal of culverting and avoid building over a culvert or new culverting of watercourses;

D) They make use of Sustainable Drainage Systems (if appropriate);

E) They dispose of surface water appropriately according to the following networks in order of preference:
   1. to an infiltration based system wherever possible (such as soakaways).
   2. discharge into a watercourse with the prior approval of the landowner and navigation authority (following treatment where necessary).
   3. discharge to a public sewer.

Policy 58: Flood Risk Management

A) All development proposals will be considered against the NPPF, including application of the sequential test and, if necessary, the exception test.

B) The extent and detailed boundaries of the functional flood plain (flood zone 3b) are identified through the Council’s Strategic Flood Risk Assessment, in agreement with the Environment Agency, where national policy will be applied.

C) Through appropriate consultation and option appraisal, development proposals outside of Development Allocations in Flood Zones 2 and 3a will be considered as follows:

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

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

   Retail: will be required to pass a sequential test with an area of search normally confined to:
   1. elsewhere within the settlement’s town/ district/ local centre; or
   2. where a settlement does not have a retail area defined on the Proposals Map, elsewhere within the same settlement as per the proposal itself.

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

D) The Council’s Strategic Flood Risk Assessment identifies a number of residual flood risk areas
where proposals will need to have mitigation identified in accordance with the latest flood risk modelling and evidence, and in agreement with Doncaster Council, the Environment Agency, and the Lead Local Flood Authority.

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

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

A) Proposals will be supported which give priority to:
1. biomass and energy crop schemes especially to the north and south east of the main urban area, for example mixed woodland, single species short rotation forestry and large-scale forestry, outside of areas of high quality arable farmland;
2. heat or power generation from light, water, waste and other low carbon heat sources;
3. landfill and sewage gas energy generation schemes;
4. wind power projects which meet the criteria of Policy 60; and
5. micro-renewable energy technologies and decentralised heat and power systems within new development.

B) In all cases, low carbon and renewable energy proposals will be supported where they:
1. have undertaken community engagement and demonstrate how they will deliver environmental, social and economic benefits;
2. protect local amenity and include appropriate stand-off distances between technologies and sensitive receptors, such as residential areas;
3. allow the continued safe and efficient operation of Doncaster Sheffield Airport;
4. would have no unacceptable adverse effects on highway safety and infrastructure;
5. have no 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); and
6. reclaim the site to a suitable and safe condition and use (such as agriculture or nature conservation) should the development cease to be operational.

C) Proposals will be supported which facilitate the delivery of combined heat and power (CHP), combined cooling, heat and power (CCHP) and district heating networks where there is sufficient heat density/demand or anchor loads. Development within or adjacent to Heat Opportunity Areas will be expected to incorporate infrastructure for district heating where feasible, and to connect to existing systems where available.

**Policy 60 : Wind Energy Developments (Strategic Policy)**

We will support applications for wind energy developments involving one or more wind turbines where:

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

B) small to medium scale wind power schemes are directed toward employment locations which are sited away from the Thorne and Hatfield Moors, the River Don limestone gorge and other sensitive areas, views and uses;

C) proposals satisfy the requirements of Policy 59 (Renewable Energy) and any other relevant Local Plan policy;
D) development would not lead to significant coalescence of areas dominated by wind energy development;

E) development has no significant adverse impacts, including cumulative impacts, on the built and natural environment and ecology;

F) any proposed turbine would be located enough distance from any residential property to demonstrate that it would not cause unacceptable effects on amenity, living conditions, or be overbearing;

G) any proposed turbine would be sited away from a susceptible dwelling house, community facility or workplace, so as not to cause shadow flicker;

H) any adverse impacts on radar systems (including the operation and growth of Doncaster Sheffield Airport), TV reception, communications links, or telecommunications systems are capable of being acceptably mitigated;

I) any proposed turbine would be setback from any highway boundary, railway line, canal, public footpath or bridleway by a sufficient distance; and

J) following community engagement, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

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**Policy 61 : Protecting and Enhancing Doncaster’s Soil and Water Resources**

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

A) Proposals on non-allocated sites that involve the loss of the best and most versatile agricultural land (grades 2 and 3a) will only be supported where:
   1. there is an overriding need for the proposal;
   2. there are no other suitable alternative locations on lower quality agricultural land (or non-agricultural land) available; or
   3. the land can be reinstated back to its previous state (e.g. mineral extraction).

B) Developers will need to demonstrate through an on-site assessment the actual grading where significant development takes place on agricultural land.

C) Proposals will not be supported which would:
   1. have an adverse impact on the ecological status or recreational value of rivers and other water bodies such as flood storage areas;
   2. lead to the deterioration in the quality of surface and ground waters; and
   3. lead to a reduction in ground water levels (or reduced flows in water courses).

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

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

A) We will aim to deliver adequate, efficiently and sustainably sourced minerals during the plan period by:
   1. encouraging the use of suitable secondary and recycled material in the first instance, minimising the need for primary extraction;
2. providing for sufficient industrial and energy minerals that balance both the economic and environmental benefits:
3. contributing toward local provision by maintaining, where possible, a landbank of permitted reserves for at least seven years for sand and gravel and with Rotherham Council at least ten years for aggregate limestone;
4. monitoring and reviewing the permitted reserves of sand and gravel, and aggregate limestone and producing an annual aggregate assessment;
5. requiring proposals for sand and gravel to demonstrate that the mineral resource includes at least 20% sharp sand and gravel;
6. identifying on the Proposals Map existing mineral sites, new mineral proposals (preferred areas), and ‘Areas of Search’; (see Table below)
7. identifying on the Proposals Map minerals supporting infrastructure to be safeguarded during and beyond the plan period (see Table below); and,

B) Proposals for non-mineral development within Mineral Safeguarding Areas will only be supported where:
1. consideration has been given to the long term economic value of the mineral
2. non-mineral development can take place without preventing the mineral resource from being extracted in the future;
3. the proposal can feasibly incorporate the prior extraction of any minerals of economic value in an environmentally acceptable way;
4. the need for the development outweighs the need to safeguard the site for future;
5. the development is permitted, minor or temporary in nature.

The principle of the draft policy above is to allocate existing mineral sites that contribute toward the landbank provision, new mineral sites, ‘areas of search, safeguarded areas and infrastructure. Evidence base documents supporting this consultation identify our options which are shown below for information. Please note the list below may change following consultation.

Table: Mineral Sites, New Allocations (preferred areas), ‘Areas of Search’ and Safeguarding Proposals

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Site / Area and Location</th>
<th>Mineral</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Dunsville Quarry</td>
<td>Sand and Gravel</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>5</td>
<td>Wroot Road Quarry</td>
<td>Sand and Gravel</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>1</td>
<td>Austerfield Quarry (1)</td>
<td>Sand and Gravel</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>2</td>
<td>Glen Quarry, Stainton</td>
<td>Limestone</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>4</td>
<td>Hazel Lane Quarry, Hampole</td>
<td>Limestone</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>8</td>
<td>Holme Hall Quarry, Stainton</td>
<td>Limestone</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>7</td>
<td>Warmsworth Quarry</td>
<td>Limestone</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>9</td>
<td>Cadeby Quarry</td>
<td>Limestone</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>10</td>
<td>Finningley Quarry (58's Road)</td>
<td>Sand and Gravel</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
<tr>
<td>11</td>
<td>58's Road</td>
<td>Sand and Gravel</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
</tbody>
</table>

Source of sites information: 2017 Local Aggregates Assessment
<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Site* / Area and Location</th>
<th>Mineral</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Partridge Hill (High Common Lane, Austerfield)</td>
<td>Sand and Gravel</td>
<td>Mineral site contributing to the landbank of permissions (Active in 2016)</td>
</tr>
</tbody>
</table>

Please note there are additional permitted quarries with extant permissions:

- Hurst Plantation, Sand and Gravel, Inactive site
- Bank End Quarry, Sand and Gravel, Inactive site
- Blaxton Quarry, Sand and Gravel, Inactive site
- Sutton Quarry, Suttonfield Road, Sutton, Site awaiting restoration

New Local Plan proposals (preferred areas):

- Johnson Field, off Holmewood Lane, Armthorpe, Sand and Gravel, New mineral site proposal (Preferred Areas)
- Land at Grange Farm, Finningley, Sand and Gravel, New mineral proposal? (Preferred Areas) Extension (Permission granted 2015) (Shown as mineral site contributing to the landbank of permissions see above)
- Finningley Quarry, Sand and Gravel, New mineral proposal? (Preferred Areas) Extension (Permission granted 2015) (Shown as mineral site contributing to the landbank of permissions see above)
- Austerfield Quarry, Sand and Gravel, New mineral proposal? (Preferred Areas) Extension (Permission granted 2015) (Shown as mineral site contributing to the landbank of permissions see above)

Areas of Search Proposals:

- 5. Land to the west of Bawtry (north of the A631 and west of the A638), Sand and Gravel, Area of Search
- 47.1 Land between the M18 and Gatewood Lane (north east of junction 4), Sand and Gravel, Area of Search
- 50 Land to the East of the M18 (south of junction 4), Sand and Gravel, Area of Search
- Land at off Doncaster Road between Warmsworth and Conisbrough, Industrial Dolostone, Area of Search (industrial mineral)

Safeguarded Areas:

- Land to the east of Doncaster between Thorne and Bawtry, Sand and Gravel, Safeguarded Area
- The Limestone Ridge between Skelbrooke to the north and Stainton in the south, Magnesian Limestone, Safeguarded Area
- Shallow Coal in the vicinity of Mexborough, between Clayton in the north and Maltby in the south, Shallow coal, Safeguarded Area
- Land at off Doncaster Road between Warmsworth and Conisbrough, Industrial Dolostone, Industrial mineral Safeguarded Area
- Cadeby Quarry, Cadeby Stone (Magnesian), Building Stone Safeguarded area (to be shown as a dot in the local plan)
Policy 63: Minerals Development Proposals, Borrow Pits and Incidental Extraction

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

Incidental mineral extraction and borrow pits will be supported where:

A) the use of reclaimed, recycled or waste material has been considered and is not practical or suitable;
B) the proposal is short term and provides a clear amenity, environmental or local economic benefit; and
C) the borrow pit is situated next to and used only for the project it is intended to supply.

Policy 64: Reclamation of Mineral Sites (Restoration, Aftercare and After-use)

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

A) Mineral extraction sites within biodiversity opportunity areas will be expected to direct reclamation towards the UK Biodiversity Action Plan priority habitat indicated in Policy 30 as a priority for that area.

B) Proposals will need to demonstrate that:
1. the surrounding landform and landscape impacts are taken into account and appropriately mitigated;
2. the requirements for the reinstatement of the lost or damaged habitat / landscape type, or provision of new habitat types have been fully considered;
3. an appropriate aftercare period is in place in order to ensure successful restoration;
4. sufficient consideration has been given to long term after-use of the site when designing the restoration proposals; and
5. measures are in place to ensure that the restoration is technically and economically feasible, and can be successfully completed

Policy 65: Providing for Energy Minerals (Gas and Oil (Hydrocarbons))

The exploration, appraisal and development of conventional and unconventional hydrocarbons will only be supported in line with the following principles:

A) Identifying ‘Petroleum Exploration and Development Licence’ (PEDL) areas and hydrocarbon sites on the Proposals Map.

B) Support will only be given to applications for energy minerals that significantly benefit the local economy and any cumulative and adverse impacts on the local environment or residential amenity can be avoided or mitigated to the satisfaction of the Mineral Planning Authority. Adequate separation should be maintained between residential buildings and other sensitive receptors. Developers are advised a buffer of up to 500m may be required to avoid associated adverse impacts on residential amenity. Development within 500m of these sensitive receptors will only be permitted in exceptional circumstances.

C) Proposals for conventional and unconventional hydrocarbons and related ancillary development, will be supported which include:
1. a detailed scheme of working
2. a comprehensive Health Impact Assessment (HIA).
3. a location plan showing where surface works and underground operations will take place;
4. a location plan showing the proximity to other oil or gas fields;
5. a location plan showing the proximity to existing ‘designated seam areas’ for coal

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extraction;

6. at the appraisal or production stage a completed appraisal of the hydrocarbon resource field;

7. at the production stage a comprehensive scheme for the full development of the hydrocarbon resource within an agreed timescale; and

8. at the production stage the use of existing facilities for the development of any additional fields discovered unless the applicant satisfies the Council that this would not be technically feasible and any adverse impacts can be mitigated.
Policy 66 : Developer Contributions (Strategic Policy)

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

A) Where necessary, directly related to the development, and fair and reasonable in scale and kind, developer contributions will be sought to mitigate the impacts of development through:

1. direct provision on site (e.g. for on-site affordable housing, education facilities, open space, or sustainable drainage schemes);
2. provision off site, to ensure the development can be delivered in line with other policy objectives, and to a safe and satisfactory standard (such as off-site affordable housing, education facilities, flood mitigation, or highways improvements);
3. contributions towards softer interventions to ensure the benefits of the development are maximised by local communities (such as skills and training programmes including local labour agreements); and,
4. pooled contributions for schemes necessitated as a result of the cumulative impact of a number of developments. Such schemes may also include the requirement for retrospective contributions where infrastructure has been required in advance of some developments.

B) Where infrastructure is to be provided either on or off site, provision for its long-term maintenance will be required (which may include its adoption either by the council or a third party, subject to the provision of appropriate maintenance funding from the developer).

Policy 67 : Development Viability (Strategic Policy)

The Council will take a pragmatic and flexible approach to planning obligations and consider their genuine impact on viability of development proposals on an independent and case by case basis, at the applicant’s expense, and in line with the following principles.

A) Development which is unable to make the full contribution at the point at which the application is submitted may be supported where:

1. a robust and fit for purpose viability assessment shows that the full contribution would make the development unviable;
2. the possibilities for reduced, deferred or phased contributions have been fully explored; and,
3. it can be demonstrated that the wider benefits of the scheme outweigh its lower level of contribution.

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

Policy 68: Doncaster Town Centre (Strategic Policy)

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

Major development opportunities will be directed towards Waterfront, Marshgate, Civic and Business District, Waterdale, Minster Canalside, the Markets and St Sepulchre Gate West areas of the town centre, as defined on the proposals map and set out under Policy 23.

Proposals will be supported where relevant, which:

A) revitalise the Waterdale shopping centre as a predominately retail-led, mixed-use development complementary to the existing retail provision in the town centre, acting as a strong axis between the Civic and Cultural Quarter and primary shopping frontages;

B) transform the Colonnades shopping centre into a vibrant commercial destination (including an upgrade of the existing built fabric to provide high quality office and retail space, public space and improved linkages to other parts of the town centre);

C) support the expansion and growth of education and research facilities particularly at Waterfront and the Civic and Business District, with a view to achieving independent university status and developing strong links with knowledge-based facilities (e.g. Doncaster College) and industries, such as rail engineering;

D) transform the Minster canalside and waterfront area into a vibrant mixed-use destination in its own right, framed with higher density development, a hierarchy of greenspaces and a mix of small-scale ancillary uses focused around the marina and canalside;

E) provide better opportunities for the independent and specialist retail and commercial sectors, particularly around Hallgate, the market and in the Lower Wheatley, Copley Road and Nether Hall Road areas;

F) create high-quality streets, public spaces and routes between key destinations, particularly at Doncaster Waterfront, Waterdale, Doncaster Market, Marshgate, Doncaster Minster and St Sepulchre Gate West, including where appropriate tree-lined boulevards, parks and canal-side walkways;

G) bring about environmental improvements to the character and appearance of the streetscape, especially at the station gateway, Hall Gate Triangle, Copley Road/Nether Hall Road, Spring Gardens/Duke Street, Silver Street and the Minster quarter;

H) create inviting and safe places for pedestrians, cyclists and the disabled, with special emphasis on reducing the severance caused by the Trafford Way/Church Way/Cleveland Street corridor and improving links to Balby Island, Doncaster Minister, St Sepulchre Gate West (including the railway station), Doncaster Waterfront, Lower Wheatley, Hyde Park and Doncaster Lakeside;

I) create a more attractive mix of day time, evening and night time uses such as restaurants, bars, cafes and cultural facilities, with special emphasis on supporting tourism, particularly at the Markets and in the Civic and Business Quarter and Waterdale areas;

J) encourage the retention and restoration of traditional shop fronts in the interests of preserving
and enhancing the historical character of the town centre, using original features where possible.

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

**Policy 69 : Key Doncaster town centre and main urban area mixed-use sites (Strategic Policy)**

The following key sites (as identified on the proposals map) will be developed in accordance with the principles below, the development requirements (to be prepared) and other relevant Local Plan policies:

|   | Doncaster Markets | The markets area will be remodelled and refurbished to create a more outward-facing development and improve links to other parts of the town centre such as Copley Road and Netherhall Road. This will involve the rationalisation of existing market stalls, the introduction of multi-purpose internal and external space and the creation of new enterprise space including pop-up shops.
A new urban walkway will be created through the existing surface car park and along High Fishergate to connect the markets with the Minster riverside and waterfront. The remainder of the site will be retained primarily as a surface-level car park. New development will frame/enclose High Fishergate and the northern side of the markets square. Live frontages along the new street will accommodate flexible enterprise space, shops and restaurants. |
|---|---|---|
| 2 | Minster Canalside | The aim is to transform this area into a vibrant waterside quarter that reinforces and celebrates the minster (St George’s Church) and its relationship with the waterfront and the rest of the town centre, acting as the gateway between the retail core, transport interchange and canal-side. New development and public routes will be located on both sides of the canal and linkages improved between the Minster and the canal.
Housing and commercial uses such as offices and small scale retail and leisure facilities such as bars and restaurants will be supported.
The public realm will be enhanced to improve linkages to the canalside and waterfront, in particular Church View and Grey Friars Road will be re-classified to create a more attractive pedestrian environment. |
| 3 | Waterdale Precinct | The site will be refurbished and redeveloped as a predominantly retail location, alongside a broader mix of leisure and tourism uses such as restaurants, cafes and bars, befitting its location adjacent to the Civic and Business District and primary shopping area.
Redevelopment could deliver a new anchor supermarket along with complementary uses such as leisure, offices and shops and a reconfigured street pattern. Residential uses above the ground-floor will be supported. |
| 4 | Civic and Business District | The area will become a focus of major new civic, cultural, educational, office and commercial investment. The aim is for the area to become a ‘central business district’ that will build on existing civic developments and bring the Waterdale
<p>| | |</p>
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</table>
| Shopping Centre into the area. The design of the public realm should be of the highest quality. Future development will include:  
- grade-A office facilities;  
- education facilities;  
- a new central library and resource centre;  
- complementary leisure uses, such as bars and restaurants;  
- a mix of high-density housing; and  
- additional parking provision.  
Hotel and conferencing facilities will also be supported within this location. Development will be expected to follow the high architectural standard and quality public realm delivered in the earlier phases of the scheme. | |
| 5 | **Doncaster Waterfront**  
The waterfront area will become a thriving and attractive high density waterside neighbourhood, representing a natural extension of the town centre. It will support a variety of uses and activities such as modern waterfront living, student accommodation, employment, education and learning, centred on the marina and a high quality public realm.  
New and improved pedestrian and cycle links, crossing facilities and greenspaces (including a new urban park and footbridge over the river Don) will also be created, connecting the waterfront with the rest of the town centre.  
Small-scale retail and leisure facilities serving the day-to-day needs of the neighbourhood will be supported (especially around the marina), so long as they do not compete with existing retail uses within the primary shopping area or harm the vitality and viability of the town centre.  
Accepted uses also include commercial, health, recreation and community facilities. | |
| 6 | **Doncaster Waterfront Phase 2 (Waterfront West)**  
This area will become a longer term extension to Waterfront Phase 1 which connects well to the town centre. Proposals for commercial, health, recreational facilities, residential and associated waterside developments will provide additional capacity for growth following development of Phase 1. | |
| 7 | **Marshgate**  
This area will become a well-integrated, high-density mixed-use development that redisCOVERs its role as a gateway to Doncaster town centre and improves access to the waterside, with good quality architecture, safe and attractive streets and public spaces.  
Housing and commercial uses such as offices and small-scale retail and community facilities will be supported. Leisure uses may also be supported provided they complement the existing town centre offer and do not harm its vitality and viability.  
Development of the site will also support ecological networks alongside the waterways and provide informal recreation routes offering excellent access to the nearby countryside. | |
| 8 | **St Sepulchre Gate West**  
This opportunity area will become a town gateway with new landmark mixed-use development which capitalise upon its location close to the retail core and railway station. A reinvigorated and bustling, high-density urban quarter will be created | |
with safe and vibrant streets and spaces. This will involve the relocation of existing car parking, the provision of a new station forecourt public space (including new pedestrian routes) and enhancements to the façades/entrances to Frenchgate shopping centre and other key buildings along St Sepulchre Gate West.

The station forecourt will be transformed into a dynamic urban square which will provide a strong sense of arrival and directs visitors to the primary shopping area across an improved Trafford Way (A630). New office and hotel development will be sought around this gateway space.

High-density housing and greenspaces will be supported to create activity and focus around St James’s Church.

Existing buildings and facilities such as shops, pubs and other community uses which contribute to the vitality and character of this area will be retained and, where possible, enhanced.

Any significant redevelopment of this area will need to explore opportunities to improve connections to and from the town centre across the dual carriageway (Trafford Way/Church Way) and the railway station.

9 Wheatley Hall Road

This area is the former McCormick Tractor site and will become well-integrated and designed mixed-use development that recognises its important role along one of the main routes into Doncaster town centre.

Housing and commercial uses such as employment (excluding offices) and community uses will be supported including small scale retail and leisure facilities such as a foodstore, bars and restaurants and health related uses such as health centre, doctor, crèche. Smaller scale trade counter/roadside uses will be acceptable.

New development should seek to provide high quality open space, improve access to the canal and have regard to the ecological issues on the site particularly alongside the waterway.

Policy 70: Unity regeneration project (Strategic Policy)

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

A) The on-going development of the Unity project will be provided in accordance with its planning permission and the requirements set out below to provide:

1. up to 1200 new homes over the plan period, and up to 3,100 homes over the life of the development, with a minimum of 0.4 hectares of land made available for self-build homes;
2. approximately 56 hectares of land for business, general industrial and storage and distribution uses, a training centre and energy related developments and associated education, technological and research facilities;
3. a new local centre next to the railway station within which retail, education and community facilities will be supported;
4. a new 3 form entry primary school by 2032;
5. green infrastructure delivering over 80 hectares of green space, retaining all existing ditches and public rights of way and providing enhanced connections to the wider green
space and rights of way network;
6. a landscape and biodiversity strategy that retains and enhances most existing landscape features and provides offsetting for impacts on habitats;
7. a new marina on the Stainforth and Keadby Canal with ancillary development;
8. continued protection for, and enhancement of, the Hopyard Hay Meadow local wildlife site with appropriate landscape buffers connecting it to the wider countryside and with developments in its vicinity;
9. a link road from junction 5 of the M18 motorway to serve the development and provide wider connectivity, its development coordinated with the delivery of new homes and employment; and
10. improvements to Hatfield and Stainforth railway station including upgraded passenger facilities, park and ride and a new pedestrian footbridge.

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

C) The lay-down area (map to be prepared to show) will be a source of spoil to create development platforms (subject to satisfactory contamination investigations) and will then be subject to a restoration and after care scheme.

D) Given its former use, the Hatfield Colliery site (as shown on the proposals map) is suitable for:
   1. employment/industrial uses such as business, light industry and distribution/warehousing;
   2. technological, manufacturing or research uses, and
   3. ancillary uses including local facilities provided that they are of a scale that is needed to serve the occupiers of the site.

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

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

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

Policy 71 : Thorne Town Centre

Within Thorne town centre, as defined on the proposals map, proposals will be supported, where relevant, which:

A) provide opportunities to improve connectivity between Finkle Street and King Street and develop the Market Place as a key focal point of the town centre, reflecting its role as a market town;

B) restore/bring listed buildings and other buildings of local importance back into active use;

C) protect and enhance the setting of the scheduled monument (Peel Motte and Bailey Castle);

D) respect the historic pattern and character of buildings and spaces within or on the edge of the town centre;
E) improve parking opportunities in the town centre through the rationalisation of existing on-
street parking (e.g. The Green) and the provision of safe and formal car parking provision as part
of the redevelopment of vacant sites and buildings;

F) protect and enhance existing areas of greenspace and secure improvements to the public realm
(including high quality street furniture, surface treatment and planting) through good design;

G) provide continuous active street frontages at ground floor level, with the minimum use of set-
backs, especially along Church Street, King Street and Silver Street;

H) encourage the retention and restoration of traditional shop fronts in the interests of preserving
and enhancing the historical character of the town centre, using original features where
possible; and

I) create inviting and safe places for pedestrians, cyclists and the disabled with particular emphasis
on securing improvements to better manage traffic and pedestrian flows along King
Street/Silver Street and Finkle Street/Market Place, with special emphasis given to reducing
severance and congestion.

Policy 72 : Mexborough Town Centre

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

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

A. explore opportunities to create a more enclosed, dense and compact urban form, especially
   within close proximity to key routes (e.g. A6023) and the primary shopping area;

B. improve existing retail provision, including a new retail supermarket anchor in the heart of the
   centre;

C. bring about environmental improvements (including tree planting, street furniture, signage and
   new public spaces) to enhance the streetscape and encourage social interaction, particularly at
   High Street, Bank Street and York Square;

D. retain and sympathetically restore, Mexborough’s historic buildings (particularly in the
   Conservation Area);

E. encourage the retention and restoration of traditional shop fronts in the interests of preserving
   and enhancing the historical character of the town centre, using original features where
   possible;

F. improve pedestrian/cycle links between the primary shopping area and surrounding areas,
   particularly the bus and railway stations, Montagu Hospital and Sheffield and South Yorkshire
   Navigation Canal;

G. open up public access and key views to the waterfront/canal side, particularly across the dual
carriageway (Greens Way);
H. introduce traffic calming measures along Greens Way to reduce and control vehicle speeds and protect the safety of pedestrians and cyclists;

I. provide active frontages at ground floor level, particularly along Greens Way, Station Road, John Street and West Street, wherever possible;

J. enhance the sense of arrival at key gateway sites around the edges and entry points into the town centre such as the Greens Way (Doncaster Road), A6022 (Bridge Street), Adwick Road and Station Road; and

K. support the rationalisation of existing car parks and refurbishment of the multi-storey car park and adjoining sites through sensitive redevelopment.

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

Policy 73: Mexborough Waterside (Strategic Policy)

Mexborough Waterside (as identified on the proposals map) will be developed in accordance with the principles below, the development requirements (to be prepared) and other relevant Local Plan policies:

The area will be redeveloped to provide a mix of uses such as new homes, offices, leisure and commercial uses such as restaurants, cafes and pubs, interspersed with public spaces, to create an attractive waterside environment, befitting its location adjacent the canal.

Appropriate small-scale retail uses will also be supported, especially within close proximity to the town centre and railway station.

New development in this location should seek to open up access to the waterside environment and explore opportunities to create high quality public spaces, particularly along the northern embankment.