



Doncaster  
Metropolitan Borough Council

# Planning and Development Brief:

## College Road Car Park Site

Dec 2017

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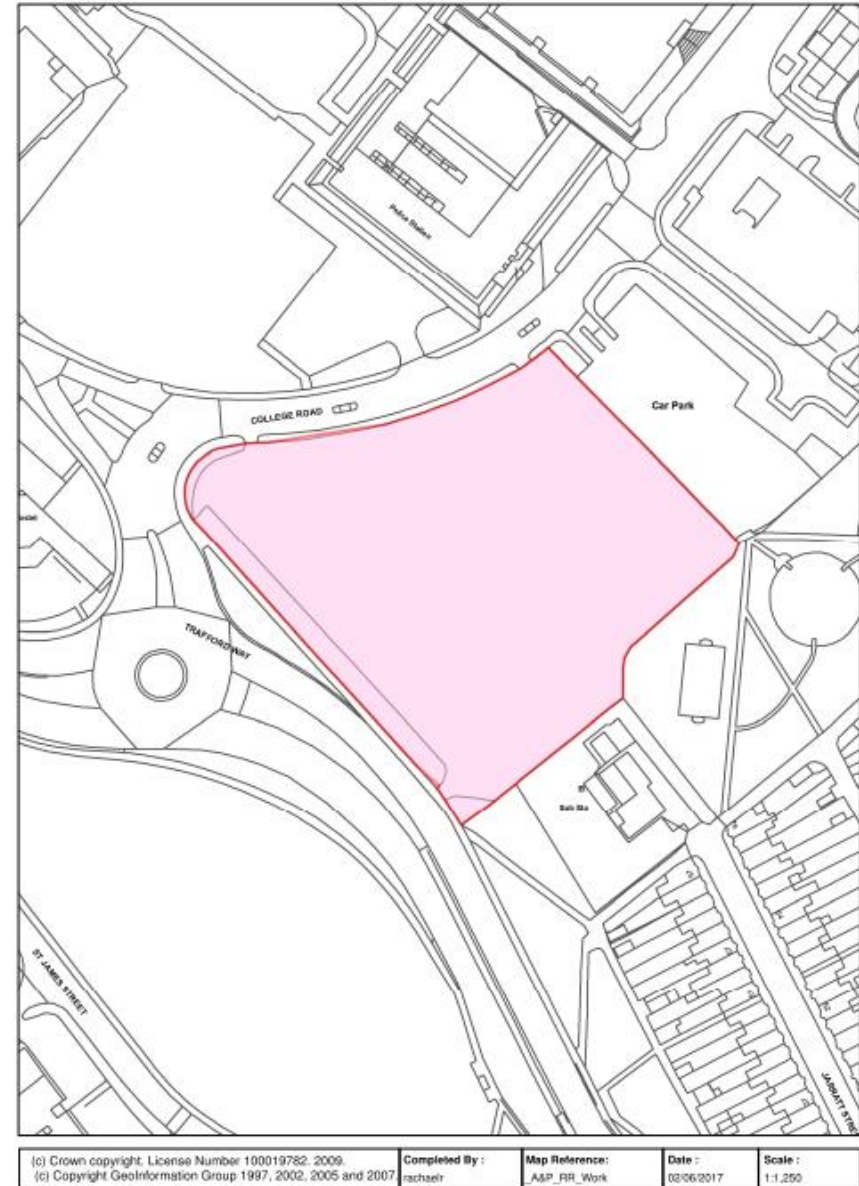
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# 1 Introduction

- 1.1 This Development Brief has been prepared by Doncaster Metropolitan Borough Council as Local Planning Authority (LPA). It sets down the key planning requirements and development guidelines for the development of a 1.09 hectare Council owned brownfield site, off College Road in Doncaster town centre. The site is currently used by Council Staff for the parking of private vehicles and for Council owned pool cars. It is proposed that this parking provision is moved to the Civic Quarter Car Park located to the north of the site off College Road / Cleveland Street, freeing up the site for development.
- 1.2 The Development Brief provides information on key issues of relevance to any future development. The aim is to provide clear guidance to any prospective purchaser of the land regarding the Council's aims, aspirations and policy in relation to the site.
- 1.3 The Council regards this as a high quality gateway development site suitable for a range of town centre uses with good access to the existing commercial area. As such it represents an important development opportunity and the Council will use its powers as Local Planning Authority and vendor to maximise the quality potential of the site and meet relevant planning policy, guidance and contributions.




## 2 Location and Site Description






- 2.1 The site is located approximately 500m to the south east of the main shopping area of Doncaster town centre, on the edge of the town centre boundary but within the main commercial area. Doncaster railway station is located on the East Coast Mainline and is within walking distance (around 600m as the crow flies) from the site. The area to the north is a rapidly transforming quarter of the town known as the Civic and Cultural Quarter (CCQ) which contains the Council's main offices, other civic buildings, public space, retail, commercial and residential areas. The Civic Quarter car park is located to the north west of the site (approx. 200m) and is the main multi-storey car park serving the area. To the south east and west are established residential areas.
- 2.2 The A638 (Trafford Way) runs along the site's western boundary and provides good vehicular links to the strategic road network and the motorways, including the M18, A1M and M62. College Road links to the A638 at the roundabout adjacent to the north western corner of the site and provides the main vehicular access points along the site frontage. The site is situated at a key gateway location which marks the main arrival point at the town centre from a southerly direction. The Council wish to improve upon the standard of development at this gateway location, and envisage new quality building(s) providing a welcoming landmark and aiding legibility. The site is highly visible from a number of directions and terminates views along College Road north and west, and the A638.
- 2.3 Immediately adjacent to the site's south eastern boundary is a large utility station in a secured compound and a public park (Glasgow Paddock's) which includes a children's play area and multi-use games area. This is a key local open space serving the Hyde Park residential community to the south and east. Immediately adjacent the site to the east is another car park which serves the police station on the opposite side of College Road. There is a public right of way running through this car park to link College Road with the open space and the housing area beyond.
- 2.4 The site's main access is from College Road, a one way system is then maintained within the site serving the car park, with the main egress onto College Road and a secondary egress in the southern corner of the site onto Trafford Way. The site is secured by green palisade fencing to the boundaries and vehicular barrier gates at the access points. There are however open sections within the fencing from College Road to allow pedestrian access.
- 2.5 The site itself is slightly raised from College Road at the northern most point, but is otherwise relatively flat and consists of tarmac driveways and rough hardcore parking bays. There is a row of mature trees on the boundary with the park, and a significant belt of trees along the south western edge adjacent Trafford Way.

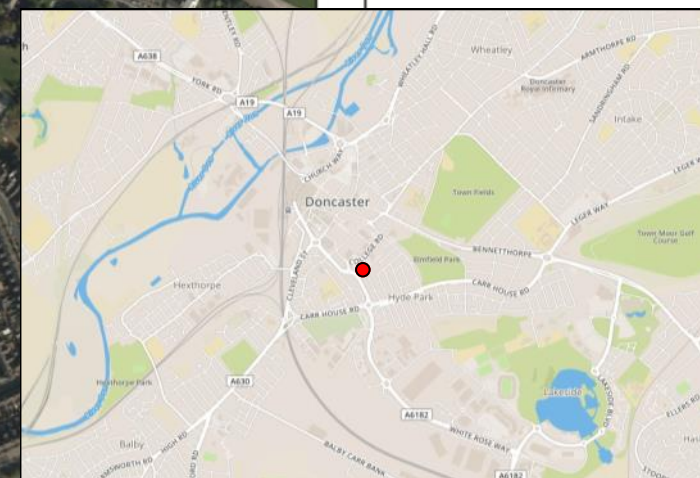






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-  Good quality pedestrian friendly streets
-  Key pedestrian route through waterdale
-  Trafford Way- major town centre dual carriageway
-  Key vehicular access routes servicing Waterdale
-  Traffic Regulation Orders in place restricting private vehicles



Site location and context





*Site photo locations*





# 3 Planning Context

- 3.1. The site is allocated as an office policy area in the Doncaster Unitary Development Plan (UDP) adopted July 1998 (saved Policy TC11). Policy TC11 states that:

***Within Doncaster Town Centre office and shopping policy areas defined on the proposals map, development or redevelopment schemes to provide offices will generally be supported providing they are consistent with other policies in the plan, particularly relating to shopping and conservation.***

***Proposals for other uses will be treated on their merits having regard to highway safety and the relationship of the site to surrounding uses, providing that they are consistent with other policies in the plan, particularly shopping and conservation.***

- 3.2 Part of the site is also covered by saved UDP policy TC26 which states that the Council will safeguard a site in College Road for a potential public car park.
- 3.3 The adopted Core Strategy (2012) includes the site within the town centre boundary, but outside the Primary Shopping Area. Core Strategy Policy CS7 (Retail and Town Centres) suggests Town Centre uses will be located according to the Retail Hierarchy, in order to promote choice, competition and innovation, with Doncaster Town Centre at the top of the hierarchy being defined as a Sub-Regional Centre. It states that proposals for major town centre uses will be directed sequentially to the Primary Shopping Area, but then to the wider town centre. Core Strategy Policy CS8 (Doncaster Town Centre) states that:

***A) Key Town centre uses that would enhance the vitality and viability of Doncaster Town centre (including retail, key leisure and entertainment uses and arts, cultural and tourism uses) will be directed sequentially to Doncaster Town Centre Primary Shopping Area and then to the wider town centre.***

***D) Proposals will be supported which, where relevant promote and diversify the education, leisure, cultural facilities and night-time and evening economy with special emphasis on supporting tourism.***

- 3.4 The Unitary Development (Plan 1998) and Core Strategy (2012) contain a number of policies which are directly or generally relevant to the development of this site and these are referred to throughout this brief.
- 3.5 In 2010 outline permission was granted for the Civic and Cultural Quarter (CCQ) (application 08/02535/OUTA) to the south / east of Waterdale which includes the car park site. This permission established certain uses, the locations and scale of buildings which included the now developed new Civic Office, the New Performance Venue (now called 'Cast') and the Civic Square (now known as Sir Nigel Gresley Square). It also granted permission for a new public library, retail and office facilities, leisure uses- health centre, bars / restaurants, hotels, a cinema and new homes. CCQ is the Council's preferred location for new civic and cultural uses in the town centre and the associated uses in the approved permission particularly the uses that delivery a high quality place.
- 3.6 The site forms part of plot L of the approved outline masterplan. It therefore has permission in principle for a high density mixed use development scheme including offices, residential, restaurants and retail uses and included proposals for a multi-level car park.

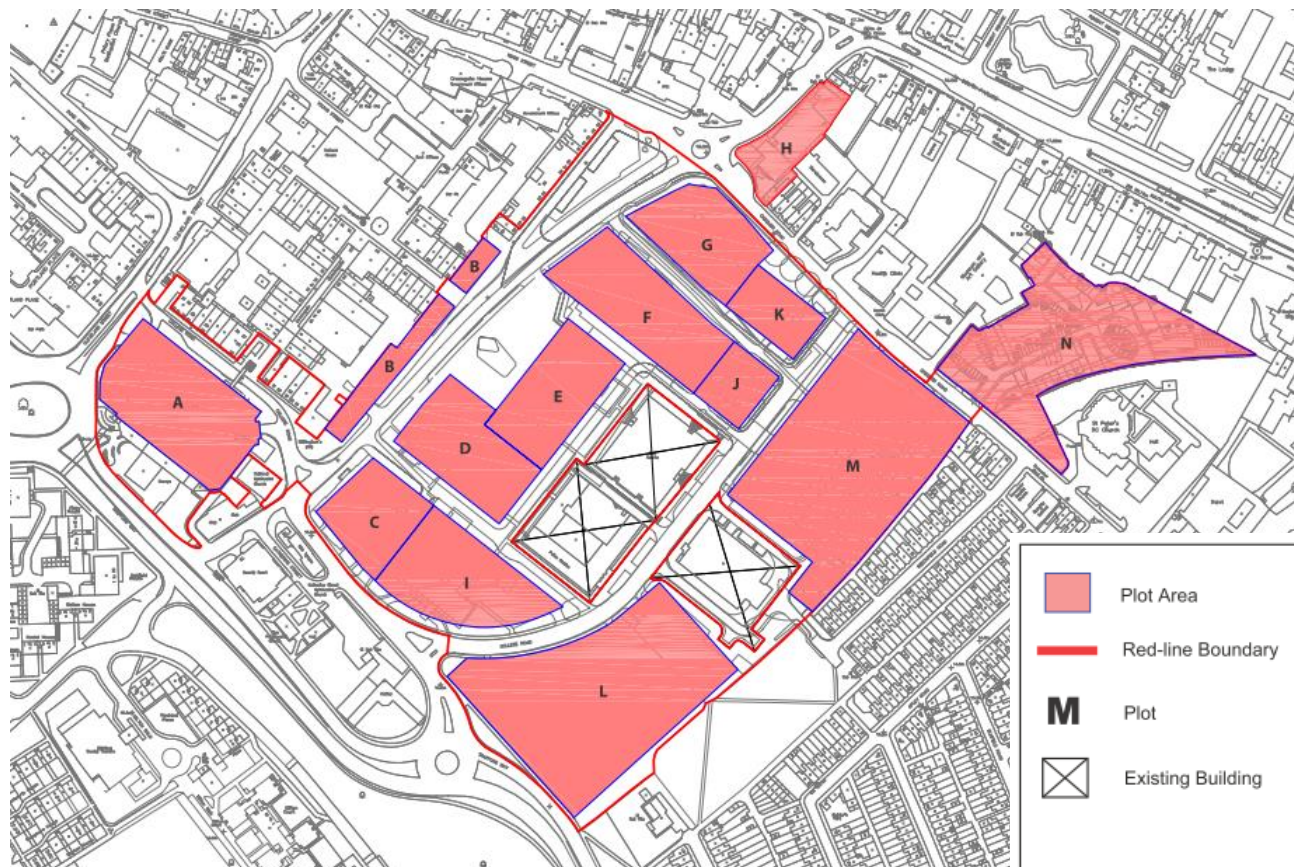


3.7 The CCQ permission and subsequent reserve permissions established the key masterplanning principles of the site. The Civic and Cultural Quarter outline planning application (08/02535/OUTA) and reserved matters submissions can be viewed via the Council's Public Access webpage:

<http://www.doncaster.gov.uk/sections/planningandbuildings/publicaccess/index.aspx>

The reserved matters applications in the CCQ area include a planning approval for a major new town centre cinema and associated restaurants on the vacant site on the south-west edge of Sir Nigel Gresley Square (planning application reference

15/01737/REMM). It is anticipated that this development will be delivered by Doncaster Council during 2018-2019. Doncaster Council will also be delivering a major new Cultural and Learning Centre, including a state of the art museum, library and art gallery, on the site of the former Girl's School to the north of the Civic Offices over similar timescales. This alongside the recent developments and future emerging pipeline proposals should significantly improve the footfall, range of uses and level of activity in the CCQ over coming years, radically changing the nature of the area.



*Extent of CCQ outline application, the site forms part of Plot L*



*New offices and theatre (plots E and F) and housing (plot M) within CCQ*





CCQ masterplan with site identified (top image), Massing model for Plot L taken from outline application (bottom image)

3.8 Subsequent to the CCQ permission, Doncaster Council commissioned an Urban Centre Masterplan which covers key areas in and around the town centre, including CCQ and the site covered by this brief. <http://www.doncaster.gov.uk/services/planning/doncaster-town-centre-masterplan>

The masterplan recommends that the CCQ area becomes Doncaster's 'Central Business District' with an office and mixed use focus with supporting leisure, cultural, residential and retail uses. It specifically highlighted the car park site as having the potential for a Town Centre supermarket subject to sequential testing, which Doncaster is currently lacking. However this recommendation has no formal planning status and the Council consider the site also suitable for a range of different uses as reflected in the outline permission.

3.9 The Council has a number of adopted Supplementary Planning Documents (SPD) that are relevant to this site, including the South Yorkshire Residential Design Guide SPD and the Development Guidance and Requirements SPD which covers both residential and commercial design. Applicants should refer to these detailed guidance documents when developing their proposals. The Council's adopted SPD's can be found via the following link:

<http://www.doncaster.gov.uk/spd>

3.10 There may be a requirement of the planning permission (probably necessitating a S106 Agreement in addition to conditions) depending upon the specific development proposals which come forward for the site.





- 1 New urban space provides focused entrance into new Waterdale development
- 2 New egress for basement car park
- 3 Existing MSCP
- 4 Improved public realm to enhance connection between MSCP and CCQ
- 5 Existing listed building connected to new leisure use
- 6 Potential to link existing listed building with new leisure facility
- 7 One-way system
- 8 UTC Building
- 9 New hotel providing prominence on main approach road into town centre
- 10 Existing roundabout
- 11 Retail (new foodstore)
- 12 Service yard
- 13 Improved pedestrian connections
- 14 Enhanced pedestrian public realm linking Cleveland Street with Sir Nigel Gresley Square
- 15 Sir Nigel Gresley Square; Key civic space
- 16 Leisure (cinema and restaurants)
- 17 Leisure centre / gym
- 18 Service, deliveries and disabled parking
- 19 Foodstore car park
- 20 Extended park
- 21 Substation
- 22 New mixed use development to create enhanced frontage / activity to Kingsgate (retail, leisure, residential)
- 23 Mixed use redevelopment of Queensgate (retail, offices, residential)

Extract from Doncaster Urban Centre Masterplan

# 4 Land Use Principles

- 4.1. Taking into consideration the policy framework, the outline approval and the ambitions of the masterplan framework, the Council considers the site could accommodate a range of town centre uses including; office, leisure, retail and residential in a high density compact format. Industrial uses are not considered appropriate for this location. Likewise, standalone utilitarian buildings, employment sheds, or typical car dominated retail / showroom formats, as they would not make the best use of the land in a highly sustainable location, or meet the Council's aspirations for this key gateway site. Uses leading to higher skilled jobs would especially be supported.
- 4.2 The 08/02535/OUTA CCQ Outline Approval included an approved schedule of parameters and quantum of development for each plot. A reserved matters planning application for any of the uses listed for Plot L (i.e. the site) would be acceptable in principle, however the quantum of development would have to meet the parameters established in the outline. **Any alternative development uses, or quantum of uses which exceed these parameters would require a full planning application to be submitted.**

Plot Ref	Use(s)	Plot Size (sqm)	Total GFA (sqm) (External)	No. Storeys (Max) <sup>1</sup>	Max Retail GFA (sqm) External	Max Height (M)	Plot Car Parking (Max) <sup>2</sup>
A	A1/A2/A3/A4/B1/Car park (retail, offices)	5,805	9,711	6	5071	26	816
B	A1/A2/A3/A4/B1/C3 (retail, offices, residential)	1,938	6,872	4	1,374	18	
C	A3/A4/ B1 (café, restaurant, offices)	2,828	7,360	5		22	16
D	D2/A3/A4 (Leisure, café, restaurant, pub)	3,984	6,256	3 <sup>3</sup>		18	
E	Sui Generis (theatre)/D1 (library)	3,795	11,040	4 (library) <sup>4</sup> (30m for NPV)		30	
F	B1 Offices	4,968	18,121	5		22	
G	B1/C1/C3/D2 (offices; hotel; residential; leisure)	3,564	10,106	4		15	25
H	A1/B1/C1/C3/D2 (retail, offices; residential; hotel; leisure)	2,104	3,790	4	947	15	
I	A1/A3/A4/B1/D2 (leisure, retail, café, restaurant, pub, offices)	4,646	4,763	5 <sup>5</sup>	952	22	
J	B1 Offices	1,456	3,177	5		22	
K	Carpark/C3 (residential)	1,745	6,650 +Undercroft	5		15	500
L	A1/A3/A4/B1 (retail, café, restaurant, offices) & Carpark	12,235	30,960	7	6000	26	800
	C3 (residential)		4,800				
M	C3 (residential)	12,221	15,566	5		15	100
N	C3 (residential)	9388	10,062	5		15	100

Height assumptions: residential-3m, office- 4m, retail/ F&B- 5-6m, Leisure 10-12m, car park-3m

*Approved schedule of development quantum and parameters*



## History and Archaeology

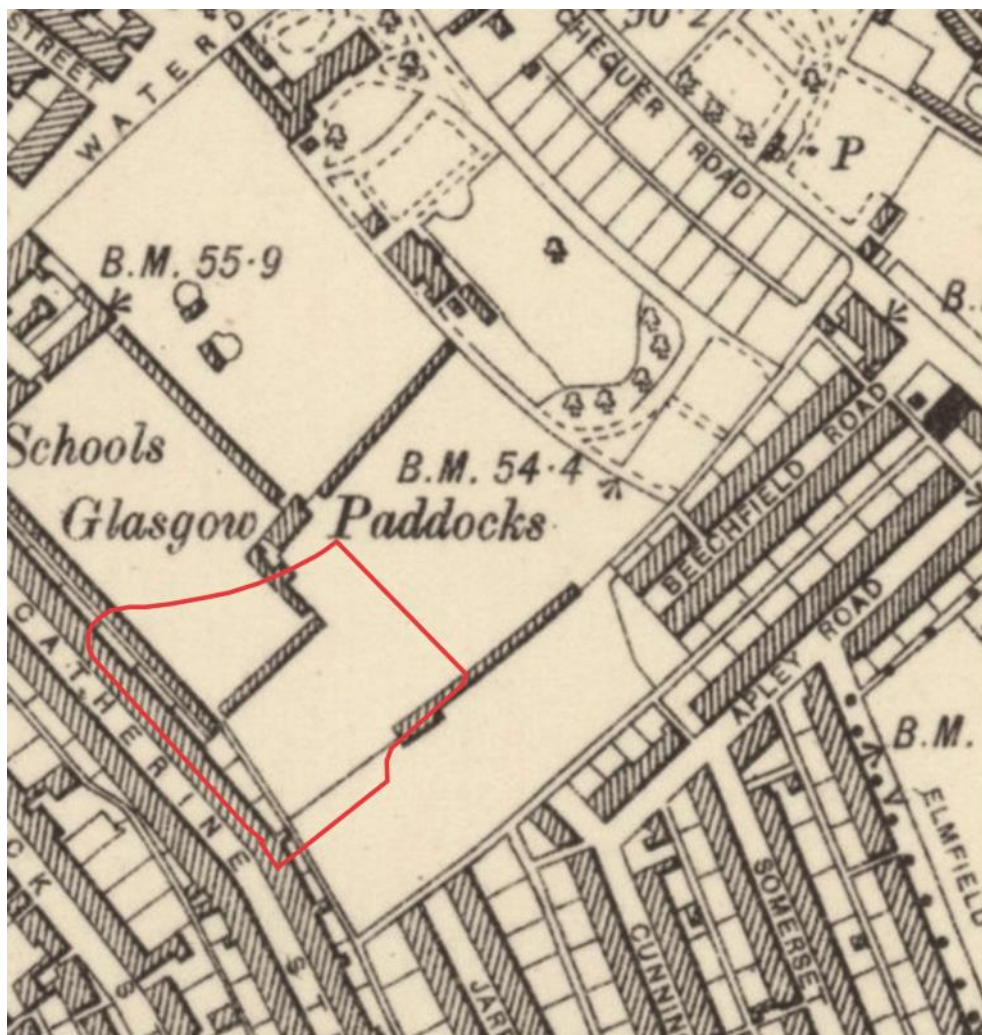
- 4.3 The site is located in an area which historically was used for horse grazing associated with the Racecourse and was named Glasgow Paddocks. Whilst the northern part of this land was developed, and has now been partially redeveloped, the site and the open space adjacent to it have largely not been built upon previously. The site was a car park for the former Coal Board headquarters building which was a tall modernist office block on the site opposite the car park which then became the main Council offices until the new Civic Offices were constructed more recently. This modernist building has now been demolished and the site lays open as a grassed area waiting to be redeveloped as part of the CCQ development.
- 4.4 The site is identified as 'plot L' in the CCQ outline approval and the following condition of outline application 08/02535/OUTA for the site still applies;  
*Condition 17: No development shall take place until the applicant, their agent, or their successor in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation that has been submitted by the applicant and approved in writing by the Local Planning Authority.*
- 4.5 The site has not been subject to any significant previous development which might have disturbed potential archaeology and archaeological investigations in the adjacent CCQ areas have uncovered Roman and later archaeological finds. The Council's assessment, as part of the local plan process, of the archaeological potential of the CCQ site is that there are remaining areas of car parking within the site that have a moderate to high potential for the survival of archaeological remains, particularly in the southeast side of the site.

- 4.6 Potential developers of the site are advised to consult the South Yorkshire Archaeological Service (SYAS) at an early stage as to the what programme of archaeological work would be required to discharge this condition and use the results of the work to inform the development proposals. This is in line with Government guidance in the NPPF, and saved UDP policies:

**ENV36      Where the information about the archaeology of a site is insufficient to determine a planning application, the applicant will be required to provide an archaeological evaluation of the site to the satisfaction of the borough Council.**

**ENV38      Where development is to be allowed which would impinge on an archaeological site, planning permission will, depending upon the importance of the site and opportunities for preservation, be subject to:-**

- a)      conditions to ensure preservation of the archaeology in sit, and/or**
- b)      conditions to ensure an adequate record of the site is made by an archaeological body approved by the borough Council.**



*Map showing approximate location of site and historic use of the land prior to 1960's demolition of terraced housing to form Trafford Way and development of car park*



# 5 Layout and Design Considerations

- 5.1. The Borough Council is committed to promoting high quality development throughout the Borough, through the policies of the Local Development Framework (UDP, Core Strategy), development management practice, preparation of Supplementary Planning Documents (SPD) and through its Design Review Panel.
- 5.2. This relatively flat, easily accessed, gateway brownfield site provides an opportunity to create a high standard development in a highly sustainable location. Applicants should be able to demonstrate how they have taken account of the need for good design in their development proposals having regard to the relevant LDF policies, SPD and guidance in this brief.
- 5.3. The most directly relevant Core Strategy Policy is:

## ***Policy CS14: Design and Sustainable Construction***

***All proposals in Doncaster must be of high quality design that contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area. Imaginative design solutions, including innovative and contemporary architecture, are welcome where they meet these objectives. New development should also have no unacceptable negative effects upon the amenity of***

***neighbouring land uses or the environment. This will be achieved through the design principles and quality standards set out below.***

***A) The components of development, including use mix, layout (movement patterns, townscape, landscape, open space and public realm), density (intensity of development) and form (scale, height, massing; and architectural details of buildings), will be assessed to ensure that the development proposed is robustly designed, works functionally, is attractive, and will make a positive contribution to achieving the following qualities of a successful place:***

- 1. Character – an attractive, welcoming place with its own identity appropriate to the area;***
- 2. Continuity and enclosure of streets and spaces by buildings;***
- 3. Quality, stability, safety and security of private property, public areas and the highway;***
- 4. Permeability – ease of pedestrian movement with good access to local facilities and public Transport services;***
- 5. Legibility – a development that is easy to navigate;***
- 6. Adaptability – flexible buildings capable of changing over time;***
- 7. Inclusive – accessible development that meets the needs of as much of the population as possible;***
- 8. Vitality – creating vibrant, busy places with a mix of uses where appropriate; and;***
- 9. Sustainability – proposals are environmentally responsible and well managed.***

***B) New housing developments will be expected to meet relevant building for life criteria (14/20 criteria for developments of more than ten dwellings). An agreed proportion of new homes should be designed to lifetime homes standards, subject to design and viability considerations.***

- 5.4 Any development proposals will be considered against Core Strategy policy CS14 which covers design and sustainable construction and requires new housing developments to meet Building for Life good. It also has an aspiration for major schemes to achieve Secure by Design. Building for Life criteria are used as a framework to assess the design quality of full applications for housing schemes of 10 or more units with the view to achieving a good rating as required by Core Strategy policy CS14. The South Yorkshire Residential Design Guide Supplementary Planning Document (SYRDG SPD) sets out urban design and detailed highway design guidance and is used by the Council in the appraisal of residential schemes. The guide has been prepared to help applicants meet the Building for Life criteria and the requirements of policy CS14. The Council's adopted Development Guidance and Requirements Supplementary Planning Document (DGAR SPD) summarises key important residential and commercial design requirements and contains further detail in terms of landscape and open space design. The Council's adopted SPD's can be found via the links provided in section 3 above.

5.5. Whilst there are likely to be a number of potential acceptable layouts for this site, the following design principles and parameters should be adhered to. The layout will also need to be informed by the technical assessments outlined below and in the rest of the brief:-

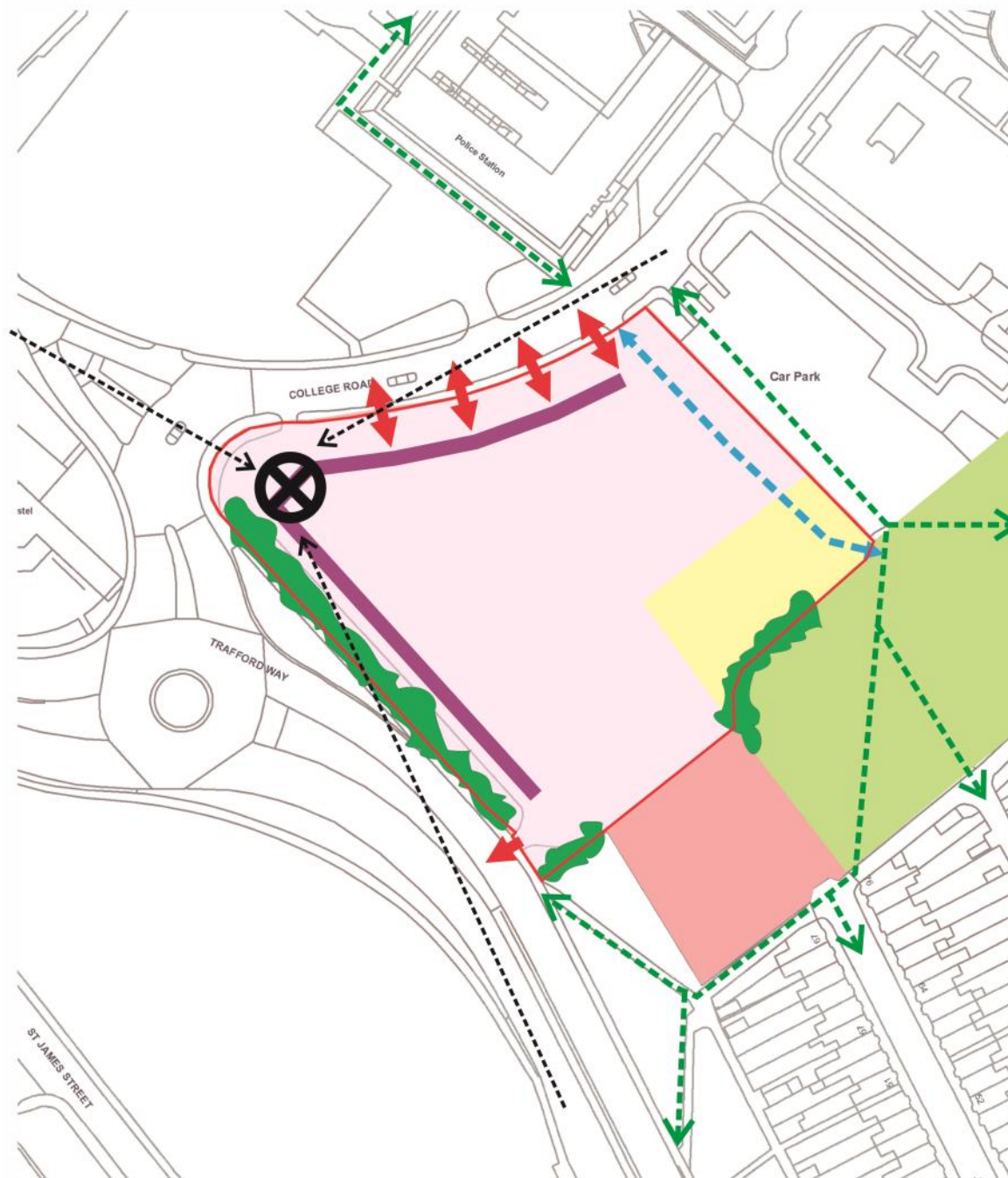
1. Vehicular access must be taken from College Road. A secondary egress and / or pedestrian cycle link to Trafford Way may be acceptable in the current location subject to the development proposed and highway visibility requirements being met.
2. The layout should make provision for pedestrian routes through the site between College Road and the park with a connection to the park made in the far eastern corner of the site;
3. If housing is proposed (more than 10 family units), 15% of the site area should be laid out as a single area of public open space, potentially as an extension to the existing park. The open space should be overlooked by development and meet relevant guidance and standards;
4. The layout and design should be informed by a programme of archaeological evaluation to be agreed with South Yorkshire Archaeology and undertaken at an early stage;
5. The site layout and design should be informed by an up to date tree survey and ecological surveys. A comprehensive landscaping scheme should be provided (see Section 7);
6. The existing tree belt along the site's south western edge should be retained as a buffer to Trafford Way, and development sited so as not to impinge upon the root protection areas of these trees;
7. In line with guidance for sensitive uses a Phase 1 contaminated land report will be required;
8. Air quality needs to be assessed. Dependent on the proposed use this site may also adversely impact the Air Quality Management Area along nearby Carr House Road;











9. The layout should provide strong development frontages and building lines to Trafford Way (set back from the trees) and College Road (toward the back of existing pavement). Appropriate set-back from College Road can be observed in the established building lines along the street to the east. It is important that frontages to College Road include active ground floor uses;
10. There are opportunities for taller buildings to provide the landmark development required at this gateway location. This was illustrated in the proposed form of development approved at outline. Any development of taller buildings should locate the highest points in the western corner of the site adjacent the roundabout, and step down in scale toward existing residential properties;
11. A high standard of development will be required throughout the site. Developers should seek to develop an attractive and distinctive rich contemporary architectural language and character for the new buildings informed by an understanding of the character of the local area and the architectural precedents of recent development in CCQ. The aspects and elevations toward College Road and Trafford Way must be of particularly high architectural standards;
12. The Council's latest car parking standards should be met as set out in the Development Guidance and Requirements SPD Appendices.



*Aspirational images of precedent developments*



-  Potential locations for site access and egress for vehicles
-  Potential for new ped / cycle link through site between College Road and park
-  Development must address College Road and Trafford way with strong active frontages
-  Mature trees and shrubs which will require retention and appropriate standoff
-  Existing sub station compound will require appropriate separation distances
-  Existing open space and play facilities will require overlooking and appropriate standoff
-  Potential to extend open space into site if development includes housing
-  Requirement for landmark building element at town centre arrival point, positioned to terminate key views and vistas as indicated

*Key design principles*



# 6 Highways and Transportation

- 6.1. The former Council House Car Park site was included within the Doncaster Civic and Cultural Quarter outline planning approval ref 08/02535/OUTA. As part of the application, a detailed Transport Assessment and framework Travel Plan were approved. Within the Transport Assessment, the Highways Access plan ref CCQ-AP-001 Issue 4 identified the site access to be taken from College Road with a new right turn ghost island within carriageway. There may be potential for an egress only onto Trafford Way in the current location subject to the development proposed and meeting visibility requirements. The design requirements for visibility splays at the new access from College Road are 2.4m x 43m in accordance with Manual for Streets.
- 6.2. As College Road has the potential to sever the site from the rest of CCQ and town centre, a signal controlled pedestrian crossing facility funded by the developer will be required in accordance with design standards and implemented before the site becomes occupied / operational.
- 6.3. Parking is to be in accordance with the Councils' standards which are contained within the Development Guidance and Requirements Supplementary Planning Document (SPD). This can be accessed via the following:  
  
<http://www.doncaster.gov.uk/spd>
- 6.4. The framework Travel Plan referred to above contains a number of key roles and responsibilities for individual site / plot occupiers. These are contained within Section 12 (table 11). In addition to the roles and responsibilities within table 11, a travel plan monitoring and returnable bond is required:
- 6.5. DMBC requirement for monitoring (as per section 3 of the Returnable Transport Mitigation Bond Guidance) is twice yearly counts at each vehicular entrance point of the site, annually if Automatic Traffic Count (ATC), undertaken in a neutral month, by an independent consultant for a period of 5 years. The parameters of any monitoring need to be agreed with DMBC prior to being undertaken.
- 6.6. A Bond is required to mitigate any traffic in the event that targets are not met. The purpose of the TP Bond is to ensure that the targets within the Travel Plan towards sustainable travel (bus, walk, cycle etc.) can be met, and if not met the Council would step in with sustainable measures using the Bond. The Council needs to be assured that the Travel Plan is effective and has reasonable targets that can be met. The formula for calculating the bond is as follows:-  
  
No. of dwellings/No. of employees x the current cost of a 28 day South Yorkshire Travelmaster SY Connect+ ticket (currently £98.40) x 1.1

# 7. Landscaping and Nature Conservation

7.1. The existing site boundaries include established trees and shrubs. It will be a requirement of the development that these are retained and enhanced through additional and appropriate planting.

7.2. Relevant Core Strategy and UDP Policies which will be applied include:

***Policy CS16 – Valuing our Natural Environment.  
Doncaster's natural environment will be protected and enhanced, in accordance with the principles set out below.***

***a) Proposals will be supported which enhance the borough's ecological networks by:***

- 1. Including measures that are of an appropriate size, scale and type and have regard to both the nature of the development and its impact on existing or potential networks;***
- 2. Maintaining, strengthening and bridging gaps in existing habitat networks; and;***

- 3. Using native species and delivering local and national biodiversity action plan targets, especially in the following regionally important biodiversity opportunity areas: the Humberhead Levels, the South Yorkshire magnesian limestone ridge, the River Don corridor and the Dearne Valley.***

***b) Nationally and internationally important habitats, sites and species will be given the highest level of protection in accordance with the relevant legislation and policy. Proposals which may impact on local sites and non designated sites will only be supported where:***

- 1. They protect, restore, enhance and provide appropriate buffers around wildlife and geological features;***
- 2. Harm is avoided where possible, and any unavoidable harm is appropriately mitigated and compensated;***
- 3. They produce and deliver appropriate long term management plans for local wildlife and geological sites; and;***
- 4. They can demonstrate that the need for a proposal outweighs the value of any features to be lost.***

***c) Proposals located within 3km of Thorne and Hatfield Moors special protection area will be supported where they deliver a net gain in nightjar foraging habitat.***

***d) Proposals will be supported which enhance the borough's landscape and trees by:***



1. ***Being appropriate to the landscape's character, sensitivity and capacity;***
2. ***Including measures to mitigate any negative impacts on the landscape;***
3. ***Ensuring designs are of high quality, include appropriate hard and soft landscaping, a long term maintenance plan and enhance landscape character while protecting its local distinctiveness; and;***
4. ***Retaining and protecting appropriate trees and hedgerows, and incorporating new tree, woodland and hedgerow planting.***

***ENV59: In considering proposals for new development the borough Council will attach considerable importance to the need to protect existing trees, hedgerows, wetland habitats, watercourses and other natural landscape features and will require that new developments do not cause unnecessary loss of trees, nor imperil trees by building works.***

7.3

There are some good quality existing trees located on the site's boundary with the park and the shelter belt adjacent Trafford Way. The trees provide an effective buffer to the road and amenity along this part of Trafford Way which has a greener character and therefore should be retained. Applicants should orientate potential development so that buildings are a reasonable distance away from the trees to reduce potential conflict and shading issues.

7.4

A landscape scheme for the whole development should be submitted showing species, numbers, sizes, specification and aftercare together with details of hard landscaping and fencing. This should include appropriate sized tree pits and commuted sums for aftercare of any proposed street trees. Details of the Council's landscaping requirements can be found in the Development Guidance and Requirements SPD referred to in section 3. There is likely to be a need for long-term ongoing management of the boundary tree belt and any POS provision, which would need to be agreed with the Council.

7.5

Apart from the aforementioned features the site appears to lack any significant ecological value, and therefore represents an opportunity to improve the situation through an appropriate landscaping scheme and any other ecology initiatives required to meet the relevant BREEAM criteria.



*Tree belt adjacent Trafford Way*

## 8. Public Open Space 8.4

8.1. Dependent upon the proposed use / mix of uses for the site, it may be subject to providing open space or making a contribution to provision in the local area.

8.2. Relevant policies include Core Strategy Policy CS17 and UDP Policy RL3 and RL4. Core Strategy Policy CS17 notes that ***“Doncaster’s green infrastructure network (including key green wedges) will be protected, maintained, enhanced and, where possible, extended...”***, and CS17 (d) clarifies that: ***“Proposals will be supported which have regard to local standards and opportunities, and help to address deficiencies, by making an appropriate contribution to sport, recreation and related community uses, including:***

- 1. Providing well designed and accessible, sport, recreation and open space facilities (including children’s play space and parks) that meet the needs of the proposal and the wider community; and;***
- 2. Providing suitable and appropriate, on-site open space (or an equivalent contribution towards off-site provision).***

8.3. UDP Policy RL3 explains that ***“The borough Council will seek to achieve a minimum provision of outdoor play space of six acres per 1,000 persons, of which four acres will comprise playing fields and other outdoor youth/adult use facilities, broadly located in accordance with demand.”***

UDP Policy RL4 states that:

***“The borough Council will seek to remedy local public open space deficiencies within existing residential areas and will require the provision of local public open space, principally of benefit to the development itself, within new residential developments in accordance with the following standards:***

***a. 10-15% of the total site area of new developments with over 20 family dwellings to be laid out as public open space except in cases where the borough Council requires a commuted sum - see c) below.***

***b. 15% of the total site area of new developments with over 20 family dwellings to be laid out as public open space where the site falls within or adjoins an area of existing local public open space deficiency (defined in appendix 9.2) except in cases where the borough Council requires a commuted sum - see c) below.***

***c. Where the size of the development site is such that 10 - 15% of the site area would result in an area of local public open space of less than 0.4 ha (1 acre) the borough Council may require the applicant to provide a commuted sum, in lieu of an area of open space, to be used for the creation of a suitable area of open space elsewhere or for the enhancement of an area of existing public open space in the vicinity of the development site.***

***d. Developers of schemes comprising 10-20 family dwellings will normally be expected to provide a commuted sum to the borough Council for the enhancement of existing local public open space.***

***e. The public open space to be designed as an integral part of the development and to include landscaping, amenity areas, nature conservation areas and playspace***



***which meet the borough Council's requirements in terms of detailed siting, size, shape and design.***

***f. Prior to the adoption of the open space the developer will be required to provide a commuted sum for five times the annual maintenance cost of the open space and associated landscaping areas."***

8.5 Information on open space deficiencies has been periodically updated since the publication of the UDP, with the most up to date assessment of open space in Doncaster being the 2013 Green Spaces Audit. The site is located in the Hyde Park community profile area, which is an area that is assessed as being deficient in 3 out of 5 open space typologies (informal open space, formal open space and woodlands & nature conservation areas). The Green Spaces Audit also notes that the priority for the area is increasing the amount of informal and formal open space.

8.6 Furthermore, the site is located on the edge of both the Balby Community Profile Area, which is also deficient in 3 open space typologies, including formal and informal open space; and the Town Centre Community Profile Area, which is deficient in 4/5 open space typologies, and only marginally has enough formal open space. Hyde Park has a dense built form, and the only way to rectify this is by sites such as this delivering open space. Not doing so would only serve to increase the deficiency. Whilst Glasgow Paddocks lies immediately adjacent, this is the only open space with the vicinity of the proposed site.

8.7 Given the deficiencies in open space for the communities in and around this site, were a scheme for housing (above 10 family units) to come forward, we would expect 15% of the site to be laid out as useable public open space in line with UDP Policy RL4.

Proposals will need to consider the relationship between this and the adjacent Glasgow Paddocks as it might be beneficial to extend the existing open space into the site.

8.8 Should a developer wish to explore a mixed use site which includes housing, or an apartment scheme, then the preference would still be for 15% of the site to be laid out as public open space, accessible to both new and existing residents in the area (i.e. private communal gardens, whilst a welcome feature, are not public open space). However, it is accepted that in practice, these types of development may face specific challenges related to layout. In such cases, if it is shown that public open space cannot be delivered as required, or it is deemed unsuitable or inappropriate, the preference may instead be for a 15% commuted sum to be provided, in order to improve an existing local open space instead.

8.9 If planning for open space, further consideration will need to be given to buffers to any adjacent dwellings, and Fields in Trust provide guidance on this.

8.10 RL4(f) discusses providing a commuted sum for ongoing maintenance of open space, should it be delivered, however there is now more flexibility in the approach to this, which may include adoption by the Council and a commuted sum for 15 times the annual maintenance costs, developers committing to management and demonstrating how this will be achieved, or the gifting of the open space to a land trust.

<b>FIT (informal) 0.8ha</b>	<b>FIT (formal) 1.6ha</b>	<b>Public Parks (0.69ha)</b>	<b>Woodlands and Nature Conser- vation Areas (2ha)</b>	<b>Allotments (0.13ha)</b>
<b>-1.13</b>	<b>-4.69</b>	<b>7.03</b>	<b>-7.49</b>	<b>4.85</b>
<p>The Hyde Park community profile area is a small area of predominantly terraced housing with a population of just over 3,700 people. Green spaces within the area include; 1 large allotment site, a number of amenity (housing and road verges) 3 informal open spaces and 1 public park (Elmfield Park) which is shared with the Town Centre profile area. The area is deficient in informal and formal open space and also woodlands / nature conservation areas.</p> <p>Desk top analysis identifies the priority as; increasing the amount of in-formal and formal open space Priority Site; Elmfield Park</p>				

*Open space assessment for Hyde Park*



*Adjacent Glasgow Paddocks open space, play area and MUGA*



# 9 Affordable Housing

- 9.1. The Borough Council has through the Core Strategy adopted a policy on affordable housing in accordance with Government Guidance within the NPPF. The policy is applied to all housing sites above a certain size regardless of land ownership. This site is subject to this Policy:

## ***Policy CS12: Housing Mix and Affordable Housing***

***New housing developments will be required to include a mix of house size, type, price and tenure to address identified needs and market demand and to support mixed communities, based on the principles set out below.***

### ***A) Affordable housing will be delivered through the following measures:***

- 1. Housing sites of 15 or more houses will normally include affordable houses on-site with the proportion, type and tenure split reflecting the latest strategic housing market assessment except where a developer can justify an alternative scheme in the interests of viability;***
- 2. Commuted sums will be considered where this would assist the viability of a development and deliver more affordable homes (including the re-use of empty houses as affordable homes) than on-site provision;***
- 3. Affordable housing proposals on suitable developments of less than 15 units will be supported;***

***4. The 15+ site limit will be lowered in some areas if viable and supported by a future Strategic housing market assessment; and;***

***5. The Council will work with partners to deliver affordable housing and a mix of houses to meet local needs through use of its own land and other initiatives.***

- 9.2. The affordable housing requirement is currently 26% of all units on site with a 74%/26% social rented/intermediate tenure split; social rented includes affordable rent. The Council will expect this affordable housing requirement to be met, unless it is demonstrated undeliverable through the viability testing process.

- 9.3 The Council are open to discussion with Developers and Registered Providers and ultimately the developer needs to put forward a viable proposal that both meets proven need/demand and will also attract investment from a Registered Provider.

# 10 Drainage

- 10.1. A Flood Risk Assessment would be required if a full application is to be submitted as the site is greater than 1ha. There should be no increase in surface water discharge from the site to existing sewers / watercourses. On site surface water attenuation will therefore be required if drained areas to existing sewers / watercourses are to be increased. A 30% net reduction to existing peak discharge (up to a 1/100 yr storm + 30% CC) will be required if the site is being re-developed. A full justification will be required where the development cannot achieve the 30% betterment on the existing run-off rate. Applicants should be aware that a Sustainable Drainage System (SuDS) is the Council's preferred option. A detailed explanation of any alternative option and reasons for rejecting a SuDS solution will be required.



# 11 Procedural Guidance and Useful Contacts

- 11.1 Any Any potential developer of the site is encouraged to undertake pre-application discussions with the Council and submit a formal pre-application enquiry. This will enable the applicant to obtain more detailed scheme specific advice from a wide range of planning consultees, prior to the submission of a planning application. Further information regarding this service can be found at:

<http://www.doncaster.gov.uk/services/planning/pre-application-advice>

- 11.2 Potential applicants are encouraged to engage with both Ward members and the local community prior to any application being submitted.

Key contacts and contributors to this brief:

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