



Doncaster
Metropolitan Borough Council



Planning and Development Brief:

Rosehill Residential Site, Bessacarr

October 2017

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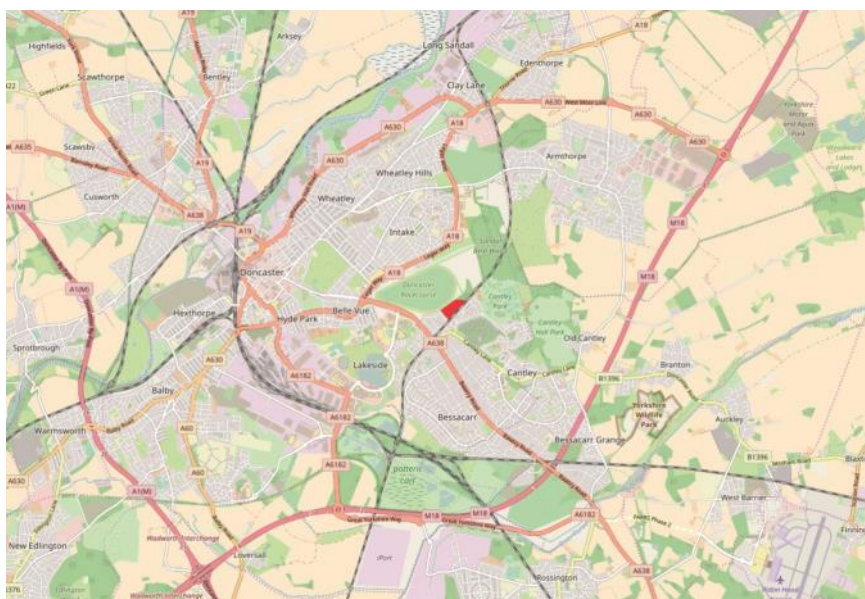
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1 Introduction

- 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 residential development of a Council owned 6.79 ha (16.8 acres) greenfield site off Rosehill Rise, Bessacarr, Doncaster.
- 1.2. The site has been allocated for residential development in the Council's Unitary Development Plan (UDP) following its adoption in 1998.
- 1.3. The Development Brief provides information on key issues of relevance to the 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.
- 1.4. The Council regards this as a potentially very high quality residential development site providing for a range of dwelling types in an attractive environment next to and overlooking Doncaster Racecourse/Common and adjoining a mature woodland plantation with access directly from the site into surrounding attractive countryside. As such it represents an important development opportunity and the Borough 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 This greenfield site of approximately 6.79 hectares (16.8 acres) is located on the northern edge of the Cantley and Bessacarr housing estates. It will form an extension to the Rose Hill Estate, a small, pleasant and relatively secluded residential area adjoining Doncaster Racecourse, and a little under 2 miles south east of Doncaster Town Centre. The site is bounded to the south west by existing residential development; to the south east by a mineral railway line, with residential development immediately behind; to the north-west by the Racecourse; and to the north by agricultural land and Redhouse Plantation.

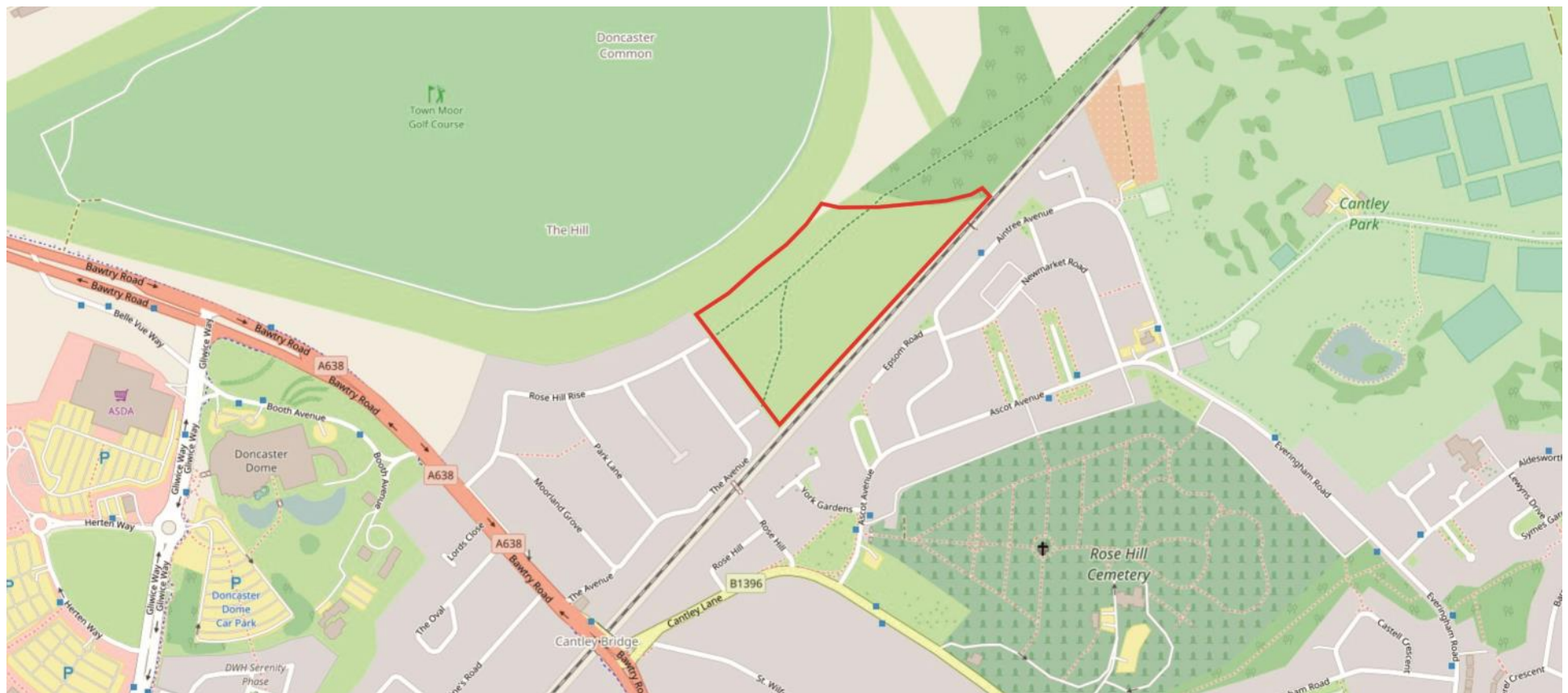


Site location

- 2.2 The site is situated close to Bawtry Road, a major traffic route leading directly to the Town Centre and the outer ring road system (Carr House Road/Leger Way). There are very frequent bus services along Bawtry Road (and Cantley Lane) to and from the Town Centre. The site is also within walking distance of a range of facilities including various primary schools and a secondary school, a post office, shops and major public open space at Doncaster Racecourse (Common Land) and Cantley Park and major recreation and sporting facilities at The Dome/Leisure Park complex. The Asda Superstore is also close by. The new residents will therefore benefit from close proximity to a wide range of facilities and services.
- 2.3 A feature of this site is its self-containment. The site is very well defined by (a) the existing development, which is softened by the presence of trees and hedgerow shrubs growing alongside the fencing to the rear of The Avenue, and alongside the railway line; and (b) a tall virtually continuous hedgerow and trees growing along the Racecourse boundary and continued through to the mature deciduous woodland of Redhouse Plantation, which provides an attractive boundary to the north. It is important to protect views of the green boundaries of the site from across the Racecourse / Doncaster Common. An existing ditch is located along the northern boundary which extends around the edges of Redhouse Plantation.
- 2.4 The site is more or less level apart from a gentle slope toward the northern boundary and is currently unused although previously cultivated. The main body of the site is characterised by rough unmanaged grassland with pioneering mixed scrubland. A network of informal unmade paths run through the site. It is capable of being accessed from two adopted, metalled roads, with footways, which extend to the site boundary at its south western end. Access issues are dealt with in more detail in Section 6.

2.5 The mineral railway line which adjoins the site's south eastern boundary is situated in a shallow cutting (except at the northern end of the site where it is on a small embankment). Its principal function was to serve local collieries which have since closed. Trains are therefore infrequent and significant issues of environmental disturbance due to noise do not arise. Many dwellings in the vicinity of the site already back directly onto the mineral railway. Nevertheless the railway remains operational being connected to other lines in the area and therefore an assessment of noise should inform any development proposals.

2.6 The Cantley/Bessacarr housing estate has expanded considerably over its originally planned size. This is a pleasant and popular residential area with a wide range of facilities, close to the Town Centre and with good accessibility by private and public transport. It is generally suburban and predominantly residential in character with a wide range of housing typologies including planned private estates consisting of semi-detached, detached and bungalow properties, with larger spacious villas and modern infill developments in the leafier older suburbs to the north and south of Bawtry Road (A638) and in the south Bessacarr area.



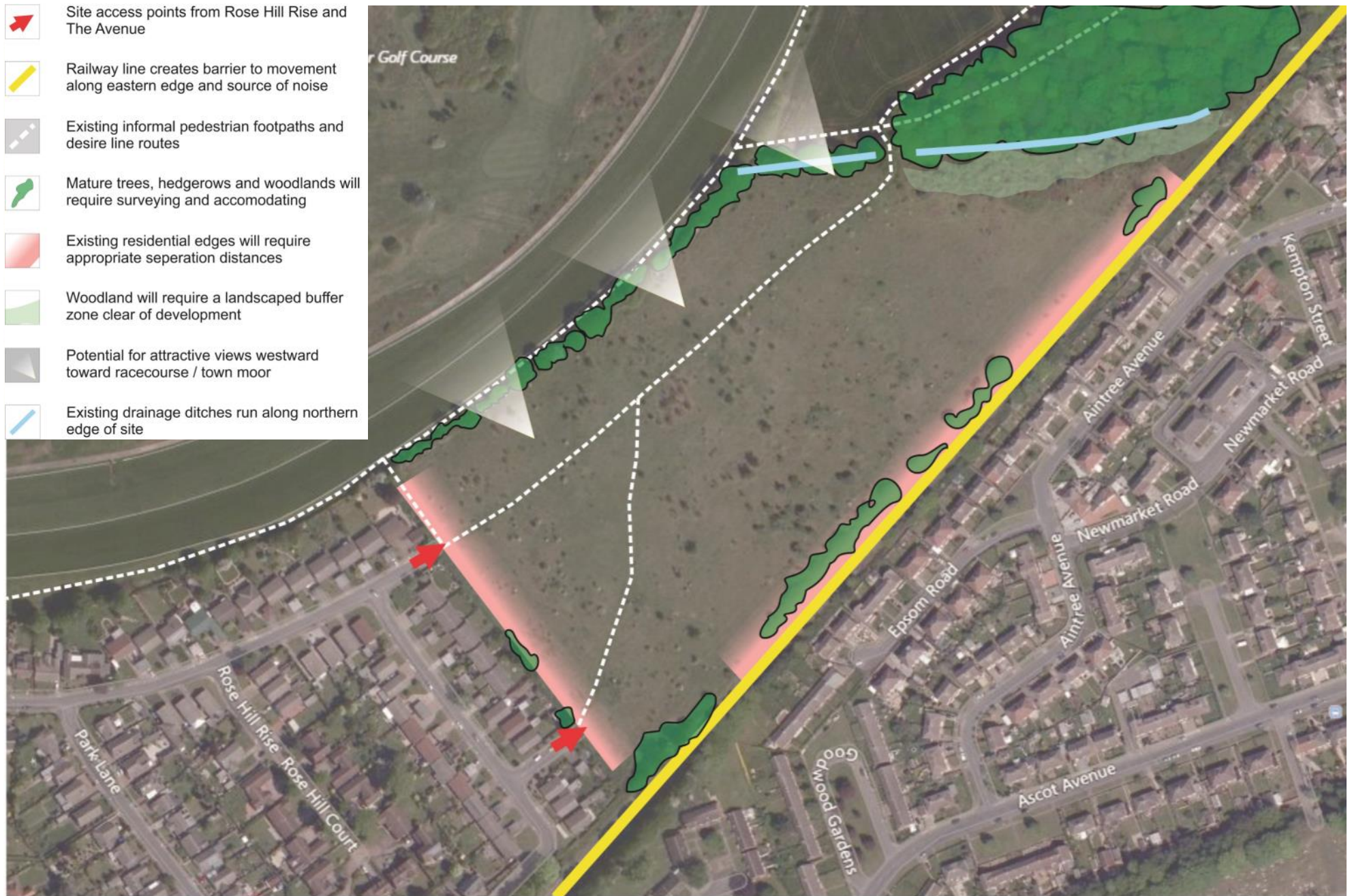
Local context



Site photo locations







Key opportunities and constraints

3 Planning Context

- 3.1. The site is allocated as a housing site in the Doncaster Unitary Development Plan (UDP) adopted July 1998 (Proposal PH1 2/12).
- 3.2. Only one application has ever been submitted in respect of any of this land. An outline application for residential development covering the whole of the site was submitted in 1981 and subsequently withdrawn in July 1982.
- 3.3. 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 will be referred to throughout this Brief.
- 3.4 The Council has a number of adopted Supplementary Planning Documents (SPD) that are relevant to this site, including the Development and Floodrisk SPD, the South Yorkshire Residential Design Guide SPD and the Development Guidance and Requirements SPD. Applicants should refer to these detailed guidance documents when developing their proposals. The Council's adopted SPD's can be found via the following links:

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

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

- 3.5 There may be a requirement of the planning permission (probably necessitating a S106 Agreement in addition to conditions) that the following are provided:

- any signalling or junction improvements identified by the TA;
- on-site public open space and landscaping;
- off-site countryside access and woodland improvements;
- footpath/cycleways through the site;
- affordable housing contribution;
- education contribution;
- bio-diversity off-setting.

These requirements are dealt with in detail in the relevant sections of the Brief.

4 Land Use Principles

- 4.1. The site is allocated for housing in the Doncaster UDP under Policy PH1 2/12 which states:

"PH1 : the following sites identified on the proposals map will be developed for housing purposes"

PH1 (2/12) land off rosehill rise, bessacarr 6.79 ha, 170 (units)"

- 4.2. It is estimated that the site could accommodate around 170 units. This is based on the UDP standard gross density assumption of 10 dwellings per acre (25 per hectare). The more recent 2015 Housing and Economic Land Availability Assessment (HELAA) suggested the site has a capacity for around 166 units. 166 units is based on 33dph, with an assumption that the net developable area for the site is 75% of this: $33\text{dph} \times 6.713 \text{ (ha)} = 221.5 \text{ units} - 25\% = 166$. These assumptions within HEELA have been tested with house-builders. These estimated numbers should be treated as indicative only and not a minimum or maximum requirement. The appropriate density will also be determined through adherence to the parameters highlighted in section 5, and the need to meet the Council's key spatial requirements relating to affordable housing types, highway design, landscape buffers, open space, separation distances, garden sizes and parking standards as set out in relevant policy and guidance.
- 4.3. Policy PH1 also confirms that this site will be subject to the Council's affordable housing policy. This is dealt with in detail in Section 9.

- 4.4. The suitability of the site for housing purposes has been confirmed through consultations carried out prior to allocation and through the UDP Public Local Inquiry.
- 4.5. The development of this site for housing will make an important contribution to the Borough's overall housing requirement. More specifically the site is regarded as particularly suitable for the development of some large executive housing particularly on plots overlooking the Racecourse/Common.
- 4.6. The site will be developed therefore for residential and ancillary residential (principally public open space) purposes only.

Archaeology

4.7. The site has a high potential for the survival of significant archaeological remains associated with Roman period pottery production and associated settlement and agriculture. Given this evidence, further consideration of the impact on these will be required to establish the site's capacity for development. A programme of archaeological evaluation (expected to be a combination of geophysical survey and trial trenching) will need to be discussed and agreed with the South Yorkshire Archaeology Service (SYAS) at an early stage. The evaluation will characterise the nature, extent and state of preservation of the archaeological remains present on the site and provide information to ensure the design minimises any impact upon significant archaeological areas therefore it is important that this evaluation is completed at the design stage.

4.8 A Heritage Statement detailing how the results of the evaluation have informed the design of the scheme can then be submitted alongside a planning application. This Heritage Strategy will also detail the proposed mitigation measures, where less significant archaeological evidence will be impacted by the proposed scheme. The proposed mitigation will be designed to ensure that an understanding of the archaeological evidence affected is gained before that evidence is lost or damaged. 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.***

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, greenfield site and its attractive setting and desirable higher value location provides an opportunity to create a very high standard residential development. 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 and guidance.
- 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 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:-

1. Access must be taken from both Rosehill Rise and The Avenue (see Section 6) which means the site lends itself to a loop road layout without the need for major turning areas;
2. Approximately 15% of the site area should be laid out as a single area of public open space, including children's play equipment (Local Equipped Area for Play- LEAP). The open space should be overlooked by development and located adjacent to the woodland in the northern part of the site;
3. 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;
4. 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) which includes:
 - strengthening existing boundary hedgerows where appropriate;
 - planting to areas of POS;
 - street tree planting within grassed highway verges along the principal loop street;
 - planting to gardens.
5. A landscaped buffer and open space with appropriate separation distances from new development should be provided along the site's northern boundary (to protect Redhouse Plantation and hedgerow features).
6. The layout should provide the opportunity to accommodate large detached individually designed "executive homes" with a villa character and spacious front and rear gardens backing onto the Racecourse/Common. These should include larger

than average front and rear gardens and with rear elevations no closer than 20m to the site's north-west boundary with the racecourse. Gaps of 4-6m or greater should be included between these properties to afford views toward the racecourse from adjacent new homes and to develop the spacious edge of countryside character appropriate to this edge of the site. Combined with an appropriate boundary landscape treatment (see section 7) the aim should be to afford glimpse views of the Racecourse/Common through the retained western boundary vegetation, from the upper level rooms of these properties and other new homes on the opposite side of the street through the gaps created between these larger homes;

7. Development parallel to the site's south-west boundary should also be provided with larger than average rear gardens backing onto the railway line;
8. A mixture and range of housing types should be delivered. It is envisaged that mainly 3 and 4 bedroom houses will be provided with some 2 and 5+ bedroom properties, any building heights proposed over 3 storeys will require justification on design grounds and visual impact assessments from the racecourse;
9. A high standard of development will be required throughout the site. Developers should seek to develop an attractive and distinctive rich architectural language and character for the new buildings informed by an understanding of the character of the local area and architectural precedents;
10. The Borough Council's car parking standards should be met as set out in the Development Guidance and Requirements SPD (appendix A):
 - apartments; 1.5 spaces, where 1 space is allocated and another defined shared visitor space is provided for every 2 dwellings in communal parking areas,

- 2 bed units; 1.5 spaces, where 1 space is allocated and 1 space is provided for every 2 dwellings in defined bays within the public highway,
- 3+ bed units; 2 allocated spaces per dwelling,
- Plus 1 visitor space per 4 dwellings unallocated and provided in defined bays within the public highway or private drive,
- Integral or standalone garages will not be counted as a parking space unless they are an adequate size (currently 3x6 metres minimum clear internal dimensions).

- 5.6 An illustrative layout plan setting out a potential development option is included overleaf. This is indicative only and not based upon any detailed technical surveys or archaeological investigations.



Illustrative layout

6 Highways and Transportation

- 6.1. The site is situated to the east of A638 (Bawtry Road) and is potentially accessed through the existing Rosehill Rise estate from two cul-de-sacs: Rose Hill Rise and The Avenue. These roads form a series of looped access roads with Park Lane and Moorland Grove; all are residential roads comprising a 5.5 metre wide carriageway. All have footways either side and some have a footway and verge. This gives an open uncluttered appearance to the street. All properties are generously proportioned with good provision for off street car parking.
- 6.2. Access to the site will be from Rose Hill Rise and The Avenue. The use of both roads to serve the site will be a highway requirement with the aim of ensuring an even distribution of vehicle flow through/Rosehill Rise and The Avenue/Moorland Grove. The similar journey times and convenience offered by both routes suggests that this is a practical objective.
- 6.3. The use of Rose Hill Rise in conjunction with The Avenue offers the possibility of introducing a one-way system for engineering traffic and delivery vehicles which would minimise the impact caused to existing residents during the construction period. A construction traffic management plan (CTMP) will need to be agreed prior to any works commence on site. The CTMP will need to include details of 'before and after' dilapidation surveys to be undertaken along the construction route within the existing Rosehill Rise residential estate.
- 6.4. The A638 (Bawtry Road) is a major traffic route into the south of Doncaster. It is a two lane, dual carriageway road at the point of access to the Rosehill Rise estate, becoming single carriageway at the Cantley Lane traffic signal controlled junction to the South East.
- 6.5. Traffic generated from the Rose Hill Rise development although permitted to turn left from A638 into Rose Hill Rise and The Avenue, is prohibited from exiting via The Avenue. The initial length of this road between A638 and Moorland Grove being 'one way' operation. Restricting the direction of traffic was necessary following the improvement of A638 to dual carriageway in order to protect the integrity of the pelican crossing and to avoid vehicles leaving The Avenue from coming into conflict with pedestrians using the crossing. Motorists wishing to turn right from Rose Hill Rise, turn left and carry out a controlled 'U' turn at the signal controlled junction at Cantley Lane. Those turning right from A638 carry out the same manoeuvre at the right turn signal controlled facility some 150 metres south of the signal controlled junction at 'Dome corner'.
- 6.6. Whilst detailed assessment to establish the effect the additional traffic will have on Rose Hill Rise has not yet been undertaken by the Highway Authority, it is accepted from work carried out, that the concentration of outbound traffic at peak times is likely to result in excessive queuing on Rose Hill Rise and potential unacceptable queuing and delays for motorists.
- 6.7. In order to assess the implications of the development proposal on the highway network, a robust Transport Assessment will be required to be submitted in support of the planning application with operational capacity assessments undertaken. The TA will need to identify any measures required to mitigate the negative

impacts of the development on the highway network. These measures are to be wholly funded by the developer. A residential travel plan will also be required.

6.8 It is advised that the applicant discuss and agree the scope of the Transport Assessment with the Councils' Transportation Unit prior to undertaking the Assessment in order to avoid any abortive or unnecessary work. The Travel Plan should include Monitoring and a Bond as per DMBC requirements. The 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.

6.9 A Bond is required to mitigate any traffic in the event that travel plan 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 x the current cost of a 28 day South Yorkshire Travelmaster SY Connect+ ticket (currently £98.40) x 1.1.

6.10 Minimum parking standards for residential developments are contained within the Councils' Development Guidance and Requirements SPD and are set out in section 5 below.



Left in only junction from Great North Road onto The Avenue



Left in, left out only junction from Great North Road onto Rose Hill Rise

7. Landscaping and Nature Conservation

7.1. The existing site boundaries include mixed species hedgerows with numerous mature trees within them. It will be a requirement of the development that these hedgerows and trees are retained and enhanced through additional and appropriate planting. The proximity of Redhouse Plantation and Doncaster Common/Racecourse provides an attractive landscape setting; the relationship between these, the new development and landscaped buffers between them are important considerations.

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. This site is an urban fringe site abutting attractive countryside and has a mature hedgerow visually screening it from the racecourse. This boundary contains significant ecological features. They are wide, consisting of large mature oak trees a shallow (dry) ditch and good understory vegetation. At c 5-7m wide in places this boundary vegetation should be retained. It should not be incorporated into back gardens but instead kept in the public realm and incorporated into the long term

management plan for the site. So rear fences to properties adjacent this boundary should be well clear of these features. The boundary vegetation with the racecourse to the south west of the site the back gardens of Rosehill Rise have eroded the value of the ecological corridor and the Council would like to see this scenario avoided once this site is developed. The hedgerow may need to be thickened and gaps filled so as to create a thick natural hedgerow boundary to enhance the site's existing self-containment, provide ecological corridors and reduce the impact of development from the Racecourse/Doncaster Common. The hedgerow will be kept outside the curtilage of the dwellings so that it is not obscured/detracted from by fences, walls etc. It is suggested that the rear elevation of new houses should be kept at least 20m from the site boundary.

- 7.4. The northern boundary hedgerow should also be enhanced. The woodland that borders the site will need to be protected and enhanced by the development. There will need to be commitment to managing the woodland in the long term in order to offset the damage caused by additional visitor pressure from people living on the adjacent site. As it is proposed to provide the on-site Public Open Space along the northern boundary adjacent to Redhouse Plantation, there will be a buffer between the development and the hedgerow/plantation. The landscaping of the POS should capitalise on the woodland setting; through tree planting on the POS and thinning/management of the Plantation (to be funded by the development) the aim should be to create a natural transition between the formal areas of the POS and the Plantation.

- 7.5. Along the south east boundary the existing planting can be incorporated into larger than average rear gardens, but again should be thickened and gaps filled in order to soften the impact of development on Aintree Avenue/Epsom Road and to provide

a buffer between the new development and the railway line. The scheme should enhance the eastern boundary of the site in terms of using landscaping to improve the ecological corridor along the railway.

- 7.6. Along the south west boundary existing fairly weak planting should be reinforced in order to provide an amenity buffer between the new development and existing dwellings on The Avenue. There is an existing informal footpath which runs parallel to The Avenue and should be formalised as a pedestrian "greenway" reinforcing the natural desire line to Doncaster Common from the existing residential areas (both the Rosehill Estate and the area south of the railway line which is served by a footbridge). 7.10

- 7.7. A landscape scheme for the whole development, including the public open space and avenue planting to the primary loop street, 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 the 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 western and northern boundary feature, pedestrian greenways, and possibly elements of the adjacent plantation, so details of this will need to be provided and agreed with the Council. 7.11

- 7.9. There are a number of sites in close proximity to the development site which are of significant wildlife importance. Redhouse Plantation is designated as a local wildlife site (LWS). It is a mature, even aged plantation of mainly deciduous trees. Its ecological importance is enhanced by its historical association with, and proximity to, Sandall Beat Wood, a site of Special

Scientific Interest and Local Nature Reserve. Doncaster Common is also designated as a LWS. The fairways and greens within the golf course contain scattered trees, acid grassland and areas of heathland all of ecological value. In addition to the western boundary, the minerals railway which has trees and shrubs growing alongside the track, acts as a wildlife corridor.

As it stands at the moment the site will be supporting quite a wide range of wildlife. A full range of ecological surveys would be needed to assess the habitats present on site and determine whether or not protected species are using the area. An Ecological Assessment of Redhouse Plantation prior to development commencing will be required in order to assess the impact of development on the LWS and to guide the refurbishment works/management regime. As well as dealing with protected species issues, the Council would expect an application to demonstrate how it will provide compensation for the loss of the habitats present on site. It is likely that some of this compensation may have to take place off site. Biodiversity offsetting would be a good mechanism that could be used to assess the impact of the proposals and quantify the required amount of compensation.

In arboricultural terms, internally, whilst there are some scattered early-mature birch trees of some stature, the site is overgrown scrub of no great arboricultural value. Hence, in terms of existing trees developers will need to concentrate on the boundaries with the boundary features forming strong green corridors to surrounding green infrastructure features. As well as these features, the site is defined by the woodland to the north which in addition to the site and boundaries will need to be included in the arboricultural surveys to inform management and the mechanism to secure this.

8. Public Open Space and Countryside Access

8.1. The nearest equipped children's playground is at Cantley Park. Whilst this is approximately 1200 metres (travelling distance) away it can be reached via the footbridge over the mineral railway line. The development site will require its own on-site public open space provision, which should incorporate space for children's play. However, the countryside and woodland adjoining and close by the site are attractive and potentially very accessible. An important opportunity exists therefore to secure environmental enhancements and accessibility improvements which will provide new and existing residents with excellent informal countryside recreation on the doorstep.

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."***

8.4. 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 Bessacarr community profile area, which is an area that is assessed as being deficient in 4 out of 5 open space typologies (informal open space, formal open space, public parks and allotments). The Green Spaces Audit also notes that the priority for the area is increasing the amount of informal and formal open space and children's play equipment provision:

FIT (informal) 0.8ha	FIT (formal) 1.6ha	Public Parks (0.69ha)	Woodlands and Nature Conservation Areas (2ha)	Allotments (0.13ha)
-0.12	-19.38	-3.57	29.02	-0.62
<p>The Bessacarr community profile area is densely populated with over 14,000 residing here. The community profile area has a large number of amenity (in housing and road verges) green spaces which provide an aesthetic function. Part of the Lakeside also sits within Bessacarr. There are 11 informal open space (4 of which have play equipment) 2 nature conservation areas, 1 public park (Cantley Park) and 7 woodlands (which includes part of Sandall Beat).</p> <p>Desk top analysis identifies the priority as; increasing the amount of informal and formal open space and children's play equipment provision Priority Site; Cantley Park and Sandall Beat</p>				

Open space assessment Bessacarr

- 8.6 The Open Space map confirms that the nearest Formal Open Space is Doncaster Tennis Club and Sandal Beat Playing Fields, which both lie within 1km of the site (although the A638 lays between the former, and Doncaster Racecourse between the site and the latter which is likely to present access issues). The nearest informal open space is at Ellers Road, which lies over 1km away from the site, and again across the busy A638. Additionally, whilst the site is physically close to Cantley Park, it is severed by the railway line, and therefore would not be easily accessible for prospective residents.
- 8.7 Therefore, bearing in mind the deficiencies of open space in the area, the distances to, and challenges in accessing existing provision in the area, 15% on site open space provision including Children's Play Equipment in the form of a LEAP would be required in line with UDP Policy RL4.
- 8.8 In line with UDP Policy RL3, it is important that the space is accessible and suitable for informal recreation activities and children's play, such as informal 'kickaround' spaces and play equipment. Fields in Trust provide guidance on the design of play space, including distances and buffers to nearby dwellings. Fields in Trust are also clear that such spaces should be safe, easily observed, accessible, provide challenges, but are not unsafe, and do not lead to further nuisance.
- 8.9 Policy RL4(f) discusses providing a commuted sum for ongoing maintenance of such sites, 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 Parish Council or land trust. The provision of the POS will be required as part of the first phase of development.
- 8.10 Redhouse Plantation is owned by the Borough Council. Its internal footpath system is made up of a loop path following the site boundaries which at current levels of use is of a suitable standard to support pedestrian access. Current management of the Plantation reflects its low key use. The development of a large housing development alongside will require a much more comprehensive management programme if the environmental quality, amenity and recreation potential of the Plantation is to be protected and enhanced. The Borough Council has an extensive woodland estate and is very well placed to carry out the necessary refurbishment and ongoing management works. The initial works (woodland thinning; path enhancements including the provision of access furniture will be required to be financed by the development.

	LAP	LEAP	NEAP
Walking distance	100m	400m	1000m
Straight Line Distance	60m	240m	600m
Age Range	Under 5's	6 to 11 year old	8+
Activity Zone	100sqm	400sqm	1000sqm
Buffer Zone	5m (from activity zone)	20m (from activity zone)	30m (from activity zone)
Type of Equipment	Small, low key (not necessarily equipped but includes demonstrative play)	5 types of equipment and small games area	8 types of equipment / ball games (MUGA) or BMX / Skate Park
Minimum space required for equipped play areas and informal open spaces	400sqm	1600sqm	4000sqm (plus buffer)

Fields in Trust guidance on the design of play space

Footpaths and Rights of Way

- 8.14 With regard to public rights of way there is a definitive map for the former County Borough, but not all rights of way are recorded on it. It will be a requirement of this development that, where appropriate, footpaths which serve the site are enhanced. There are 3 footpaths across the Rosehill site that appear on our Public Rights of Way claims register, as shown on the plan overleaf. These are paths that are not currently recorded as public rights of way but which members of the public believe carry public rights. The claim was made some years ago when the land was being cultivated. Cultivation ended around 1994 since then the route of the path from the Avenue, running alongside the railway on the plan below, has changed direction but the path leading north west onto the racecourse from Rose Hill Rise and the path between Rose Hill Rise and Red House Plantation have remained in the same position. The path now used by the public from The Avenue now crosses the land diagonally to meet the other claimed path. The claims that the paths carry public footpath rights have not been investigated, however in 2009 the site was subject to an application to register it as a village green. At the public inquiry held to examine the claim, Doncaster Council's Assets Section rejected the application for village green but acknowledged the existence of the 2 paths from Rose Hill Rise, one to the racecourse and the other to Red House Plantation. The application to register the land as village green was rejected.



Footpaths appearing on the Public Rights of Way claims register

- 8.15 It is possible that public footpath rights exist on the path from Bawtry Road and at least 2 of the paths on the Rose Hill site itself, therefore any alteration to their location will require a legal order that is open to public objection. It is proposed therefore that one clearly defined and improved pedestrian footpath/cycle-route be created through the site to Redhouse Plantation and linking with Sandall Beat Forest Park, as shown on the illustrative plan.

- 8.16 Other informal footpaths along the edge of the racecourse connect directly to Doncaster Common which provides informal recreation, the existence of the golf course notwithstanding. No enhancement works are considered necessary here. However, the existing informal footpath connecting the racecourse from the end of Rosehill Rise (to the side of existing houses) will also need to be retained and improved.

- 8.17. There is currently a strong desire line going diagonally from the junction with The Avenue and the track between Rose Hill Rise and the plantation. It is not currently subject to any formal application or informal claim that public rights exist, but this not preclude any claims being received at a later date. There is provision in the Town and Country Planning Act for this to be diverted or extinguished, but the outcome of any such order cannot be guaranteed.

- 8.18 Another alleged right of way runs alongside the mineral railway line. This has not been used for many years, although this is not necessarily a barrier against public rights being shown to exist. A path alongside the railway is not desirable and there is provision in the Town and Country Planning Act to divert if necessary, although again the outcome of any such order cannot be guaranteed.

- 8.19 The Authority's Supplementary Planning Document requires that existing or alternative route alignments through development sites should run through open, landscaped areas and avoid the use of estate roads. A minimum width of 2 metres should be provided for unenclosed footpaths and a minimum width of 3

metres for footpaths that are enclosed. Therefore the main loop road and possibly internal connector streets will need to include generous tree planting and landscaped verges along any footpath alignments. It will be a requirement that upon the commencement of development a suitable temporary access arrangement through the site is provided and maintained until the creation of the permanent footpath/cycleway system and improvements to alleged rights of way.

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 demand for this ward is very high across all key property types with demand for 3 bed family homes over the past 6 months the second highest in the Borough and 2 bed homes the seventh highest. Although there are nearby sought after privately owned bungalows the location may not work for affordable rented bungalows (for older people) due to the lack of access to local services and public transport for those without a car or restricted mobility. The sample data for 4 bed demand is very small and difficult to analyse reliably. At this stage the suggested mix is: 55% 3 bed 5 person, 40% 2 bed 4 person and 5% 4 bed homes. Of those 25% needs to be intermediate tenure (usually shared ownership). However we are always open to discussion with Developers and Registered Providers and ultimately the developer needs to put forward a proposal that both meets proven need/demand and will also attract investment from a Registered Provider.

10 Drainage

- 10.1. A Flood Risk Assessment will be required due to the size of the site. The total surface water discharge from greenfield sites should be limited to greenfield run-off rates, up to 1 in 100 years storm plus climate change. On site surface water attenuation will be required as it is proposed to discharge into an existing watercourse to the north of the site. The existing watercourse is to be assessed to ensure that any discharge can be suitably conveyed from the site and further downstream. If the greenfield run-off for a site is calculated at less than 2 l/s then a minimum of 2 l/s can be used (subject to approval from the LPA). The Developer should be aware that a Sustainable Drainage System (SuDS) is the LPA'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 potential developer of the site is encouraged to undertake pre-application discussions with the Council and submit a formal pre-application scheme. 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 There is likely to be significant local public interest in any development of the Rosehill site, and therefore potential applicants are encouraged to engage with both Ward Members and the local community prior to any application being submitted.

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