

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 19th September 2017

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| Application | 4 |
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| Application Number: | 17/01887/3FUL | Application Expiry Date: | 21st September 2017 |
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| Application Type: | Planning FULL (DMBC Reg3) |
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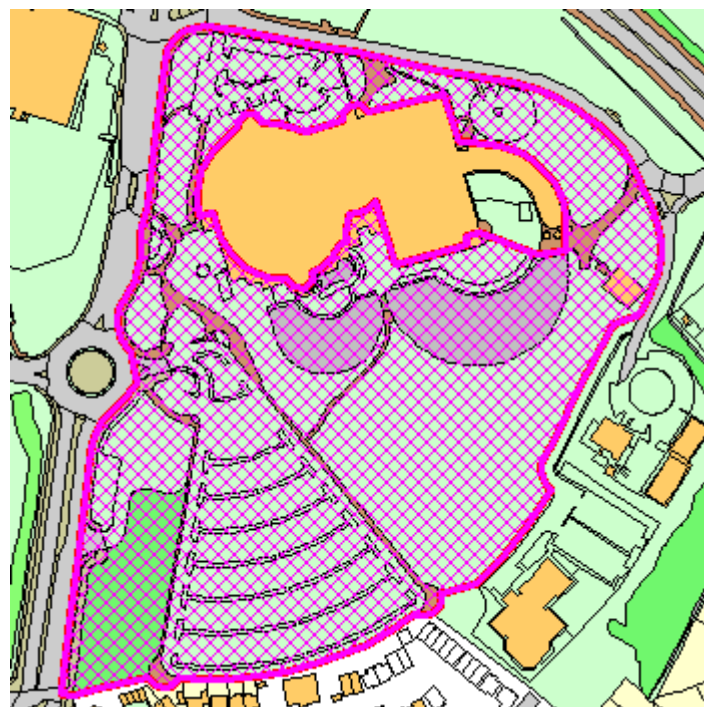
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| Proposal Description: | Construction and laying out of a new closed circuit cycle track within the grounds of the Doncaster Dome Leisure Complex, including the re-modelling of existing car parking associated landscaping and ancillary works. (Being application under Regulation 3 Town & Country Planning (General) Regulations 1992) |
| At: | The Dome Gliwice Way Doncaster DN4 7PD |

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| For: | Doncaster Metropolitan Borough Council - Leisure Services |
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| Third Party Reps: | 112 | Parish: | |
| | | Ward: | Bessacarr |

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| Author of Report | Gareth Stent |
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| MAIN RECOMMENDATION: | Grant |
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1.0 Reason for Report

1.1 The application is presented to committee as the application is submitted by AECOM on behalf of Doncaster Council who are the land owners and developers of the proposal. The proposal is not regarded as a routine minor development and therefore needs to be considered by the Planning Committee.

2.0 Proposal and Background

2.1 The proposal is to create an outdoor closed road cycling circuit within part of the Dome's car park and the surrounding unused land. The proposal involves the loss of the rear most section of the main car park to create the proposed track, which then loops around the Dome perimeter to the east and west. The lost spaces will be provided for at the front of the Dome through extensions to the two existing parking areas. The proposal will involve some significant tree loss to the eastern and western flanks of the car park, which will inevitably open up wider views, however neither of the trees groups are regarded as significant in tree quality terms. The trees to the west do however provide a visual screen for the houses to the south in terms of protecting views across and the wider area and noise from the main road. This is raised as a significant concern to residents to the south. The proposal also involves the reconfiguration of the two ponds within the Dome, into one smaller pond.

2.2 In terms of the general context the cycling facility is to be part funded by the British Cycling Facilities Fund. The circuit will be flexible and accommodate different types of uses, and will primarily be used by clubs, enthusiasts and will be controlled by the Dome as a bolt on facility who will manage bookings etc. The facility will host competitions, accommodate cycle clubs and have a pay and play facility. It is expected that visitor numbers would reach around 43,250 per year.

2.3 The track requires good lines of sight through the course, needs to be 1km in length, the track needs to be 6m wide, have a series of bends, 30m radii, have run off areas, be fenced secure (1.8m), illuminated, have start and finish straights etc. These are all components that have influenced the design and location of the facility and will in turn affect its attractiveness.

2.4 The initiative generally is aimed at increasing levels of physical activity in Doncaster and is part of a raft of wider measures which look to engage Doncaster's communities in becoming active. Since 2014 DMBC has developed and continues to develop a number of programmes which have provided a pathway from engagement and participation through to performance in cycling. This has included the following initiatives:

- Town Centre Races within Doncaster which have attracted 14,000 spectators over the 4 years since the first event with over 1500 riders taking part in the races;
- Engagement with schools has continued to grow by delivering 4156 positive experiences to pupils, their teachers and parents, through playground skills sessions;
- During the Big Pedal 3 week cycle challenge 2016, 7137 journeys to schools in Doncaster by bike and scooter were recorded and cycling levels at Bike it Schools in Doncaster increased by approximately 20%.

2.5 The DMBC is looking to increase participation and recognises that cycling area is changing dramatically with increased growth to cycle club structures particular in respect of youth cycling. This was supported by the recent hosting of the Tour de Yorkshire stage in 2016 had in excess of 50,000 people spectating across the borough, with significant associated positive benefits.

2.6 Notwithstanding the considerable growth and interest, activity is being held back by a lack of appropriate cycling facilities within the DMBC area with good accessibility to the local populations. The proposed Dome cycle track is regarded as a key cycling development within the Borough and its location was chosen to complement the well-established and successful leisure complex. Furthermore, it will enhance the 'Lakeside' as a destination location and support the 'pull' of the facility to cyclists outside of the Doncaster area.

2.7 The application is accompanied by a series of documents which include:

- Planning Supporting Statement (AECOM);
- Pre-liminary Ecological Appraisal Report (AECOM);
- An Arboricultural Assessment Report (AECOM);
- Transport Assessment (AECOM)
- A Flood Risk Assessment (FRA) (DMBC);
- Application drawings (DMBC).

3.0 Relevant Planning History

3.1 Whilst the Dome has had a series of planning permissions over the years none are relevant to this particular proposal.

4.0 Representations

4.1 The application was advertised by means of several site notices positioned in and around the Dome, including land to the north of the Dome where the car parks are to be extended, adverts on Gliwice Way and a notice within the new residential estate to the south known as Buttermere Crescent. The application was also advertised in the Doncaster Star and individual letters were sent to dwellings which bound the site to the south and adjoining businesses.

Objections

4.2 The application received 5 letters of objection mainly from residents on Buttermere Crescent & Derwent Drive. The comments were as follows:

- The proposal this will spoil the wildlife, cause noise pollution and will spoil the appeal to the lakeside area and will affect the houses that are built next to the Dome car park.

- No objections with regards to the constructing of a bike track in that area per se, rather the specific plans themselves. The tree removal on Gliwice way and outside the Salvation Army church are rich in wildlife and provide natural beauty against a stark backdrop and their removal will be devastating for the overall appearance of the area, opening up views of McDonalds, The Dome, Camponile Hotel and Asda. Residents on Buttermere Crescent have first floor lounges and balconies that overlook this site.
- The trees filter disturbing sounds from the road and in particular ASDA, it is already difficult to sleep with ones windows open in summer due to the night time deliveries and the rear reverse warning on the large articulated vehicles. The same applies from the noise associated with Bawtry road.
- Will there be any precautions to stop motorcycles using the track in the same way which they currently use the land around the Keepmoat? Will the present amount of trees be replaced as they act as a noise barrier?
- The removal of the trees will mean litter blows in from Herten triangle.
- Concern that the Dome car park isn't locked at night, which exacerbates noise and rubbish for cars, meeting and eating takeaways in the car park.
- There are very few proposed trees shown on the indicative landscape plan when considering the extensive tree removal required to accommodate the track layout. A group of 5 extra heavy size trees proposed adjacent the Gliwice Way roundabout and a single tree within the island of the track is indisputably inadequate mitigation for the loss of the woodland and low-level vegetation in this area.
- Concern over light spillage from the 5.5m high lighting columns into neighbouring gardens.
- The proposed 2m high weldmesh fence alignment to the rear of our boundary wall creates a narrow passageway and would be a problematic area to maintain. We also have security concerns that people could climb between the wall and fence to access our garden.

General letters

4.3 3 letters of general representation were received, commenting that a bespoke road circuit is a nice idea and no doubt will be enjoyed by the few who want it. My view is that money and time would be better spent on making more and safer dedicated cycle routes within the town which could be used by commuters, children, leisure cyclists. Also concern raised that the access is in a poor location where the Dome's service yard is. Also concern about the lack of public access through the site, however the plan shows the footpath access retained. Finally concerned that the traffic reports may not be entire accurate.

Letters of support

4.4 The application received 104 letters of support. These were from all over the borough and from persons outside the borough.

- This will be a fantastic addition to the south yorkshire sporting facilities and will be widely used by all age groups.
- This will be an amazing facility for current riders and the future riders to come.
- The track can be used for coaching sessions teaching cycle safely, awareness and cycle handling and proficiency. This would provide a safe place for juniors to learn valuable cycling skills and older children and adults to train and race. This would be a very well used and cherished facility.
- It will give a safe area to give all age groups experience on cycle riding , introduce new riders before they venture onto the roads.
- This will encourage people to start cycling to maintain a healthy lifestyle.
- Doncaster has a huge number of Cycling Clubs in the surrounding area who will benefit from such a circuit - both leisure and competitive Riders. Additionally the area boasts many professional Riders and I firmly believe that young people would and should have such a facility to enable them to investigate a career in this wonderful sport.
- A circuit such as this would bring Riders from other areas into Doncaster, allow the Sheffield leagues to extend to Doncaster and show them what we have to offer and how forward thinking Doncaster is as a town.
- A purpose built cycle racing circuit for Doncaster would be a brilliant addition to Doncaster's leisure and tourism portfolio. It will encourage growth in the sport and compliment the other facilities in the area.
- The site is sustainable, good access from Public transport. Its close to large residential areas as well as the town centre means that this proposal is in a very sustainable position.
- The scheme is low impact and will have a positive impact on the area.

5.0 Relevant Consultations

5.1 Environmental Health - No objections. The proposal is unlikely to lead to adverse impact in the locality, providing issues of noise and lighting are addressed, as the course does run close to new housing. However, the trade-off of moving some car parking further away from the housing is a positive. The construction of the track will need to be controlled so as to prevent nuisance during this phase. Conditions covering noise and hours of operation are suggested.

5.2 National Grid (pipelines): No objections. Apparatus within the vicinity of the site.

5.3 Area manager: No response.

5.4 Yorkshire Water: No objections.

5.5 Shire Group Internal Drainage Board: No objection subject to conditions covering surface water run-off.

5.6 Pollution Control: No objections, informatives recommended.

5.7 Ecology: No objections subject to a condition requiring a biodiversity master plan being submitted to include off setting.

5.8 Doncaster Highways Transportation team: No objections.

5.9 Trees: No objections in principle to the loss of the tree groupings, however the trees do act as an important landscape feature. Appropriate replacement planting within the perimeter of the site needs to occur to soften the appearance of the area. This can be controlled by a suitably worded planning condition seeking a revised tree planting scheme.

5.10 Highways DM: No objections and support the request by the Councils' Environmental Health Officer for a condition to be imposed on any approval for a Construction Management Scheme to be submitted and approved in writing prior development.

5.11 Environment Agency: No response received.

5.12 Internal drainage: Response awaited.

6.0 Relevant Policy and Strategic Context

National Context

6.1 National Planning Policy Framework relevant chapters include:

Chapter 1 - Building a strong, competitive economy

Chapter 4 - Promoting sustainable transport

Chapter 7 - Requiring good design

Chapter 10 - Meeting the challenge of climate change, flooding and coastal change

6.2 The National Planning Policy Framework (NPPF) published in March 2012 and sets out the governments objectives for the planning system at the national level. One of the core aspects is the achievement of sustainable development, which should be seen as a 'golden thread' running through decision making.

- 6.3 In respect of sustainable development, the NPPF sets out that there are three dimensions to sustainable development, economic, social and environmental. In respect of a social role, the need to support strong vibrant healthy communities is highlighted, along with the value of delivering accessible local services that support the community's needs and its health, social and cultural well-being.
- 6.4 In more general terms the NPPF promotes the importance of mixed use developments, and emphasises the value of promoting healthy communities, recognising that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of local communities.
- 6.5 The NPPF details the importance of good design for the long-term functionality and duration of development. Good design should consider the local character and be visually pleasing in order to create a sense of place.
- 6.6 Also of wider relevance to this application is flood risk. The NPPF states that new developments should consider the risks of flooding and the changes to biodiversity and water supply. Finally the NPPF champions the importance of conserving and enhancing the natural and local environment. Attention should be given in using brown-field sites, minimising pollution and developing on land with the least environmental or amenity value. The policy emphasises the importance of conserving designated sites and protected species whilst ensuring development is not adversely affected by unacceptable levels of soil, air, water or noise pollution.

Local Planning Policy (UDP)

Doncaster Unitary Development Plan;
RP 2 - Mixed Use Regeneration Projects - Doncaster Leisure Park
RL 2 - Open Space
ENV 59 - Protection of Trees
CF6 - CF 8 Community Facilities

- 6.7 Doncaster's Planning policy derives from the saved policies within the 1998 Doncaster Unitary Development Plan (UDP) 1998 and policies contained within the Core Strategy 2012.
- 6.8 In terms of the land allocation the site forms part of the Doncaster Leisure Park mixed use regeneration project area known as Policy RP2 - Doncaster Leisure Park. This relates to new mixed use development, including recreation, leisure and tourism. The policy states that the entire area is well connected to road and rail networks. As an existing tourist attraction the 'Dome' and Leisure Park are accessible by a large population, with leisure facilities within the vicinity.

- 6.9 Another policy of relevance to this proposal is Policy RL2. This relates to the change of use of Open Space not designated as formal Open Space stating new development will not be permitted on such land if it would adversely impact the use of the Open Space for the following:
- a) As a facility for casual play;
 - b) As a buffer area between incompatible uses;
 - c) As visual/environmental amenity;
 - d) As a contribution to the setting of individual buildings or groups of buildings;
 - e) As an area of existing or potential nature conservation interest;
 - f) As a link between other open spaces.
- 6.10 Finally Policy CF6 - Community Facilities is of relevance as this proposal is creating a new facility. The policy advises that new facilities or the change of use to create new facilities will normally be permitted provided:
- a) The development would not be likely to have a significantly detrimental impact on amenity including traffic impact;
 - b) The location would allow the needs of the community to be adequately served or would be suitable for community use by virtue of its environment and accessibility.
- 6.11 As a compliment to policy CF6, policy CF8 states that the Borough Council will promote the wider and more efficient use of all community facilities, where this can be achieved without detriment to the principal users of the facility. In this case the proposal will increase the usage of the Dome without harming the existing facilities offered, such as swimming, skating etc particularly as the car parking is not being displaced.
- 6.12 Tree Protection is covered in ENV59 which seeks to retain where possible tree groupings.

Doncaster Local Development Framework - Core Strategy

Doncaster Council Core Strategy;
CS 1 - Quality of Life
CS 2 - Growth and Regeneration Strategy
CS 4 - Flooding and Drainage
CS 9 - Providing Travel Choice
CS 14 - Design and Sustainable Construction
CS 17 - Providing Green Infrastructure
CS 16 - Valuing natural environment.

- 6.13 The Core Strategy has a number of key policies of relevance to this application which are detailed below:

- 6.14 Policy CS1 - Quality of life, seeks to enhance economic prosperity and enhance quality of place and quality of life for people in the borough. This is detailed through improved access to jobs, transport, skills, good quality housing, local services, sport, leisure, religious and cultural facilities. The policy supports strengthening communities and ensuring healthy, safe places where existing amenities are protected. It also looks at enhancing the built and natural environment, providing green spaces, protecting heritage assets, trees, waterways and public spaces.
- 6.15 Policy CS14 - Design and Sustainable Construction advocates that all new development proposals should be of a high quality design and reflect local distinctiveness, making a positive addition to the existing character of an area.
- 6.16 Policy CS4 - Flooding and Drainage recognises that certain parts of Doncaster are at risk of flooding. The policy advocates a sequential approach to flood risk management seeking to direct flooding to the lowest risk areas. The policy identifies that all developments over 1ha should be supported by a Flood Risk Assessment (FRA) which should demonstrate that flood risks can be adequately managed.
- 6.17 Policy CS16 - Valuing our Natural Environment seeks to protect and enhance the natural environment within Doncaster. In particular, the policy gives protection to designated sites containing important habitats and species. The policy also advocates protection to the Borough's landscape and trees and (amongst other things) retaining and protecting appropriate trees and hedgerows and incorporating new hedgerow and tree planting.
- 6.18 Policy CS17 - Providing Green Infrastructure advises that Doncaster's Green Infrastructure will be protected, maintained and enhanced. In particular, part D of the policy explains 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: 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.

7.0 Planning Issues and Discussion

- 7.1 The main issue for consideration of this application is the cycle tracks impact on the adjacent residents to the south of the site through noise, visual impact, lighting and tree removal. The remaining issues worthy of consideration are the highway/transportation impacts, ecology and flood risk.

Principle of the scheme

7.2 The proposed facility lies within existing curtilage of the Dome, which is already a well-established multi-purpose leisure complex that attracts over 1million visitors per year. The use is compatible with the existing recreational use and therefore acceptable in principle in line with Policy RP 2 of the Doncaster UDP. Part a) of the policy explains that Doncaster Leisure Park will be developed as a mixed use area comprising leisure and recreation, tourism uses, employment uses amongst others. In particular, the explanatory text associated with the policy explains that:

- The 'Dome', already a tourist attraction of regional significance, is a magnet for other leisure uses.

7.3 The proposal is also supported by saved policies CF6 and CF8 of the UDP which supports the creation of community facilities.

7.4 Whilst part of the proposed cycle track will be accommodated on 'open land' that surrounds the Dome, this is not designated as Public Open Space and is therefore not offered stringent protection from new development. Policy RL2 does offer some protection from new development if it has an adverse impact on casual play, as visual/environmental amenity, contributes to the setting of a group of buildings, has nature conservation interest or forms a link between other open spaces.

7.5 When assessed against the above, this application will remove trees which act as a landscape buffer to surrounding uses and therefore consideration to this needs to be given. This however can be mitigated by some additional tree planting and this tree removal is a necessity to achieve the scheme within the restricted curtilage of the Dome and the need for good sight lines across the track. The tree removal is therefore justified and would not demonstrably harm this amenity value enjoyed by residents in terms of outlook. Also this proposal doesn't introduce 'built' development as such rather a track way, fencing and planting all of which will not be visible from the residential dwellings on Buttermere Crescent at ground floor. It is envisaged that the new planting proposed will soften the landscape and help maintain the leafy general setting of the Dome complex.

7.6 In general terms, the proposal simply intensifies the range and offer of leisure opportunities for the Dome, without having to develop outside the perimeter of the site. The proposed cycle track will naturally encourage participation in sport and recreation and cuts across a range of both local and national policies all of which support this type of initiative. There is also clear demand for this facility as detailed in the public letters of support, albeit many are from existing cycling enthusiasts. The proposal will also undoubtedly strengthen the Dome's attractiveness and it will complement all the other leisure facilities in this part of Doncaster.

7.7 The track will be open to cycling groups, host competitions and have a pay and play facility. The scheme will promote healthy living, encourage cycling in the borough and provide a safe and ready-made off road cycling facility. The potential health benefits are obvious and the principle of this form of development is strongly reinforced by national planning policy objectives as contained within the NPPF.

7.8 The purpose built facility will be capable of hosting events and will seek to build upon Doncaster's growing reputation as a cycling city, which will compliment and support the growing body of competitive cycling events that have occurred in Doncaster within recent times, including the 'Tour de Yorkshire.'

Residential amenity

7.9 Planning Policy Principle 7 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and contributes positively to making places better for people. Policy CS 14 of the Doncaster Council Core Strategy sets out the local policy in relation to design and sustainable construction.

7.10 The location of the proposed cycle way and the tree removal required to implement the scheme have raised significant concerns to the residents to the south of the site on the new Serenity Housing development. Buttermere Crescent comprises of detached, semi detached and flats, the majority of which have rear elevations that face the proposed site, with some dwellings having lounges and first floor balconies currently overlooking the application site. At ground floor the car park is screened by a continuous 2m wall that stretches throughout the boundary with the Dome. The most southern part of the cycle loop passes this wall and it's important to ensure the new facility does not cause any new harm to residents.

7.11 Officers are aware of the current problems these residents experience with cars loitering in the Dome car park in an evening, therefore this scheme will lessen this as there will be a slight increase in distance between the last row of the car park and new dwellings. The Environmental Health officer concurred with this view and suggested further measures to noise and light pollution through conditions.

Hours of opening and noise

7.12 In terms of hours of operation the application initially suggested this being 7am-9pm Monday to Friday and between the hours of 7am-6pm Saturday and Sunday. Consideration was given to later openings on a weekend to accommodate for any races or events that may exceed 6pm. Through discussion with the Environmental Health officer it was suggested that 7am-9pm Monday to Saturdays and between the hours of 7am-6pm Sunday was not unreasonable. Any further extension of those hours would require a further variation of condition application and would have to be based on a noise impact assessment.

7.13 In general terms it is highly unlikely that that noise concerns would be generated from users of the track as the sport and cycles do not generate noise under normal circumstances. There may be some clunking of gears and the cycles hum as they pass, however this is intermittent and the smooth running surface is unlikely to generate any noise. This is also likely to be subsumed by the existing background noise from the nearby roads and general use of the Dome car park, which often hosts events and functions in an evening.

7.14 Also the environmental health officer suggested a condition which prevents the use of external loud speakers at the track, except on race event days to initiate starts of races, limited to no more than 20 times per year.

- 7.15 Concern was also raised in the objections that the removal of the trees to the west of the site will open up the area and residents would experience more noise from Gilwice way. This may be the case to some degree as the vegetation will act as a buffer between the road and the rear of the new dwellings. However the trees in question are not afforded any special protection and could be removed at any time. The tree removal is a necessity to ensure the scheme goes ahead and unfortunately residents cannot rely on this buffer always remaining in place. Also the area is a busy part of the borough and some disturbance is expected particularly from nearby roads and the wider use of the Dome car park. The actual development its self does not create any undue noise concerns and therefore it would be unreasonable to refuse permission on the basis.
- 7.16 Finally the environmental health officer also suggested a series of other conditions that prevents the track being used by motorised vehicles and suggested the need for a Construction Management Plan (CMS), which controls, hours of working, dust and noise during construction.

Lighting

- 7.17 The application supplied details of the external lighting on a lighting site plan, showing the position and style of the lighting columns. The lighting scheme indicates that a number of properties to the south of the track will experience illumination of 1 lux from the track lighting. Whilst this is less than the Environmental Zone E3 post-curfew illumination limit, it will still cause some additional light spill to the properties. The environmental health officer states that this plan does not give any indication of how the risk of any potential glare from the 5.5m high mounted lighting will be avoided to the residential properties. On this basis a new lighting site plan is required showing a reduction in light spillage and glare to nearby dwellings and details of the lighting shields will be necessary. This is to be provided by condition. A condition is also recommend to ensure the lighting be turned off at night in line with the agreed hours of operation of the track, which will further lessen any wider impact for residents.

Visual impact through tree loss

- 7.18 Core Strategy policy CS 16 (D) states that proposals will be supported which enhance the borough's landscape and trees by: ensuring that design are of high quality, include hard and soft landscaping, a long term maintenance plan and enhance landscape character while protecting its local distinctiveness and retaining and protecting appropriate trees and hedgerows. Policy ENV 59 of the Doncaster Unitary Development Plan seeks to protect existing trees, hedgerows and natural landscape features.
- 7.19 The proposal involves some substantial tree loss to two tree groupings. The first is the grouping along Gilwice Way and the second group that runs exists to the east of the car park. This removal is necessary to allow space for the track. Residents were concerned that the tree loss will open up views to the Dome, Asda and McDonalds. This is acknowledged, however no one has the right to a view, and the loss of a particular view cannot be safeguarded or treated as a material consideration in planning legislation.

7.20 The proposal in itself will not harm the resident's outlook, however the tree removal will open up the site to wider views. Lots of vegetation will still be retained in the Dome's existing car park and where necessary supplemented. The application did show indicative new tree planting positions, which included new planting on the north and north-west corner of the site to help screen outward views to some degree.

7.21 As discussed in the introduction, planting within the site isn't appropriate as sight lines need to be maintained across the site for safety purposes. It may however be possible for some high stemmed planting in certain locations that allow visibility under the tree canopies. The requirement for new planting is to be controlled by a suitable planning condition. It is acknowledged that the tree numbers of trees being removed will not be entirely compensated for, however its envisaged that suitable species selection strategically placed could recreate this leafy feel to this part of the Dome complex and provide some screenings for residents where possible.

Highway, Parking and Transportation impacts

7.22 With regard to highway safety and parking, this should be considered against policy CS 14 of the Doncaster Unitary Development Plan which states that new development should ensure quality, stability, safety and security of private property, public areas and the highway, permeability and legibility.

7.23 In order to assess the highway implications on the proposal a Transport Assessment has been submitted with the application along with detailed plans showing the reconfiguration of all 3 car parks within the Dome complex.

7.24 Part of the proposal involves the loss of part of the rear section to the main car park and as such 104 spaces will be lost. These spaces are to be regained by extensions to the 2 smaller car parks (car park 2 & 3) to the north of the Dome, which currently provide 49 bays (including seven disabled bays) in the larger car park and 25 bays in the smaller car park. The improvements will increase the capacity in the two car parks from 74 standard bays (and 7 disabled spaces) to 160 bays, twelve disabled spaces and four coach park bays.

7.25 A net total of 8 additional disabled bays and four coach bays will be created as part of this development; however there would be a net loss of eighteen standard spaces. The highway Development management officer raised no concerns over the extensions to the two car parks in terms of the layout and manoeuvrability.

7.26 In terms of the wider transportation impact, a Transport Assessment, the council's transportation officer has reviewed the Transport Assessment and it was agreed that this development does not generate significant amounts of traffic in the peak hours with a maximum of 15 vehicles proposed to arrive in any one time period (1 every 4 minutes).

7.27 The site is well connected to existing walking and cycling routes. The car parking surveys which were carried out has shown that, even with the changes to the existing car parking, the level of demand can easily be accommodated within the available car parking capacity. On this basis the proposal represents no highway concern and sufficient parking exists within the site to accommodate the new proposed use in accordance with CS 14.

7.28 In the future, if any events were to be held which would generate extra traffic, over and above the daily operation quoted in the Transport Assessment, this will be discussed with Doncaster Council's Traffic Manager and an Event Traffic Management Plan be formulated and agreed.

Ecology and Wildlife

7.29 Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment, in regards to: valued landscapes, ecosystem services, biodiversity, pollution, and contaminated and unstable land. Paragraph 118 of the NPPF states Local Planning Authorities should aim to conserve and enhance biodiversity and outlines a number of principles which should be applied, including 'if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

7.30 Core Strategy Policy CS16: Valuing our Natural Environment, seeks to ensure that Doncaster's natural environment will be protected and enhanced. Policy CS 16 (A) of the Doncaster Council states that proposals will be supported which enhance the borough's Ecological Networks by: (1) including measures that are of an appropriate size, scale, type and have regard to both the nature of the development and its impact on existing or potential networks.

7.31 This proposal does involve substantial tree removal and the reduction and reconfiguration of an existing pond within the Dome complex, all of which have the ability to negatively impact on the ecological value of the site. The application has been the subject of pre application discussions and was accompanied by a detailed ecological appraisal by AECOM. The council's ecologist considers that the appraisal has been carried out using all recommended methods of survey and assessment and it provides an accurate record of the ecological receptors.

7.32 The Phase 1 habitat survey shows that the area is generally managed amenity land with mown grassland a large pond and planted ornamental trees and shrubs. There is a small area of former semi-natural grassland that has reverted to tall ruderal vegetation.

7.33 The presence of protected species has been assessed through standard desk and field survey and assessment methods and this has discounted the presence of great crested newts, badgers, reptiles, water vole, and otter. The potential for roosting bats using the site i.e. the trees on the site, is considered to be very low and using standard assessment methods there is no further need for further surveys.

7.34 The report proposes that the loss of habitats can be compensated for within the area of the proposed cycleway and the ecologist considers this feasible. The proposed use of the Council's Biodiversity Offsetting metric to accurately quantify habitats and their relative value is welcomed, and the habitats created by the grassland can be replaced by a more ecologically valuable grassland habitat.

7.35 The plantation woodland blocks are relatively poor as ecological and arboricultural features and their potential loss does not need to be compensated for on a 'like for like' basis. The planting of additional trees should be avoided to preserve sight lines hence compensation for the loss of trees should look at other types of habitat compensation. The new pond can provides an opportunity to create a smaller pond but with a higher ecological potential.

7.36 The council's ecologist supports the scheme on the basis that the LPA's biodiversity offsetting method are considered to value the existing habitats and a Biodiversity Enhancement Master Plan prepared and secured by condition to ensure that the replacement specie planting and habitat creation enhances the wider ecology of the site.

Flooding and Drainage

7.37 The site is located within Flood Risk Zone 1 (low probability) as shown on the Environment Agency flood maps. In accordance with the NPPF, policy CS 4 of the Core Strategy and the Council's flood risk SPD, a flood risk assessment was prepared as the site area is over 1 hectare. The proposed use (water compatible) combined with the flood zone classification means no sequential test or exceptions test are required.

7.38 The Flood Risk Assessment concluded that the risk from flooding is low (less than 1/1000 (0.1%) chance of river or sea flooding according the Environmental Agencies flood risk map.) The surface water flood maps indicate a low risk of flooding and there is no evidence to suggest sewer or groundwater flooding issues affect the site. The drainage details have been assessed by the relevant authorities and no objections are raised.

8.0 Summary and Conclusion

8.1 In summary the proposal will provide a much needed facility for the cyclists of Doncaster. The proposal will complement the Dome's existing attraction as well as attracting new cyclists to Doncaster and recognising Doncaster new cycling culture. The track will be open to all ages, groups and enthusiasts and will encourage participation in sport in its general sense.

8.2 The proposal will have no adverse impacts on the sites ecological value, which can be satisfactorily mitigated. The proposal will cause no highway safety or parking concerns, however will involve some significant tree loss which is necessary for the success of the scheme. This will open up the site to wider views to the residents on Buttermere Crescent. Control over hours of operation, lighting and additional tree planting will all assist in limiting any adverse impact on nearby residential dwellings and as such the proposal is recommended for approval.

9.0 Recommendation

GRANT Full planning permission subject to the following conditions:

01. STAT1 The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.
02. U54952 The development hereby permitted shall be carried out in complete accordance with the details shown on the amended plans referenced and dated as follows

Amended site plan car park 1 29695-01-GA Rev B
Amended site plan car park 2 29695-CP-02 Rev A
Amended site plan car park 3 29695-CP-03 Rev A

REASON
To ensure that the development is carried out in accordance with the application as approved.
03. U54333 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
i) the parking of vehicles of site operatives and visitors
ii) loading and unloading of plant and materials
iii) storage of plant and materials used in constructing the development
iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
v) wheel washing facilities
vi) measures to control noise
vii) measures to control the emission of dust and dirt
viii) a scheme for recycling/disposing of waste resulting from demolition and construction works
REASON
In the interests of the amenity of nearby occupiers.
04. U54334 The premises shall only be used between the hours of 7am-9pm Monday to Saturdays and between the hours of 7am-6pm Sunday.
REASON
In the interests of the amenity of nearby occupiers.
05. U54335 All track lighting shall be turned off between the hours of 21.00hrs and 07.00hrs Mon-Saturday and 18.00hrs and 0700hrs on Sundays.
REASON
In the interests of the amenity of nearby occupiers.

06. U54336 Unless otherwise agreed in writing by the Local Planning Authority the track shall not be used by motorised vehicles other than for maintenance/repair and emergencies.
REASON
In the interests of the amenity of nearby occupiers.
07. U54337 Unless otherwise agreed in writing there shall be no external loudspeakers to be used at the site except for race events, which shall total no more than 20 days per year. The applicants shall keep a log of such events ready for inspection by the Local Planning Authority.
REASON
In the interests of the amenity of nearby occupiers.
08. U54646 Prior to development commencing a Biodiversity Enhancement Master Plan shall be submitted and approved in writing by the LPA. The content of the Plan shall include;
- o Using the LPA's Biodiversity Offsetting method, a scheme of habitat compensation should be proposed to ensure that there is a net loss of biodiversity on the development site. This scheme should look towards the creation of acid grassland and heathland as a means of responding to DMBC Biodiversity Action Plan priorities and delivering a sustainable ecological enhancement throughout the site. Seed for such habitat creation could be harvested from the adjoining LWS Doncaster Common as a means of ensuring consistency in species content and local genetic integrity.
 - o The replacement of the existing water bodies with an ecologically diverse pond that uses native species and is designed and planted to maximise opportunities for aquatic invertebrates, and other locally occurring aquatic species.
 - o A lighting scheme that reduces impact of lighting on nocturnal species through type and positioning of individual lighting sources.
- REASON
To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16
09. U55001 Prior to development commencing, a new lighting site plan shall be submitted to and approved in writing showing no light spillage or glare to the residents to the south of the site and full details of the lighting shields to be fitted to the external lighting. The development shall then be carried out in accordance with the approved details and maintained throughout the lifetime of the development.
REASON
To ensure light doesn't spill into the curtilages of neighbouring dwellings to the south of the site in accordance with CS 14.
10. U55035 No development shall take place on the site until a detailed landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a soft landscape plan; a schedule providing details of the species, nursery stock specification in accordance with British Standard 3936: 1992 Nursery Stock Part One and planting distances of trees and shrubs; a specification of planting and staking/guying; a timescale of implementation; and

details of aftercare for a minimum of 5 years following practical completion of the landscape works. Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified in writing within 7 working days to approve practical completion. Any part of the scheme which fails to achieve independence in the landscape or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

In the interests of environmental quality and core strategy policy CS16: Valuing our natural environment.

01. U11616 THE CONTAMINATED LAND REGIME

Under the contaminated land regime Doncaster Council has the statutory duty to inspect and determine "contaminated land" within its borough, under this regime land owners/developers/occupiers of "contaminated land" could face liability for remediation at a later date.

02. U11617 DEVELOPMENTS NEAR / ON POTENTIAL CONTAMINATED SITES

Historic maps show that the above planning application is near or on a potential contaminated site, and in light of this it is recommended caution is taken during any excavation works. If any contamination is found it must be reported to the Local Planning Authority

03. U11655 The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud on the highway is an offence under provisions of The Highways Act 1980.

The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

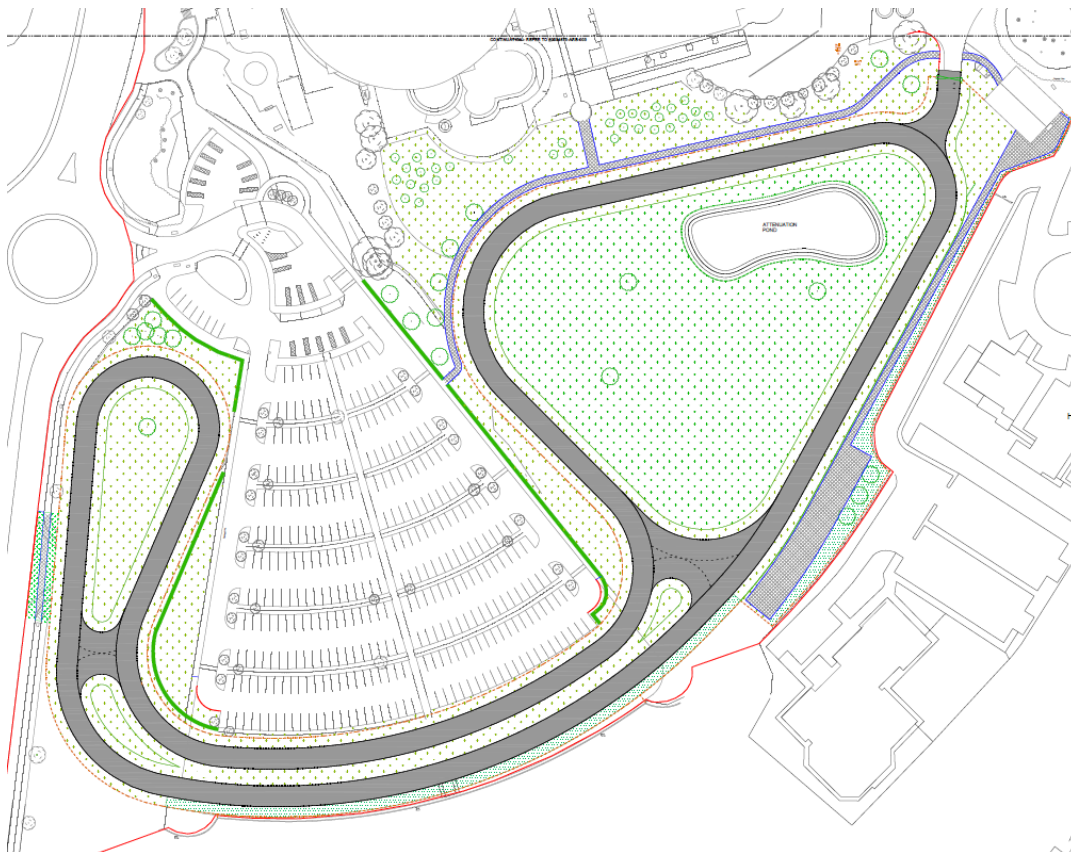
Appendix 1 - showing alterations to main car park



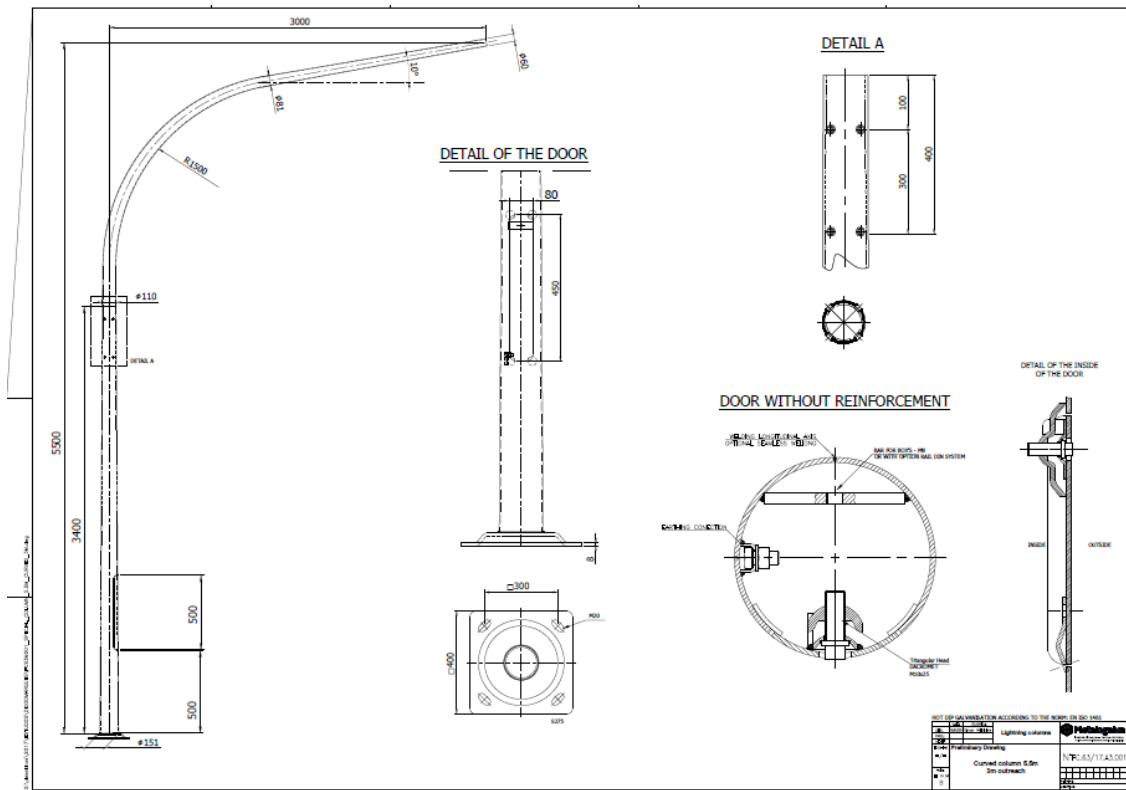
Appendix 2 - Tree Constraints plan



Appendix 3 - Indicative landscaping Plan: to be added to by condition.



Appendix 6 - Lighting detail



Appendix 7- Cross section:

