



City of Doncaster Council

Agenda

To all Members of the

PLANNING COMMITTEE

Notice is given that a Meeting of the above Committee is to be held as follows:

Venue: Council Chamber, Civic Office, Waterdale, Doncaster DN1 3BU

Date: Tuesday, 9th January, 2024

Time: 2.00 pm

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Damian Allen
Chief Executive

Issued on: Wednesday 20 December 2023

Governance Services Officer for this meeting

Amber Torrington
01302 737462

City of Doncaster Council
www.doncaster.gov.uk

1. Apologies for Absence
 2. To consider the extent, if any, to which the public and press are to be excluded from the meeting.
 3. Declarations of Interest, if any.
 4. Minutes of the Planning Committee Meeting held on 12th December, 2023 1 - 6
- A. Reports where the Public and Press may not be excluded.**
- For Decision**
5. Schedule of Applications 7 - 54
 6. Consideration of variations to two Section 106 Agreements in relation to the affordable housing requirements on land to the east side of Hatfield Lane, Armthorpe (under references 12/00188/OUTM and 20/01606/FULM). 55 - 268
- For Information**
7. Appeal Decisions 269-288

Members of the Planning Committee

Chair – Councillor Susan Durant
 Vice-Chair – Councillor Sue Farmer

Councillors Duncan Anderson, Iris Beech, Steve Cox, Aimee Dickson, Charlie Hogarth, Sophie Liu, Emma Muddiman-Rawlins, Andy Pickering and Gary Stapleton

Agenda Item 4.

CITY OF DONCASTER COUNCIL

PLANNING COMMITTEE

TUESDAY, 12TH DECEMBER, 2023

A MEETING of the PLANNING COMMITTEE was held at the COUNCIL CHAMBER, CIVIC OFFICE, WATERDALE, DONCASTER DN1 3BU on TUESDAY, 12TH DECEMBER, 2023, at 2.00 pm.

PRESENT:

Vice-Chair - Councillor Sue Farmer (In the Chair)

Councillors Iris Beech, Steve Cox, Charlie Hogarth, Sophie Liu and Emma Muddiman-Rawlins

APOLOGIES:

Apologies for absence were received from the Chair, Councillors Susan Durant and Councillors Duncan Anderson, Aimee Dickson, Andy Pickering and Gary Stapleton.

Prior to the commencement of the meeting, the Committee were notified that Stacy Cutler, Senior Legal Officer who was currently on maternity leave had given birth to a baby girl. Members sent their best wishes to Stacy and family.

52 DECLARATIONS OF INTEREST, IF ANY.

In accordance with Members Code of Conduct, Councillor Iris Beech declared an interest in Application No. 22/00311/FUL Agenda Item 5(3) by virtue of being a Local Ward Member.

In accordance with Members Code of Conduct, Councillor Sophie Liu declared an interest in Application No. 23/01702/COU Agenda Item 5(1) by virtue of being a Local Ward Member.

53 MINUTES OF THE PLANNING COMMITTEE MEETING HELD ON 14TH NOVEMBER, 2023

RESOLVED that the minutes of the meeting held on 14th November, 2023 be approved as a correct record and signed by the Chair.

54 SCHEDULE OF APPLICATIONS

RESOLVED that upon consideration of a Schedule of Planning and Other Applications received, together with the recommendations in respect thereof, the recommendations be approved in accordance with Schedule and marked Appendix 'A'.

55 APPEAL DECISIONS

The Committee were advised that there had been a separate application for costs. However, the application had been unsuccessful, and the claim had been dismissed. Officers directed Members to paragraphs 14 to 18 of the inspectors report regarding living conditions.

RESOLVED that the following decisions of the Secretary of State and/or his inspector, in respect of the undermentioned Planning Appeals against the decisions of the Council, be noted:-

Application No	Application Description & Location	Appeal Decision	Ward	Decision Type	Committee Overturn
22/01870/FUL	Conversion of previously approved two storey side extension to form independent dwelling (RETROSPECTIVE) (being resubmission of 21/02066/FUL refused 2.8.2022) at 12 Oldfield Crescent, Stainforth, Doncaster DN7 5PG	Appeal Dismissed 14/11/2023	Stainforth and Barnby Dun	Delegated	No

56 PLANNING ENFORCEMENT QUARTERLY REPORT - SEPTEMBER 2023

The Committee considered a report which detailed all Planning Enforcement performance in the second Quarter 1st July to 30th September, 2023.

A query was made regarding Campsall WMC, The Avenue, Campsall and the erection of fencing at the property. It was advised that officers would undertake a site visit to the property and provide an update in due course.

An update was requested regarding the Temporary Stop Notice at land on South Side of Oldfield Lane, Stainforth since the High Court appearance on 31 October, 2023. Committee were advised that an adjournment was requested, and a new date would be advised in the new year. It was noted that they had allowed for the temporary installation of electricity to the site for the supply of heating and hot water.

RESOLVED that the report be noted.

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE – 12th December, 2023

Application	01
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Application Number:	23/01702/COU
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Application Type:	Planning FULL (Minor)
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Proposal Description:	Change of use of ground floor from vacant bar/public house (Sui Generis) to off licence (Class E)
At:	Former Hexthorpe Star Bar, 2 Langer Street, Hexthorpe DN4 0EX

For:	Mr Thiru Makeettharan
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Third Party Reps:	14 objections	Parish:	N/A
		Ward:	Hexthorpe and Balby North

A proposal was made to GRANT Planning Permission subject to conditions

Proposed by: Councillor Iris Beech

Seconded by: Councillor Steve Cox

For: 5 Against: 0 Abstain: 1

Decision: Planning Permission Granted subject to conditions,

In accordance with Planning Guidance, 'Having Your Say at Planning Committee', the following individuals spoke on the application for the duration of up to 5 minutes each:-

- **Councillor Glyn Jones, Ward Member spoke in opposition to the Application; and**
- **Mr Mubeen Patel, on behalf of the Applicant, spoke in support of the Application.**

Application	02
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Application Number:	23/01292/FULM
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Application Type:	Planning FULL (Major)
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Proposal Description:	Erection of ancillary storage building (non-permanent construction) on existing hard standing for a period of 5 years
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At:	Wavin Edlington Lane Edlington Doncaster DN12 1BY
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For:	Mr David Wilson – Wavin Limited
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Third Party Reps:	18 representations	Parish:	Warmsworth Parish Council
		Ward:	Edlington and Warmsworth

A proposal was made to GRANT Planning Permission subject to conditions

Proposed by: Councillor Steve Cox

Seconded by: Councillor Charlie Hogarth

For: 6 Against: 0 Abstain: 0

Decision: Planning Permission Granted subject to conditions.

In accordance with Planning Guidance ‘Having Your Say at Planning Committee’, Mr Daniel Page, Wavin Limited, the Applicant spoke in support of the Application for the duration of 5 minutes.

Application	03
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Application Number:	22/00311/FUL
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Application Type:	Full Application
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Proposal Description:	Erection of residential development for 4 houses.
At:	Land on the East Side of Common Lane, Norton, Doncaster

For:	Mr Chris Hardacre – CP Built Ltd
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Third Party Reprs:	8 representations	Parish:	Norton Parish Council
		Ward:	Norton and Askern

A proposal was made to GRANT Planning Permission subject to the conditions.

Proposed by: Councillor Charlie Hogarth

Seconded by: Councillor Emma Muddiman-Rawlins

For: 6 Against: 0 Abstain: 0

Decision: Planning Permission Granted subject to conditions.

(The receipt of an amendment to paragraph 7.7 of the report stating that Norton Parish Council objected to amended scheme as properties are still large, too many to be served by unadopted highway and lack of surface water drainage will add to problems of additional traffic was reported at the meeting).

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CITY OF DONCASTER COUNCIL

9th January, 2024

To the Chair and Members of the
PLANNING COMMITTEE

PLANNING APPLICATIONS PROCESSING SYSTEM

Purpose of the Report

1. A schedule of planning applications for consideration by Members is attached.
2. Each application comprises an individual report and recommendation to assist the determination process. Any pre-committee amendments will be detailed at the beginning of each item.

Human Rights Implications

Member should take account of and protect the rights of individuals affected when making decisions on planning applications. In general Members should consider:-

1. Whether the activity for which consent is sought interferes with any Convention rights.
2. Whether the interference pursues a legitimate aim, such as economic wellbeing or the rights of others to enjoy their property.
3. Whether restriction on one is proportionate to the benefit of the other.

Copyright Implications

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Scott Cardwell
Assistant Director of Economy and Development
Directorate of Place

Contact Officers: Mr R Sykes (Tel: 734555)

Background Papers: Planning Application reports refer to relevant background papers

Summary List of Planning Committee Applications

NOTE:- Site Visited applications are marked 'SV' and Major Proposals are marked 'M'
Any pre-committee amendments will be detailed at the beginning of each item.

Application	Application No	Ward	Parish
1. M	23/02052/4FULM	Town	

Application	1
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Application Number:	23/02052/4FULM
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Application Type:	Planning FULL (DMBCReg4) Major
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Proposal Description:	Demolition of existing buildings and erection of a new commercial development block
At:	Doncaster Gateway, Trafford Way, Doncaster

For:	City of Doncaster Council
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Third Party Reps:	1	Parish:	N/A
		Ward:	Town

Author of Report:	Alicia Murray
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<p>SUMMARY</p> <p>This application seeks permission for the erection of a multi-storey building to be used for office/commercial purposes on land at Trafford Way/West Street, Doncaster City Centre. The building will be five stories in height, with the ground floor providing two smaller scale retail/commercial type units and the upper floors to provide office space. The roof level will accommodate a plant room and solar PV array.</p> <p>The application site is brownfield and contains a mix of commercial uses, including offices, plumbing centre and vacant retail unit. The site is designated in the adopted Doncaster Local Plan within the Main Urban Area and Key Doncaster Town Centre and Main Urban Area Mixed Use Sites – St Sepulchre Gate West.</p> <p>The scale, siting, and appearance of the proposed building has been reviewed by the Doncaster Design Panel, the Urban Design Officer, and Conservation Officer; concerns have been raised by these parties, but other material planning considerations are considered to outweigh the harm raised in the objection from the Urban Design Officer. The proposal would meet the aspirations of Policy 68 of the Local Plan and has the potential to kick start the regeneration of the whole St Sepulchre Gate West area and provide a much-needed class of offices within the city centre boundary. The proposal will be brought forward by Town Deal Funding secured by the Council, in order to meet the aspirations of the Urban Centre Masterplan. Permitted development rights to convert the office space and ground floor commercial to any other</p>
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1.0 REASON FOR REPORT

1.1 This application is being presented to Planning Committee due to the application being submitted by City of Doncaster Council.

2.0 PROPOSAL

2.1 The applicant is seeking planning permission for the demolition of existing buildings (Trafford Court Offices, Wolsey Plumb Centre, and a retail unit formerly a mobility shop) and erection of a commercial development block.

2.2 The proposal forms part of the Doncaster Urban Masterplan (2016) and is supported by £25 million of Towns Deal funding already secured. The development would provide high quality Class A offices within the city centre and ancillary food and beverage uses at ground floor. The development is to continue the regeneration of this area of the city centre, following the redevelopment of the Station Forecourt. The proposal would create a high-quality soft landscaping public realm improvement, which would follow on from the improved pedestrian and visitor access between the railway station and the city centre.

2.3 This proposal is seen as a 'catalyst' for further long-term regeneration of the 'Gateway' area, supporting the aspirations of the Doncaster Urban Masterplan and the city centre.

3.0 SITE DESCRIPTION & LOCAL CHARACTERISTICS

3.1 The application site is located to the west of the main shopping area within the city centre. The site is bounded by Doncaster Railway Station to the north-west, the station forecourt to the north, the A630 Trafford Way to the east and West Street to the southwest, beyond which is the Railway Pub and the Station car park. West Street splits the site in two and provides access to the residential and commercial properties in the surrounding area.

3.2 The site itself contains 4 buildings, a 2 three storeys office block, plumbers merchant including the external yard and vacant former mobility retail centre. All the buildings are of differing designs and forms. The site is not within a Conservation Area and does not contain any listed buildings. However, the site is in close proximity to several listed buildings including Grade II listed Doncaster Railway Station.

3.3 The site is accessed via west street by vehicle from the A630 and pedestrian access is through Trafford Court and via existing footpath links along West Street.

4.0 RELEVANT PLANNING HISTORY

4.1 No relevant planning history.

5.0 SITE ALLOCATION

5.1 The application site lies within Key Doncaster Town Centre and Main Urban Area Mixed Use Sites and as allocated in the adopted Doncaster Local Plan (Sept 2021).

5.2 National Planning Policy Framework ('NPPF') 2023

5.3 The National Planning Policy Framework 2023 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions and the relevant sections are outlined below:

5.4 Paragraph 2 states that, planning applications should be determined in accordance with development plan, unless material planning considerations indicate otherwise.

5.5 Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.

5.6 Paragraph 8 outlines the three overarching objectives to achieving sustainable development:

- a) economic – to build a strong, responsive and competitive economy
- b) social – to support strong, vibrant, and healthy communities
- c) environmental – to protect and enhance the natural, built and historic environment.

5.7 Paragraph 86 states that planning policies and decisions should support the role town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

5.8 Paragraph 87 highlights the use of sequential tests when considering applications for main town centres uses which are neither in an existing centre nor in accordance with an up-to-date plan.

5.9 Paragraph 88 follows on with that when considering edge of centre and out of centre proposals preference should be given to accessible sites which are well connected to the town centre.

5.10 Paragraph 90 states that local planning authorities should require an impact assessment, considering the impact of the proposal on existing, committed and planned public and private investment in a centre.

5.11 Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals.

- 5.12 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.13 Paragraph 112 states that developments should have sustainable methods of transport and pedestrian linkages
- 5.14 Paragraph 113 outlines that developments that will generate significant amounts of movement should be required to provide a travel plan.
- 5.15 Paragraph 119 states that planning policies and decisions should maximise the reuse of previously developed or brownfield land.
- 5.16 Chapter 12 seeks to achieve well-designed places, stating the need for good design as a key aspect of sustainable development. Paragraph 126 states that the creation of high-quality buildings and places is fundamental.
- 5.17 Paragraph 154 outlines how development should be planned to meet the challenge of climate change. New development should reduce greenhouse gas emissions by adapting its location, orientation, and design.
- 5.18 Paragraph 155 seeks to increase the use and supply of renewable and low carbon energy and heat with new development.
- 5.19 Paragraphs 190-196 states that when consideration the impact of a proposed development on the significance or setting of a designated heritage asset, great weight should be given to the asset's conservation.
- 5.20 Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 5.21 Doncaster Local Plan (2021)
- 5.22 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan consists of the Doncaster Local Plan (DLP) (adopted 2021) and the Barnsley, Doncaster and Rotherham Joint Waste Plan (JWP) (adopted 2012).
- 5.23 Policy 1 sets out the Settlement Hierarchy for the City. It seeks to concentrate growth at the larger settlements of the City with remaining growth delivered elsewhere to support the function of other sustainable settlements and to help meet more local needs taking account of existing settlement size, demography, accessibility, facilities, issues and opportunities. The site lies within the Main Urban Area as defined in the Local Plan and its supporting Policies Map.

- 5.24 Policy 13 states that new development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact. New developments will need to provide, as appropriate, Transport Statements, Transport Assessments and Travel Plan to ensure the delivery of travel choice and sustainable opportunities for travel in line with the latest government guidance and best practise.
- 5.25 Policy 16 promotes the provision of cycle lanes and routes.
- 5.26 Policy 17 supports new developments which provide new and improved pedestrian links by identifying gaps and prioritising pedestrian routes.
- 5.27 Policy 23 outlines that proposals for development in town, district and local centres, outside of any defined 'primary shopping area', will be acceptable in principle for a range of Main Town Centre Uses.
- 5.28 Policy 30B states that proposals must demonstrate how a minimum 10% net gain in biodiversity will be delivered.
- 5.29 Policy 36 states that proposals that enhance or better reveal the significance of a listed building will be supported. Proposals that harm the significance of a listed building or its setting will not be supported.
- 5.30 Policy 43 states that development that respects and improves the character, image and legibility of the borough will be supported, particularly from main transport corridors and key gateway locations. At high profile gateway locations, there is to be an exceptional standard of design quality of buildings, spaces and environmental improvements. Taller buildings should be located where there is good public transport accessibility, and they will not harm the setting of heritage assets.
- 5.31 Policy 46 details all non-residential and commercial developments must be designed to be high quality, attractive and make a positive contribution to the area.
- 5.32 Policy 47 seeks to provide secure and safe places which will be achieved through good urban design.
- 5.33 Policy 48 details how new developments should provide high quality, comprehensive hard and soft landscaping schemes.
- 5.34 Policy 54 states that noise impact assessments will be required for proposals close to the presence of noise generating uses. Furthermore, the impact on national air quality will need to be assessed through the submission of an air quality assessment.
- 5.35 Policy 56 requires all developments to adequately include measures for dealing with drainage impacts, flood risk and foul sewage disposal including SUDs.

- 5.36 Policy 67 supports new developments that contribute to the improvement of the town centre as a thriving and accessible shopping, commercial and leisure destination of regional importance.
- 5.37 Policy 68 identifies 'St Sepulchre Gate West' as a key site for development, in which the station forecourt will be transformed into a dynamic urban square providing a strong sense of arrival and direction towards the primary shopping area across Trafford Way (A630). New office development will be sought around this gateway space.
- 5.38 Other material planning considerations
- 5.39 Doncaster Council's previous suite of adopted Supplementary Planning Documents (SPDs) were formally revoked in line with Regulation 15 of the Town and Country Planning (Local Planning) (England) Regulations 2012, following the adoption of the Local Plan in September 2021. Since then, the Council are in the process of drafting new SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan.
- 5.40 Following public consultation the Council has adopted five SPDs under the Local Plan with respect to Biodiversity Net Gain, Flood Risk, Technical and Developer Requirements, Loss of Community Facilities and Open Space, and Local Labour Agreements. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight.
- 5.41 The Transitional Developer Guidance (Updated August 2023) provides supplementary guidance on certain elements, including design, whereby updated SPDs have not yet been adopted. The Transitional Developer Guidance should be referred to during the interim period, whilst further new SPDs to support the adopted Local Plan are progressed and adopted. The Transitional Developer Guidance, Carr Lodge Design Code and the South Yorkshire Residential Design Guide (SYRDG), should be treated as informal guidance only as they are not formally adopted SPDs. These documents can be treated as material considerations in decision-making, but with only limited weight.
- 5.42 Other material considerations include:
- National Planning Practice Guidance (ongoing)
 - National Design Guide (January 2021)
 - Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990
- 5.43 Other Council initiatives include:
- Doncaster Green Infrastructure Strategy 2014 – 2028
 - Doncaster Delivering Together

5.44 Launched in September 2021, Doncaster Delivering Together (DDT) is the Council's new ten-year strategy. DDT is about everyone being able to thrive and contribute to thriving communities and a thriving planet. This strategy does not form part of the adopted development plan but it is important that the policies of the Doncaster Local Plan achieve the aims and objectives of DDT strategy. The DDT has identified 8 priorities to deliver for Doncaster over the next ten years.

1. Tackling Climate Change;
2. Developing the skills to thrive in life and work;
3. Making Doncaster the best place to do business and create good jobs;
4. Building opportunities for healthier, happier and longer lives for all;
5. Creating safer, stronger, greener and cleaner communities where everyone belongs;
6. Nurturing a child and family - friendly borough;
7. Building transport and digital connections fit for the future;
8. Promoting the borough and its cultural, sporting and heritage opportunities.

5.45 The body of the report below reflects the planning considerations for the site. However, it is considered that the application would directly contribute towards the aims of DDT.

6.0 REPRESENTATIONS

6.1 This application has been advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) as follows:

- Site Notice
- Press Advert

6.2 One representation has been received from the Doncaster Civic Trust, outlining the following:

For the landscaped area to be successful it needs to be well-used and well-managed. It needs to have direct pedestrian routes going through it. The location of the development could not be better chosen for its accessibility by public transport, both national and local. The development would replace some buildings of low quality and others of little architectural value so, in the Trust's view, causing no measurable loss of the town's character. The development is speculative and mixed use, with five floors of offices above a ground floor probably given over to food and drink. We know that in Doncaster many large office buildings have become empty, and have been re-purposed as apartments, and more office space is vacant. We are told that this proposal is for the top-quality accommodation that the current market requires, so we must put our trust in the advice of the specialist consultants. The Trust is concerned about the height of the proposed building and its impact on nearby streets. It may well be that the

market requires a 5-storeys building here, but no justification or impact assessment was included in the application. The current development team had looked at the variety of facing materials in the town centre and decided on white brickwork, presumably having seen the Portland stone and faience. A ceramic material on the new building would be better than brick. It would weather well, keep its colour and could be an attractive light shade, and not prominent white.

The proposed siting of the new building would relate to the historic street pattern, as well as Trafford Way of course, and the green tiling at ground level would reflect the locally listed Leopard PH opposite, which is welcomed. No assessment of the impact of the new building on the Leopard PH was included in the Heritage Report. The large amount of glazing proposed on the new building's south elevation might be attractive but could cause problems of heat gain and glare that would be best avoided. Offices with no dedicated parking at all might work well elsewhere, but it could make this scheme less attractive to potential tenants.

7.0 CONSULTATIONS

Internal CDC Consultees

- 7.1 **Environmental Health** – No objections, subject to conditions with regards to fulfilment of acoustic report recommendations, construction methods and waste management
- 7.2 **Local Plans (Employment)** – No direct employment policy related issues with the application. Defer to Town Centre Policy Officer for comment.
- 7.3 **Air Quality** - The development will not have the potential to result in an exceedance of the extant air quality objectives. The officer has recommended that a condition be placed on the decision to restrict the usage of the building for no residential, given the major roadside location.
- 7.4 **Highways Safer Roads** – The pedestrian/cycle route between the city centre and new development is not ideal and people will cross away from the internal zebra crossing. However, since this is not part of the adopted public highway it is beyond my primary area of concern. Therefore, the officer generally accepts the clarifications to the points given in the TA Addendum.
- 7.5 **Design and Conservation** - No objections to the main building although there are missed opportunities. The substation location does compromise the usage of the southern side of the building and should be relocated. The Conservation Officer does have concerns over the loss of Trafford Court as it would result in a loss of a defined boundary for the station forecourt square, the landscaping would 'bleed' into the adjoining areas. Therefore, whilst the landscaping will be an improvement on the existing buildings in some ways, developing this site with an additional building or buildings that

responded to its context and help frame the station and its forecourt would be thought to be a more appropriate long-term aspiration.

- 7.6 **Drainage** – Following the receipt of additional information the Drainage Officer has requested a number of conditions.
- 7.7 **Local Plans (Town Centres)** - No objections.
- 7.8 **Transportation** – Requested the car park occupancy data is updated and the TRICs mode split data be checked against the Census Travel to Work data for the appropriate ward. This has been submitted and the Transport Planner is satisfied with the Transport Statement and Travel Plan and has requested conditions.
- 7.9 **Public Health** – The HIA is acceptable and there are no objections.
- 7.10 **Urban Design** – There are significant negative impacts on the townscape through the demolition of Trafford Court which from an Urban Design perspective cannot be supported. The open space design needs to be improved to offset the negative impacts and is required to deliver an exceptional quality development at this most important gateway location as identified in the Local Plan. There is a need to increase the quantum of open space given the increasing number of people inhabiting the City Centre.
- 7.11 **Highways** – Requested tracking details for the largest vehicles associated with the development using the left turn off Trafford Way into West Street to ensure existing manoeuvres remain the same or improve. This was provided and is considered satisfactory. The Highways Officer also raises concerns regarding the demolition of the buildings and construction of the new building, due to the proximity to the A630. The officer has requested that construction traffic management rules are agreed with Network Management, this is recommended to be secured via a condition.
- 7.12 **Waste and Recycling** – Waste management methods are unclear from the submission and therefore a condition will be required to provide these details to ensure the waste is effectively managed.
- 7.13 **Contaminated Land** – Following receipt of a Remediation Strategy the Contaminated Land Officer has reviewed the strategy and has no objections subject to conditions.
- 7.14 **Ecology** - In securing onsite 10% BNG a condition will be tied to the final agreed landscaping scheme to be delivered. An updated metric is required to reflect any new design and landscaping changes brought forward. The updated BNG has been submitted and there are no objections from the Ecology Planner, subject to conditions.

External Consultees

- 7.15 **Trans Pennine Trail** – The TPT has not been specified within the Transport Statement or Travel Plan. An amended Transport Statement and Travel Plan has been submitted including the TPT within them.
- 7.16 **Yorkshire Water** – No objections, subject to conditions with regards to a Construction Environmental Plan and waste water.
- 7.17 **Designing out Crime Officer** - No objections.
- 7.18 **Design Panel** - The Panel raised issues regarding the scale of the building compared to the surrounding built form, how the building sits within its context of Trafford Way and West Street, bin collection and servicing, substation location, concerns over the materiality and usage of the 'al fresco' element of the ground floor. However, the panel were overall in support of the development and its regenerative benefits for the area.
- 7.19 **Network Rail** - No objections, requested a number of informatives.
- 7.20 **South Yorkshire Archaeology Service** – No objections subject to a condition relating to a written scheme of investigation.

8.0 ASSESSMENT

8.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that:

'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.'

8.2 The NPPF (2023) at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be considered in preparing the development plan and is a material consideration in planning decisions.

8.3 The main issues for consideration under this application are as follows:

- The principle of the development
- Sustainability
- Impact upon amenity
- Impact upon the character and appearance of the surrounding area
- Impact upon highway safety
- Trees and Landscaping
- Flood Risk and Drainage
- Air Pollution and Contaminated Land
- Energy Efficiency/Sustainability Features
- Archaeology
- Ecology

- Economic Impact
- S106 Planning Obligations
- Overall Planning Balance

8.4 For the purposes of considering the balance in this application, planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

The Principle of the Development

8.5 The application site falls within Doncaster City Centre Boundary and Key Doncaster Town Centre and Main Urban Area Mixed-Use Sites as defined in the adopted Doncaster Local Plan. This designation relates to policies 67 and 68.

8.6 Policy 67 states that new developments will be supported whereby it helps improve the centre as a thriving and accessible commercial, shopping and leisure destination and lists its design criteria's in delivering that. The design of the building will be discussed further into the report.

8.7 Policy 68 states that key sites listed which includes this site – St Sepulchre Gate West will be developed in accordance with the principles included in the Policy and other relevant Local Plan policies. Section 8 - St Sepulchre Gate West states the following: “This opportunity area will become a town gateway with new landmark mixed use development which capitalise upon its location close to the retail core and railway station. A reinvigorated and bustling, high-density urban quarter will be created with safe and vibrant streets and spaces. This will involve the relocation of existing car parking.... New office and hotel development will be sought around this gateway space.... Any significant redevelopment of this area will need to explore opportunities to improve connections to and from the town centre across the dual carriageway (Trafford Way/Church Way) and the railway station”

8.8 The site lies within the Main Urban Area, in the City Centre boundary, but outside the Primary Shopping Area. Chapter 8 of the adopted Local Plan generally seeks to protect and maintain the existing character, function of core retail areas, and manage the mix and balance of uses within them. Policy 23: Development within Town, District and Local Centres; Part 2: Other Centres is the main consideration. The site is not a primary shopping area; therefore, proposals will be acceptable in principle for a wider range of Main Town Centre Uses, non-town centre uses should be resisted unless it can be demonstrated that they will not negatively impact upon the vitality

and viability of the centre with regard to amenity of existing businesses and residents. Para 8.21 of the Local Plan states that non-retail uses such as offices and homes will generally be supported on the upper floors of buildings within existing centres if they do not have a negative impact upon the operation of the existing ground floor business or the amenities of potential future occupants.

- 8.9 Class E is interchangeable within its own classification offering a wide range of town centre uses. The submitted plans do show flexible small units at ground floor with the intention being for retail or food/beverage operations to support the offices above and the whole 'Gateway West' area when further regeneration projects come forward. This would create an active area in this location which is a betterment to the current situation on site. Furthermore, the upper floors would be within the Class E use class, but the plans do show more open plan arrangements with the intention for the space to be used for Class A standard offices. This results in retail frontages at ground floor, along with landscaping and public open space, there is also opportunities for 'al fresco' dining onto West Street. These uses comply with the Local Plan policies 23 and 67.
- 8.10 The site lies within 300m of the edge of centre, therefore, to accord with Policy 22 (Part 2) if the retail units are no larger than 750sqm then no impact assessments will be required. The retail element of this proposal is two flexible use units, Class E ground floor with a combined floor space of 500sqm, so no impact assessments are required with this application.
- 8.11 The proposal would support the aspirations outlined within Policy 68 for the 'St Sepulchre Gate West' area. It would provide a landmark building, with active frontages, landscaping, and a mix of uses. All of which should support the further regeneration/growth of this area, stimulating economic growth within the city centre. Overall, the Local Plan's Policy Officers have no objections to the proposal, and it is considered that the development is principally acceptable.

Sustainability

- 8.12 Paragraph 7 of the NPPF states that one of the core principles of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 8.13 There are three strands to sustainability, social, environmental and economic. Paragraph 10 of the NPPF states that in order sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

SOCIAL SUSTAINABILITY

Impact on neighbouring amenity

- 8.14 Policy 46(A) of the Doncaster Local Plan states: non-residential and commercial developments will be supported where they are designed to have no unacceptable negative effects upon the amenity of neighbouring land uses.
- 8.15 Table 2 of the Transitional Developer Guidance (TDG) does not give direct guidance regarding commercial buildings, however at page 12 it states that a property with 4 storeys should have back-to-back distances of no less than 27m to prevent harmful overlooking.
- 8.16 The closest residential properties to the proposed building are located at the Former Coroners Court on the opposite side of Trafford Way (recently converted to residential apartments), which is approximately 43m from the site and separated by the A630. There are terraced properties on Gordon Street, Hexthorpe, these properties are over 60m away from the development. Therefore, there is a sufficient distance from the proposed building to ensure that there is no harmful overlooking introduced, significantly exceeding the 27m requirement in the TDG.
- 8.17 The balconies at the upper floor level will serve the office floorspace and provide a provision of outdoor amenity space for workers. These balconies would have an outlook of the commercial units further down West Street, mainly the Flying Scotsman Medical Centre. Therefore, no harmful overlooking would be created.
- 8.18 It is recognised that the introduction of a multi-storey building in a location which predominantly has two storey buildings, will somewhat alter the appearance of the site and street scene, and may be considered as dominating in comparison to the existing arrangement. However, the application site is designated for mixed use development with aspirations for high spec offices as per Policy 68. Furthermore, this development is seen as a 'catalyst' for similar developments to take place within this location, which would result in this development not being a stand-alone building forever.
- 8.19 Given the nature of the surrounding area and uses, which includes a variety of city centre uses, an element of disturbance associated with evening activities and vehicle movements already exists in this location. The introduction of office space (which will be typically used during daytime hours) and small ancillary commercial/retail space is not considered to cause significant nuisance over and above the existing uses. The design of the building will ensure any ventilation/odours are dealt with via an internal ventilation system throughout the whole building. The Environmental Health Officer has no objections to the application, they are satisfied with the Noise Report submitted and have requested conditions in relation to the adherence of the Noise Report and full details of waste management to be submitted prior to operation.

Conclusion on Social Impacts

- 8.20 Paragraph 8(b) of the NPPF (2023) sets out the social objectives which requires developments to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations through well-designed places; accessible service and open spaces that reflect the current and future needs to support community health, social and cultural well-being.
- 8.21 The proposed uses (offices and ancillary commercial) are not expected to create significant disturbance. The proposed development would not detract or harmfully impact the residential amenity of existing neighbouring residential properties by virtue of overlooking or overshadowing. The proposed building would be situated a suitable distance from the nearest residential dwellings to ensure that existing amenity is protected.
- 8.22 It is accepted that the proposal would lead to some noise and disturbance being generated whilst construction is taking place, however this is short term when considered against the lifetime of the development and a condition is attached to mitigate this. Whilst the development does not create significant social benefits, there is no overall harm either, with the proposal according with the site's designation in the adopted Local Plan. Overall, the social impact of the development is acceptable and significant weight should be attached to this in favour of the development.

ENVIRONMENTAL SUSTAINABILITY

Design and Landscaping

- 8.23 Paragraph 130(a) of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Part (c) seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 8.24 Policies 41, 42, and 46 of the Doncaster Local Plan require development to be of a high-quality design that contributes to local distinctiveness, respond positively to existing site features, and integrate well with its immediate surroundings.
- 8.25 Policy 43 of the Doncaster Local Plan requires exceptional standard of design quality for buildings, spaces and environmental improvements at higher profile gateway locations including, where appropriate, providing landmark or taller buildings and/or public art.

- 8.26 Paragraph 130(a) of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Part (c) seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 8.27 Policy 48 states that development will be supported which protects landscape character, protects, and enhances existing landscape features and provides high quality hard and soft landscaping schemes which include fit for purpose planting and generous trees, shrubs, and hedgerow planting.
- 8.28 The proposal includes the demolition of four buildings, two within the office development known as 'Trafford Court', Wolsey Plumb Centre, and a former Mobility Centre retail unit. The demolition would facilitate the erection of a five-storeys commercial building, which would be 23m in height with a 4m high plant room on the roof, totalling 27m in height.
- 8.29 The building has large windows and openings on all five floors, a flat roof which will house solar PV screened by a parapet. The materials would be white brick work on the upper floors, with a glazed green brick on the lower level. The curtain walling, external doors, and planters/railings would be metallic gold. The materials have been chosen to reflect the surrounding context; the green brick reflects the 'Leopard PH' for example. Glazing scale and proportion has been developed to support the daylighting and ventilation strategy of the building. There would be planting on terraces facing south, which would provide greenery to the elevations and break up the white brickwork.
- 8.30 The site is bisected by West Street, the proposed building sits on the southeast area of the site, with the north of West Street providing a high-quality area of public open space. This area is described as a 'Valley Garden'. The Valley Garden has been designed to complement the harder landscaped station forecourt, with the paving to follow pedestrian desire lines within the site, trees, planting and mounding to help form a strong boundary and sense of enclosure from the traffic noise of the A630. The proposal includes a screening feature along the northeast, with further 1m tall dense shrubbery and an eventual tree canopy of approximately 8m in height. Similarly, to the southwest of the valley garden there would be mounding of approximately 750mm in height with shrubs and trees above creating enclosure to head height. To the south of the building and the east there would be planters offering further landscaping to the other elevations, with the southern elevation planters demarcating a spill out zone for the ground floor commercial unit and with the eastern planters softening and screening the plant area from Trafford Way. The palette of the hard and soft materials and choice of planting is to complement the adjacent station forecourt and quality streets schemes which have taken place in and around the site.

- 8.31 Whilst landscaping designs, planting schemes and hard work plans have been provided, it is considered necessary to condition the hard and soft landscaping schemes. This is to ensure that a substantial high quality landscaping scheme with public art is provided which will be adequately maintained and managed and so in full accordance with Policy 43 and 48 of the Local Plan. However, the Trees and Hedgerows Officer is satisfied with the landscape/planting plans submitted and is confident a robust landscaping scheme can be achieved. Given this scheme is a key gateway development and in a prominent location of the city centre, it is considered appropriate to secure the management of the landscaping for 10 years. Furthermore, to ensure the palette of materials is also to the same high standard, the materials for the building will also be secured via condition.
- 8.32 Whilst there are strong regeneration benefits there are also urban design impacts which work against the scheme. The scheme is seen to be a catalyst for regeneration of the wider City Gateway area and the proposal does offer significant benefits capitalising on its location and setting a new standard and mix of uses for the area and city centre more generally in terms of office developments which it currently struggles to attract. Given the longer-term aspirations for the area, the Urban Design Officer is comfortable with the scale of the building, albeit it does currently contrast with the scale of neighbouring buildings e.g., the leopard and railway public houses. However, the Flying Scotsman Medical Centre has already set a precedent for taller buildings in this location.
- 8.33 The main concerns raised by the Urban Design Officer relate to the area of public open space and the impact these design decisions have on the urban design and townscape qualities of the surrounding area and the impact on the spatial enclosure through the redevelopment of Trafford Court. From an urban design perspective, successful public spaces are enclosed by buildings which activate and enclose the space. Trafford Court offers this activation and enclosure for the station square/forecourt, by removing these buildings it will significantly enlarge the space and result in much more openness reducing the sense of intimacy and security the current buildings afford to the space. Furthermore, the removal of these buildings also accentuates the contrast of scale between the office building and the surrounding lower storey height buildings. The provision of tree planting would not help replace the level of enclosure in the short-medium term or provide activation like the buildings currently do.
- 8.34 The Urban Design Officer has also considered the architectural quality and materiality of the building. The sustainability credentials of the proposal are commendable, however the building (as well as the POS) is not regarded as exceptional quality. The more important northern elevation appears less interesting than the southern elevation with the omission of the balconies to that elevation. There are lots of 'dummy windows' particularly at Ground Floor and the central part of the Trafford Way elevation and their recesses don't appear significant enough to provide much relief and shadow. Likewise, window reveals which don't seem deep enough to side elevations. There may be opportunities to do something more interesting

such as contrasting brick coursing within these reveals and or around windows to provide some more subtle interest. Overall, there does not appear enough 'layering' to the facades. The Urban Design Officer considers it to be really important to select an appropriate brick, too light or absorbent and it may discolour or stain easy due to the proximity of the road.

- 8.35 Whilst there are objections from Urban Design, it is considered that on balance the other environmental benefits of the scheme outweigh the issues raised by the Urban Design Officer. Whilst the introduction of a 5-storey building is larger in scale than the adjacent buildings, this will be a landmark site. The use of the proposed materials and substantial high-quality landscaping will contribute towards the appearance of the area and allow a modern mixed-use development to come forward. The development is seen as a regenerative catalyst for the whole 'Gateway West' area and would provide a much-needed use within the city centre boundary. Furthermore, the highway works would improve the pedestrian linkages from the station to West Street and provide a good area of public open space with high quality tree planting and landscaping for visitors to enjoy, which in turn provides a significant increase in biodiversity into the city centre.
- 8.36 Despite the conflict with policies 41, 42 and 43 of the Doncaster Local Plan, on balance, the regenerative benefits and investment into Doncaster City Centre outweighs the harm that the loss of Trafford Court and provision of landscaping in its place would have on the townscape. The A-grade offices proposed would attract different types of businesses into the city centre and increase footfall to the wider shopping areas and be a catalyst for further regeneration. To ensure that the loss of Trafford Court results in a high-quality area of public open space, improvements to the level of landscaping is required, and this can be secured via a condition prior to commencement of the relevant works.

Impact upon setting of Listed Building

- 8.37 Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 (the Act) requires the decision maker to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Policy 36 of the Local Plan states that developments affecting the setting of a listed building should not harm the significance of the listed building or its setting and public benefit should outweigh the harm.
- 8.38 The site is within proximity to two listed buildings, the Grade II Listed Doncaster Railway Station and the Grade II Listed Grand Theatre to the northeast beyond the dual carriageway of the A630.
- 8.39 The proposal will form an important gateway into the city centre and follows on from the enhancements to the neighbouring station forecourt. Minus the two listed buildings, the surrounding built form is of little architectural

interest. Further along West Street there is The Station PH and The Leopard PH, which are both locally listed. To the south across an open pedestrianised space lies the Flying Scotsman, a five storey plus recent development which again helps give some streetscape and scale to Trafford Way as well as to St. Sepulchre Gate and has curved corners, traditional features of Doncaster. To the east, on the opposite side of Trafford Way, is very poor townscape because of the dual carriageway being forced through an historic urban block that even several decades after still presents scars to the streetscape that has not yet been properly resolved. Beyond this lies the City Centre with some attractive buildings near Trafford Way. Further along Trafford Way to the southeast lies Portland Place, again this helps to give some enclosure to the street.

- 8.40 The principle of the office development is welcomed by the Conservation Officer, and the architects have attempted to address some concerns raised by the Conservation Officer during their early discussions. The main orientation relating to West Street and part of its frontage being slightly skewed so to respond to West Laith Gate. The proposed building is considered to now respond better than existing buildings on site to its context. The current open space to the south of the 'island site' is retained but is compromised with the inclusion of a substation within it and this would be better located elsewhere if possible. The substation was subsequently brought inwards closer to the office building, which opens the area to the south up further.
- 8.41 The Conservation Officer notes a concern with the proposed landscaped area replacing Trafford Court, as it will dilute the sense of arrival within a station forecourt. Trafford Court as noted above is not architecturally outstanding but does help to give enclosure to Trafford Way and partially to the station forecourt. Trafford Court along with the extension of the Frenchgate helps to frame the station building and give it more dominance. However, it is noted by the Conservation Officer that the landscaping would be an improvement on the existing buildings. However, given these concerns the Conservation Officer does not object to the development on heritage grounds.
- 8.42 The application site forms part of the cityscape which surrounds Doncaster Railway Station and the Grand Theatre, which are key listed buildings in Doncaster City Centre. The application site contributes towards the wider large setting of these buildings and their special interest, and therefore naturally will have a degree of impact on their setting. Given the distance between these listed assets and the application site, the building and associated works would have a limited impact on their setting which is less than substantial in fact and degree. Overall, it is considered that the development accords with Policy 36 of the Local Plan. Within the balancing exercise great weight has been afforded to any harm notwithstanding that it is less than substantial, and it has been assessed against the public benefits of the proposal. This is discussed further in Section 9 of this report.

Impact upon highway safety

- 8.43 Policy 13(A) of the Local Plan states that the Council will work with developers to ensure that appropriate levels of parking provision are made in accordance with the standards in Appendix 6 (criterion 4) and development does not result in unacceptable impacts on highway safety (criterion 6). Developments should also include provision for electric vehicle charging points (criterion 4).
- 8.44 Paragraph 111 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*
- 8.45 There are various highway access points to the site via West Street from the A630. Pedestrian access through the area is limited around Trafford Court and via the existing footpath links to the south of West Street, with staggered pedestrian crossing points providing access towards the city centre. The vehicular movements along West Street will be retained, though there would be some alterations to improve pedestrian and cyclist connectivity through the area.
- 8.46 A Transport Assessment (TA) and Travel Plan (TP) have accompanied this application. The Transport Assessment has concluded that the highways alterations to West Street are acceptable in terms of highways safety and will continue to provide a suitable route to access to the wider area and to the application site for the purpose of servicing and deliveries. The Council's Highways Development Control Officer did request tracking information for both servicing and delivery vehicles, this has been provided via an addendum to the TA. The Highways Development Control Officer is satisfied that vehicles can access the site safely for both servicing and deliveries. Additionally, the TA confirms that the site is in a highly sustainable location and is accessible by public modes of transport and offers connections to existing pedestrian routes to the city centre. Based on the sustainable location of the site, the development will be car free, which should encourage sustainable modes of transport further. The TA outlines that the development would have very minimal trip generation figures 17 two-way car trips at peak periods is outlined. A loading bay will be maintained and re-surfacing along West Street for the benefit of all delivery and bin collections. The amended TA adequately assesses car parking availability within the immediate area and that no further car parking spaces are required. The development would provide cycle parking for 30 bikes in a secure area.

- 8.47 The Highways Development Control Officer has been liaising with the Highways Network Management Team, it is considered that given the sites location abutting a main arterial route through the city (A630), a construction traffic management plan will be essential to ensure minimal disruption during demolition and construction. Whilst it would be preferable that this detail is provided prior to any permission being granted, this level of information is usually put forward following significant consultation with the highway authority and will include the finer details of demolition and construction which is not yet available. The applicant has confirmed that they are already in discussions with the Highways Network Management Team and the Highways Officer is therefore satisfied that this can be dealt with via a pre-commencement condition.
- 8.48 Following on from the TA, the TP sets out specific measures to encourage the use of sustainable modes of transport. The Council's Transport Planner has reviewed the TA and the TP and is satisfied that the proposal accords with policies 13, 16, and 17 of the Local Plan and paragraph 112 of the NPPF.

Flood Risk and Drainage

- 8.49 Policy 56 states that development proposals will be supported where there is adequate means of foul sewerage disposal; no increase in flood risk or surface water run-off and make use of SUDs unless it can be shown to be technically unfeasible.
- 8.50 The site lies within Flood Risk Zone 1 as per the Environment Agency's Flood Map for Planning and by Doncaster's Strategic Flood Risk Assessment (SFRA). This is the lowest area of flood risk from main river flooding. Nevertheless, major planning applications must be supported by the relevant drainage information including plans and strategies to accord with Policy 56.
- 8.51 The Applicant has provided a drainage strategy along with calculations and details of the drainage connection. The information provided has been reviewed by the Council's Drainage Officer and there is no objection on this basis, subject to the conditions attached.
- 8.52 Yorkshire Water were also consulted on the application, they have not raised any objections. Yorkshire Water's engineers have requested conditions relating to the submission of a feasibility study and storage tank capacity details.

Air Pollution and Contaminated Land

- 8.53 Policy 55 states that proposals will be required to mitigate contamination by demonstrating there is no significant harm to human health; land; natural environment; pollution of soil or any watercourse. Developments must ensure that necessary remedial action is undertaken and demonstrate that any adverse ground conditions have been properly identified and safely treated so suitable for the proposed use.
- 8.54 Policy 54 relates to pollution and states that consideration will be given to the impact on national air quality. An air quality assessment will be required to enable clear decision making on any relevant planning application.
- 8.55 The Contamination Officer has reviewed the application in regard to land contamination. A remediation strategy has been provided by the applicants. This strategy includes a Phase 1 Desk Top Study Report and Interim Report. The site has been subject to an appropriate site investigation and risk assessment. The soils, ground gas and controlled waters have been tested and benchmarked. The report concludes the controlled waters only marginally exceed acceptable levels, and as the majority of the site will be hardstanding, it was concluded no remedial works are required, to which I concur. The soils on site will be placed under hardstanding, and are suitable for a commercial end use, to which I concur. No ground gas protection measures are required. The Remediation Strategy is clear and concise; any soils in soft landscaped areas will require a clean cover system; watching brief is required throughout the works for unexpected contamination; further site investigation is required in the north of the site, as this area was previously inaccessible. The Contaminated Land Officer is satisfied with the report and has requested a number of conditions, to ensure the remediation is carried out in an appropriate manner.
- 8.56 The application has also been accompanied by an Air Quality Assessment (AQA). The AQA has been reviewed by the Air Quality Officer and they are confident that the conclusions of the AQA can be accepted with a high degree of confidence. The AQA correctly states that the proposal is purely for a commercial usage and therefore the building itself does not fall within the remit of the UK's extant Air Quality Regulations. It also states that there will be no parking spaces on site and therefore traffic generated emissions, if any, are unlikely to affect Air Quality Management Area 1 which lies to north of site along Trafford Way. It is welcomed that the ground floor plan shows there to be no occupied areas fronting on to Trafford Way. The Air Quality Officer has requested a restriction condition to ensure no residential uses are created in the building without formal planning permission and for an informative regarding dust and noise.

Energy Efficiency/Sustainability Features

- 8.57 Policy 46B relates to major non-domestic applications and states that development must meet the BREEAM rating of at least 'Very Good' and secure at least 10% of their regulated energy from renewable sources. .
- 8.58 The application has been supported by a BREEAM Pre-assessment which demonstrates that the building will achieve the 'Excellent' rating. A condition is attached requiring the submission of a post-development report which will then assess the physical building to ensure that this rating is achieved.
- 8.59 The development includes the integration of several sustainable construction methods, including solar PV array on the roof, air source heat pumps, high performance fabrics for example glazed PPC louvre panels within curtain walling units which will be connected to automated hybrid heating/ventilation systems, and maximising natural daylight. This is all with the aim to achieve Net Zero Carbon in Operation, BREEAM Excellent, and EPC rating A.

Archaeology

- 8.60 Policy 39 states that development affecting other archaeological assets will need to demonstrate how any benefits will outweigh harm to the site.
- 8.61 The Council's archaeologist has reviewed the information submitted and has no objection to the proposed development in terms of archaeology. The site and the surrounding area are known to have archaeological interest, it is therefore important the written scheme of investigation does take place, some trial trenching is also proposed but this cannot be completed under the buildings are demolished, given the agreed location of the trenches. It is considered that this can be dealt with via condition.

Ecology

- 8.62 Policy 29 states proposals will only be supported which deliver a net gain for biodiversity and protect, create, maintain, and enhance the Borough's ecological networks. Policy 30 states proposals which may harm priority habitats; protected species or features of biodiversity interest will only be supported where the DEFRA biodiversity metrics demonstrates that a proposal will be deliver a minimum 10% net gain for biodiversity.
- 8.63 Paragraph 5.1.1 of the adopted Biodiversity Net Gain SPD states that '*in cases where BNG delivery cannot be secured onsite, nearby or within the wider Doncaster area, then as a last resort a biodiversity offsetting contribution will be accepted by the Council.*'
- 8.64 Paragraph 5.1.2 follows on to state that a contribution £27,500 per unit will be agreed via a Section 106 agreement in compensation for the loss.

- 8.65 The application has been supported by a Bat Report and Ecological Impact Assessment which the Ecologist has reviewed and has no objection to the development based on the findings and recommendations within the report.
- 8.66 A biodiversity net gain assessment has also been submitted which outlines that there would be a 117% net gain for habitat units and 100% net gain for hedgerow units based on the landscape plans submitted. As such no further enhancement or mitigation works are required.
- 8.67 The Ecologist has requested conditions in relation to providing the 1.3 biodiversity units on site, bat method statement, and an ecological enhancement plan. Overall, there are no objections from the Ecologist and the development is considered to accord with Policy 29 and Policy 30 of the Local Plan.

Conclusion on Environmental Issues

- 8.68 Paragraph 8(c) of the NPPF (2023) indicates, amongst other things, that the planning system needs to contribute to protecting and enhancing the natural built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.69 Whilst there are objections from Urban Design, it is considered that on balance given the other environmental benefits of the scheme outweigh the issues raised by the Urban Design Officer. Whilst the introduction of a 5-storey building is larger in scale than the adjacent buildings, this will be a landmark site. The use of the proposed materials and substantial high-quality landscaping will contribute towards the appearance of the area and allow a modern mixed-use development to come forward. The development is seen as a regenerative catalyst for the whole 'Gateway West' area and would provide a much-needed use within the city centre boundary. Furthermore, the highway works would improve the pedestrian linkages from the station to West Street and provide a good area of public open space with high quality tree planting and landscaping for visitors to enjoy, which in turn provides a significant increase in biodiversity into the city centre.
- 8.70 The access arrangements are deemed acceptable, as well as the tree and landscaping proposals. The site is not within a flood risk area and will provide high specification materials and renewable energy sources to achieve BREEAM 'excellent', EPC rating A, and net-zero in operation. Overall, the environmental impact of the development is considered to be acceptable and significant weight should be attached to this in favour of the development.

ECONOMIC SUSTAINABILITY

- 8.71 The proposed development will provide up to 4,000sqm of Grade-A quality office space within this mixed-use area, as well 2x smaller ancillary commercial units.
- 8.72 It is expected that the development would bring forward substantial long term economic benefits through the creation of a variety of job roles over the life of the development. The office space will attract larger office-based companies into the city centre, creating new jobs and increasing footfall into the city centre.
- 8.73 The scheme would bring forward a high level of investment and growth, in accordance with the objectives set out in Policy 2: Level of Growth, and would make a significant and valuable contribution towards the target 481ha of employment land required over the plan period (of which 14 ha is required for office development).
- 8.74 Although the occupiers of the ground floor commercial units have not yet been confirmed, it is anticipated that jobs will be generated by the ancillary commercial development, being primarily lower skilled and part time type roles. This demonstrates that the development will create a variety of job roles in the long term.
- 8.75 This development is being brought forward by the City of Doncaster Council, as part of the Town Deal Fund. The development has been brought forward to achieve the aims of Policy 68 of the Doncaster Local Plan and the Urban Centre Masterplan. The development would result in a gateway development with aspirations to attract further regeneration projects within the Gateway area. The economic benefits of this application are given significant weight in the determination of this application.
- 8.76 In the short term there would be economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however this is restricted to a short period of time and therefore carries limited weight in favour of the application.

Conclusion on Economy Issues

- 8.77 Para 8 a) of the NPPF (2023) sets out that in order to be economically sustainable developments should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

8.78 The proposal would result in some short term economic benefit in the creation of jobs during the construction phase of the proposal and longer term would result in a significant number of new jobs and investment, playing a part in creating the envisaged economic growth for Doncaster City Centre. These factors weigh positively in favour of the application and when combined carry significant weight.

9.0 PLANNING BALANCE & CONCLUSION

9.1 In accordance with Paragraph 11 of the NPPF (2023) the proposal is considered in the context of the presumption in favour of sustainable development. Officers have identified no adverse harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole.

9.2 Concerns have been raised regarding the loss of Trafford Court to facilitate the public open space proposed as part of this commercial development and any knock-on impact to the significance of a designated heritage asset. In this case, great weight has been afforded to any harm to the setting of the listed buildings notwithstanding that it is less than substantial, and it has been assessed against the public benefits of the proposal. On balance there are several other environmental, social, and economic benefits which outweigh that harm. The proposal would create an area of public open space which would be predominately green in nature with substantial tree planting, this type of green space is lacking within the city centre and improves the offer for areas of enjoyment/recreation within the city centre itself. Furthermore, the introduction of green space such as this would substantially improve biodiversity within the city centre. The proposal has been developed with the aim of being funded by central government via the Towns Fund Deal circa £25 million, which needed to meet the necessary criteria and to achieve the aims of the Urban Masterplan and Policy 68, to enable much need regeneration into the 'Gateway West' area. These factors amount to public benefits in favour of the proposal.

9.3 Overall, the proposal is compliant with the development plan and on balance is recommended for approval.

10.0 RECOMMENDATION

10.1 **MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW:**

CONDITIONS

01 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. The development hereby permitted shall be carried out in complete accordance with the details shown on the amended plans referenced and dated as follows:
- Location Plan received 11.10.23
 - DGW1-BBA-Z1-00-DR-A-2001 Proposed Ground Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-01-DR-A-2001 Proposed First Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-02-DR-A-2001 Proposed Second Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-03-DR-A-2001 Proposed Third Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-04-DR-A-2001 Proposed Fourth Floor GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-05-DR-A-2001 Proposed Fifth Floor GA Plan P13 received 11.10.23
 - DGW1-BBA-Z1-RF-DR-A-2001 Proposed Roof GA Plan P11 received 11.10.23
 - DGW1-BBA-Z1-ZZ-DR-A-3001 GA Elevations Sheet 1 P08 received 11.10.23
 - DGW1-BBA-Z1-ZZ-DR-A-3002 GA Elevations Sheet 2 P09 received 11.10.23
 - DGW1-BBA-Z1-ZZ-DR-A-3003 GA Elevations Sheet 3 P09 received 11.10.23
 - DGW1-BBA-Z0-SL-DR-L-1007 P02 Hardworks Plan - received 29.11.23
 - DGW1-BBA-Z0-SL-DR-L-1008 P02 Planting Plan - received 29.11.23
 - DGW1-BBA-ZZ-SL-DR-L-7004 P04 External Furniture Details - received 29.11.23
 - DGW1-BBA-ZZ-SL-DR-L-7005 P01 Fencing Details - received 29.11.23
 - DGW1-BBA-ZZ-SL-DR-L-7007 P02 Landscape Interface Detail 02 - received 29.11.23
- REASON
- To ensure that the development is carried out in accordance with the application as approved.

03. Notwithstanding the submitted landscape plans, prior to the construction of the area of public open space, details of all external landscape works shall be submitted to and approved in writing by the Local Planning Authority (LPA). Unless otherwise agreed in writing with the LPA, this information should include the following details:
- o Hard landscape- exact product details for surface materials, edges, street furniture- locations and designs for lighting and / or CCTV columns and lamps, bins, benches, bollards, pedestrian guard rails, cycle stands;
 - o Boundaries- boundary wall / railing details to public open space including means of enclosure to south western edge of POS adjacent taxi rank / disabled drop off to provide enclosure and restrict pedestrian movement through landscaped areas;
 - o Public art- details of proposed small scale public art /feature(s (which could be integrated into the boundary features);

- o Design details of stepped auditorium amphitheatre landscape feature to be submitted and agreed, as indicated on Hard works plan (DGW1-BBA-z0-SL-DR-L-1007- P01). This feature is to be integrated into mounding on eastern part of POS to function as seating and informal play feature;
- o Management and maintenance strategy - detailed management and maintenance strategy for all elements of the public realm, including details of hard and soft landscape aftercare, strategy for replacement soft landscape, surface materials and street furniture.
- o Soft landscape scheme - this shall include a soft landscape plan; a schedule providing plant and tree numbers and details of the species, which shall comply with the Council's Transitional Developer Requirements Document, 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; a detailed specification for tree pit construction that utilises a professionally recognised method of construction to provide the minimum rooting volume set out in the Council's guidance and a load-bearing capacity equivalent to BS EN 124 2015 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation and details of management and maintenance for a minimum of 10 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 shall be notified in writing within 7 working days to approve practical completion of any planting within public areas or adoptable highway within the site. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within 10 years of planting shall be replaced within 4 weeks of notification to the applicants, in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

To ensure a satisfactory appearance and quality of development in line with local plan policies 42, 46, 47, and 48

04. Following the commencement of the development and before 30th September of every year during the implementation period (either phased or in full) and aftercare period, a 'Landscaping Implementation Report' shall be prepared by a suitably qualified landscape architect and / or contractor, and submitted by the developer to the Local Planning Authority in order to demonstrate that the landscaping has been carried out in full accordance with the approved landscaping details. The report should record the landscaping operations carried out on the land since the date of commencement, or previous report / aftercare meeting, and set out the intended operations for the next 12 months. It shall cover the following matters in particular, but not limited to, species, size, location, planting and aftercare specification, and be illustrated with evidence such as an overall progress summary, inspection site visit notes, a schedule of maintenance operations undertaken, before and after photos of any remedial plantings or completed works. If required, the developer shall arrange to attend a site meeting with the Local Planning Authority to inspect the planting and ongoing maintenance requirements.

REASON

To ensure site landscaping works are undertaken as approved in accordance with Policy 48

05. Prior to commencement of above ground works, product details of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. This may include submission of samples if requested by the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority, the development shall be carried out in accordance with the approved materials.

REASON

To ensure the satisfactory appearance of the development

06. Prior to commencement of above ground works, large scale details, including materials, colours and finishes, at a minimum of 1:20 scale of the items listed below, shall be submitted to and approved in writing by the Local Planning Authority:

- a) dummy window and upper level window reveals
- b) Windows with window reveals of a minimum 150mm,
- c) Shopfronts and entrance doors at ground floor level,
- d) Balconies enclosures to southern elevation,
- e) The proposed standalone bin store,
- f) Brick detailing including projecting brickwork and soldier coursing to masonry areas,
- g) Rooftop plant layout,
- h) GRP substation details

Thereafter, the works shall be carried out in accordance with the approved details.

REASON

To ensure the satisfactory appearance of the development in accordance with Local Plan Policy 48.

07. Within 6 months of first occupation, a post construction BREEAM review shall be carried out by a licensed assessor to confirm the rating of BREEAM 'excellent' has been achieved and submitted to the Local Planning Authority for approval.

REASON

In the interests of sustainability and to minimise the impact of the development on the effects of climate change.

08. Prior to commencement of above ground works a statement has been submitted to the local planning authority and approved in writing, explaining how CO2 emissions generated by the development will be reduced. At least 10% of the development's energy consumption must be generated using on-site renewable energy equipment or improvements to the fabric efficiency of the building. Unless otherwise agreed in writing by the local planning authority, the development shall then proceed in accordance with the approved report. To enable full discharge of this condition, prior to the occupation of the building, evidence to demonstrate that the agreed measures have been installed must be provided and agreed by the local planning authority.

REASON

In the interests of sustainability and to minimize the impact of the development on the effects of climate change.

9. All remedial works shall be in accordance with Arc Environmental. Remediation Strategy for Gateway 1. Ref 22-143. 27/11/23, unless otherwise approved in writing with the LPA.

a) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works within that location shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

b) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Doncaster's Local Plan Policy 54 & 55.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification), the upper floors of the development hereby approved (first floor, second floor, third floor and fourth floor) shall only be used/occupied by uses falling within Use Class E(g), and for no other purpose (including any other purpose in Class E of the Schedule to the Use Classes Order). Additionally the ground floor units shall only be used/occupied by uses falling within Use Class E of the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification).

REASON

To ensure that the building is only used for its intended use and cannot be converted to other uses and thus bypass the Sequential Test exercise which is required by Local Plan Policy 22- Part 1 and to ensure future occupiers are not impacted by air quality in accordance with Policy 54 of the Local Plan.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification), the ground floor units cannot be amalgamated into any other arrangement and must remain as two separate commercial units as indicated on the approved floorplan: Proposed Floorplan - Ground Floor Plan, DGW1 BBA Z1 00 DR A 2001 P11 Received: 11/10/2023.

REASON

To ensure that the development does not bypass the Impact Assessment exercise which is required by Local Plan Policy 22- Part 2.

12. The proposed development shall deliver 1.3 biodiversity units on site as described in the submitted Biodiversity Metric dated 22 November 2023. Any changes to the proposed onsite landscaping must be accompanied by a revised Biodiversity Metric that will be submitted to the Local Planning Authority for approval in writing. Changes should not result in a lowering of the net gain outcomes. The proposed habitats shall be created and then retained on site through good management for a minimum of 30 years.

REASON

In line with Local Plan Policy 30 to ensure a minimum of 10% net gain is achieved as a result of the development.

13. No development shall take place (including any demolition, ground works, site clearance) until a method statement produced by a suitably qualified ecologist and covering the demolition of buildings has been submitted to and approved in writing by the local planning authority. The works shall be carried out strictly in accordance with the approved details.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan policy 30 and that no offence is committed in respect of protected species legislation

14. Within one month of the commencement of development, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the following measures, all of which shall be implemented prior to the first occupation of the site or an alternative timescale to be approved in writing with the local planning authority:
 - Siting of 4 integrated bat boxes that shall be incorporated into the fabric of the new building in suitable locations for bats.

REASON

In line with Local Plan Policy 30 to ensure the ecological interests of the site are maintained.

15. The requirements of section 6.1.4 table 9 of Doncaster Gateway - Baseline Noise Survey & Noise Impact Assessment, 30th July 2023, PC-22-0064-RP1-Rev A shall be met by all future occupiers of the development, in respect of external plant and equipment, and that an acoustic report shall be prepared for approval by the local planning authority prior to first use, for all site occupiers that utilise any external fixed plant or equipment.

REASON

In the interests of the amenities of the locality and occupiers of adjoining property.

16. Prior to first occupation of the development, the developer shall submit for approval to the local planning authority, a scheme for the management and storage of waste at the property, including bin store, maintenance of the area and placing of bins for collection and their return. All such requirements of the approved scheme shall be implemented prior to first occupation and subsequently complied with.

REASON

To ensure the development has adequate waste management and to protect the amenity of the neighbouring occupiers.

17. 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) measures to control noise, with regard to BS5228 and other appropriate standards
- ii) measures to control the emission of dust and dirt
- iii) all other appropriate measures to prevent loss of amenity to the locality.

REASON

To protect the amenity of neighbouring occupiers.

18. Part A (pre-commencement)

No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- o The programme and method of site investigation and recording.
- o The requirement to seek preservation in situ of identified features of importance.
- o The programme for post-investigation assessment.
- o The provision to be made for analysis and reporting.

- o The provision to be made for publication and dissemination of the results.
- o The provision to be made for deposition of the archive created.
- o Nomination of a competent person/persons or organisation to undertake the works.
- o The timetable for completion of all site investigation and post-investigation works.

Part B (pre-occupation/use)

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

REASON

To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

19. The development shall be carried out in accordance with the submitted Travel Plan and the mitigation it details. An Annual Travel Plan Monitoring Report shall be submitted to and approved in writing by the local planning authority no later than 3 months post the first anniversary of the building being brought into use, and this shall continue on an annual basis for the duration of the use unless another duration is agreed with the Local Planning Authority. Each annual monitoring report shall include collated parking information to ascertain the level of off-site parking occurring, revised targets, revised measures alongside revised marketing, monitoring and enforcement mechanisms.

REASON

To promote non-car methods of use for the development to reduce parking demand in the area as required by Policy 13 of the Local Plan.

20. No development shall commence on site until a Construction Traffic Management Plan (CTMP) is submitted to and approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. As a minimum, the CTMP shall contain information relating to (but not limited to):
- i. The site compound and parking of vehicles for site operatives and visitors.
 - ii. The erection and maintenance of security hoarding around the development including decorative displays and facilities for public viewing including traffic management measures in order to erect the hoarding and all approved licences in order to erect hoarding.
 - iii. A scheme for recycling/disposing of waste resulting from demolition and construction works.
 - iv. Storage of plant and materials used in demolition/construction of the development.

- v. Measures to control noise and the emission of dust and dirt during demolition/construction.
- vi. Wheel washing facilities designated on hard standing areas within the site.
- vii. Volumes and types of construction vehicles.
- viii. Identification of delivery routes and timing of deliveries;
- ix. Identification of agreed access point and all Temporary signage on the adopted highway
- x. Contractors method for controlling construction traffic and adherence to routes
- xi. Loading and unloading of plant and materials including any temporary traffic management measures needed i.e. Road/Lane closures, footpath closures etc
- xii. Size, route and numbers of abnormal loads
- xiii. Swept path analysis (as required)
- xiv. Construction Period

REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety in accordance with Local Plan Policy 13

21. Prior to any above ground works details of secure cycle parking facilities for the occupants of, and/or visitors to the development have been submitted to and approved in writing by the local planning authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

REASON

To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy 13 of the Doncaster Local Plan.

22. The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.

REASON

To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.

23. Prior to the first occupation of the development hereby approved, details of the drainage management and maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. The drainage system for foul and surface water drainage shall be retained, managed and maintained for the lifetime of the development in accordance with the approved drainage management and maintenance plan.

REASON:

To ensure the drainage apparatus of the site is adequately maintained for the lifetime of the development and to accord with Para. 169 c) of the NPPF (2021).

24. No building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be designed, managed and maintained in accordance with the Non-statutory technical standards and local standards.

REASON

To comply with current planning legislation - National Planning Policy Framework.

25. The development shall not be begun until details of the sustainable drainage scheme for the site have been provided in accordance with the submitted details. The sustainable drainage scheme shall be designed, managed and maintained in accordance with the Non-statutory technical standards and local standards

REASON

To comply with current planning legislation - National Planning Policy Framework.

INFORMATIVES

01. INFORMATIVE

Network Rail Standard Informatives (Please note, not all of these requirements may be applicable to this development)

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail.

Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence. Vibro-impact Machinery. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Bridge Strikes

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Project Manager is necessary to understand if there is a problem. If required there may be a need to fit bridge protection barriers which may be at the developer's expense.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges and level crossings). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail airspace and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or airspace is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Access to the Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development

02. INFORMATIVE

DEVELOPMENTS NEAR OR ON POTENTIAL CONTAMINATED SITES

Information derived from 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.

03. INFORMATIVE

Arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the system/scheme throughout the developments lifetime shall be supplied as part of the drainage management and maintenance plan. In addition, the arrangements shall have clarified the access that is required to each surface water management component for maintenance purposes.

04. INFORMATIVE

The installation of the electric vehicle charging points and associated infrastructure as approved should be carried out in accordance with PAS 1899:2022 'Electric Vehicles - Accessible Charging Specification' (or any revisions to this document in the future).

05. INFORMATIVE

Nothing in this permission shall be construed as authorising the closure, diversion, stopping up, obstruction or other alteration, either in whole or in part, of any public right of way that crosses or adjoins the application site, in order to protect the existing public right of way. For the guidance of the applicant such alteration can only be made by requesting the Council to make a formal specific footpath order.

06. INFORMATIVE

Planning permission has been granted on the basis that there is no sound and clear cut reason to refuse. The applicant is, however, reminded that the responsibility for safe development and secure occupancy of the site rests with the Developer and accordingly is advised to consider the possibility of the presence or future presence of landfill gas and satisfy himself of any gas precaution measure which might be necessary.

07. INFORMATIVE

PROTECTIONS OF BUILDINGS OR FOUNDATIONS

With regards to the protection of building structures and foundations I would advise specific consultation is sought with building control.

08. INFORMATIVE

The developer shall consider incorporating all possible sustainability features into the design of the proposed development.

09. INFORMATIVE

The applicants attention is drawn to the South Yorkshire Fire and Rescue Service comments which states that: Access is to be in accordance with Approved Document b Volume 2 Part B5 Section 16.2 16.11 and Table 20. Pumping appliances in South Yorkshire will weigh 26 tonnes. Table 20 references to pumping appliances should be read as 26 tonnes.

10. INFORMATIVE

The applicant is advised to seek to implement security measures into the development in order to achieve the 'Secured By Design' accreditation from South Yorkshire Police.

11. INFORMATIVE

Adequate provision for the storage and collection of waste and recycling is essential for both domestic and commercial premises, lawful arrangements should be in place prior to the occupation of any property. The applicant should contact waste&recycling@doncaster.gov.uk prior to occupation to discuss the provision and siting of suitable bins and setting up a collection service.

APPENDIX 1 – SITE PLAN



Landscape Plan
1:500

APPENDIX 2 – PROPOSED ELEVATIONS



Table

1. Client: Doncaster Council - 10/10/2018
 2. Client: Doncaster Council - 10/10/2018
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 5. Client: Doncaster Council - 10/10/2018
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 8. Client: Doncaster Council - 10/10/2018
 9. Client: Doncaster Council - 10/10/2018
 10. Client: Doncaster Council - 10/10/2018
 11. Client: Doncaster Council - 10/10/2018
 12. Client: Doncaster Council - 10/10/2018

BOND BRYAN
 10 Bond Bryan Way
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 www.bondbryan.co.uk

Doncaster Council
 Doncaster Gateway One
 West Street, DN1 1AA

GA Elevations Sheet 1

2018



Table

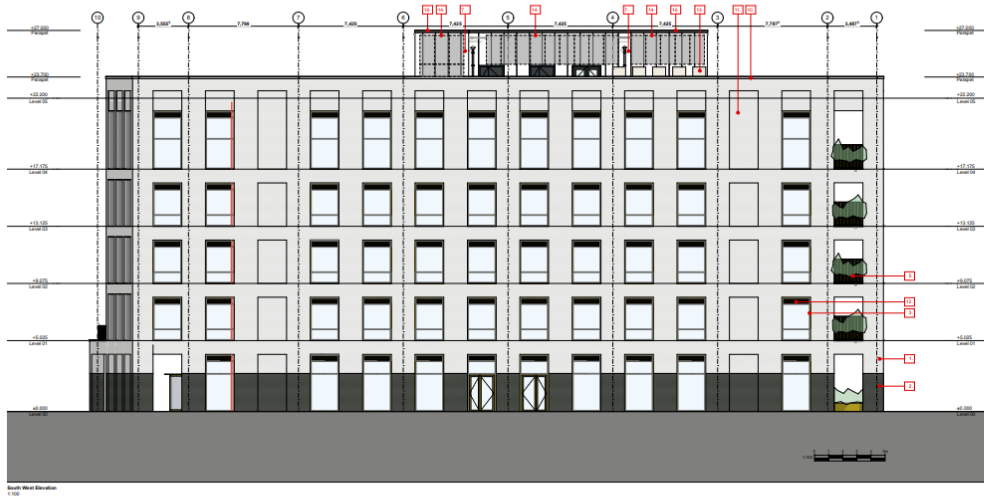
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 10. Client: Doncaster Council - 10/10/2018
 11. Client: Doncaster Council - 10/10/2018
 12. Client: Doncaster Council - 10/10/2018

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Doncaster Council
 Doncaster Gateway One
 West Street, DN1 1AA

GA Elevations Sheet 2

2018



North West Elevation
1:100

- REVISIONS**
1. Client Brief
 2. Client Brief
 3. Client Brief
 4. Client Brief
 5. Client Brief
 6. Client Brief
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 16. Client Brief
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 18. Client Brief
 19. Client Brief
 20. Client Brief

NO.	DESCRIPTION	DATE	BY	CHECKED
1	Issue for Approval	10/10/2023	AB	AB
2	Issue for Approval	10/10/2023	AB	AB
3	Issue for Approval	10/10/2023	AB	AB
4	Issue for Approval	10/10/2023	AB	AB
5	Issue for Approval	10/10/2023	AB	AB
6	Issue for Approval	10/10/2023	AB	AB
7	Issue for Approval	10/10/2023	AB	AB
8	Issue for Approval	10/10/2023	AB	AB
9	Issue for Approval	10/10/2023	AB	AB
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11	Issue for Approval	10/10/2023	AB	AB
12	Issue for Approval	10/10/2023	AB	AB
13	Issue for Approval	10/10/2023	AB	AB
14	Issue for Approval	10/10/2023	AB	AB
15	Issue for Approval	10/10/2023	AB	AB
16	Issue for Approval	10/10/2023	AB	AB
17	Issue for Approval	10/10/2023	AB	AB
18	Issue for Approval	10/10/2023	AB	AB
19	Issue for Approval	10/10/2023	AB	AB
20	Issue for Approval	10/10/2023	AB	AB

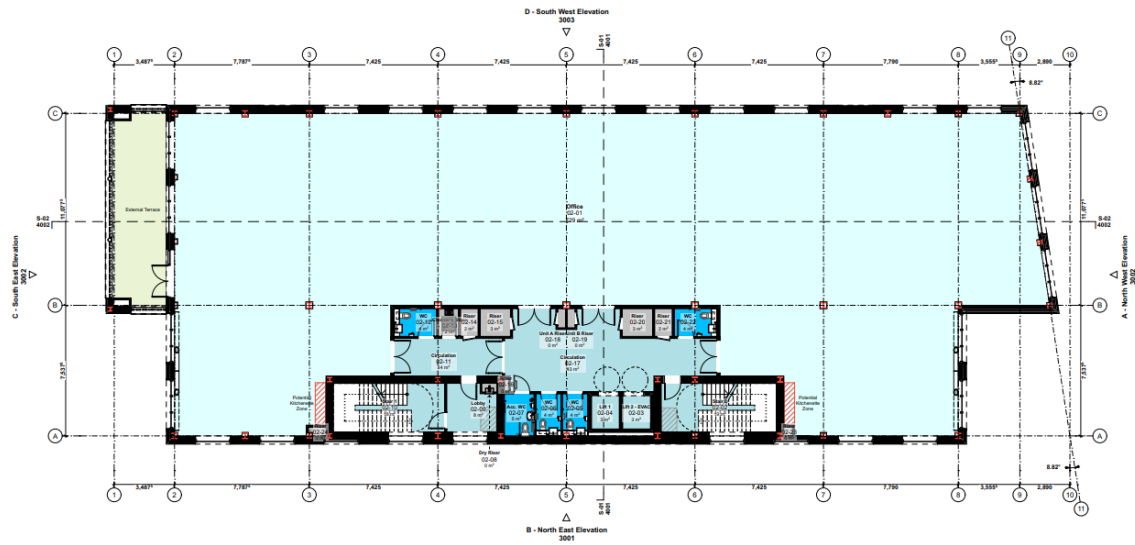
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BOND BRYAN
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Doncaster Council
Doncaster Gateway One
West Street, DN1 2AA

GA Elevations Sheet 3

NO.	DESCRIPTION	DATE	BY	CHECKED
1	Issue for Approval	10/10/2023	AB	AB
2	Issue for Approval	10/10/2023	AB	AB
3	Issue for Approval	10/10/2023	AB	AB
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8	Issue for Approval	10/10/2023	AB	AB
9	Issue for Approval	10/10/2023	AB	AB
10	Issue for Approval	10/10/2023	AB	AB
11	Issue for Approval	10/10/2023	AB	AB
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15	Issue for Approval	10/10/2023	AB	AB
16	Issue for Approval	10/10/2023	AB	AB
17	Issue for Approval	10/10/2023	AB	AB
18	Issue for Approval	10/10/2023	AB	AB
19	Issue for Approval	10/10/2023	AB	AB
20	Issue for Approval	10/10/2023	AB	AB

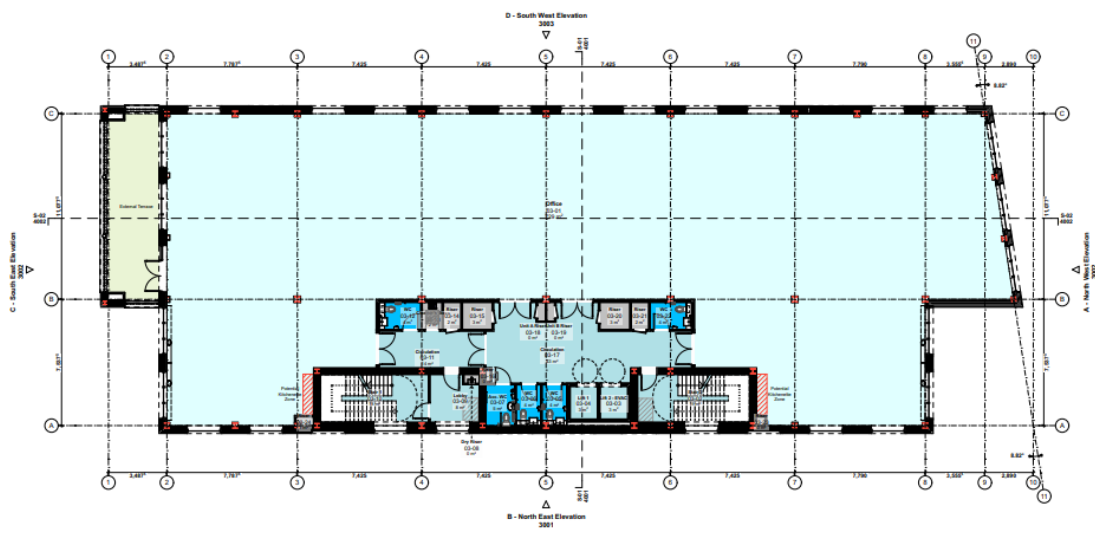
Second floor



TRAFFORD WAY

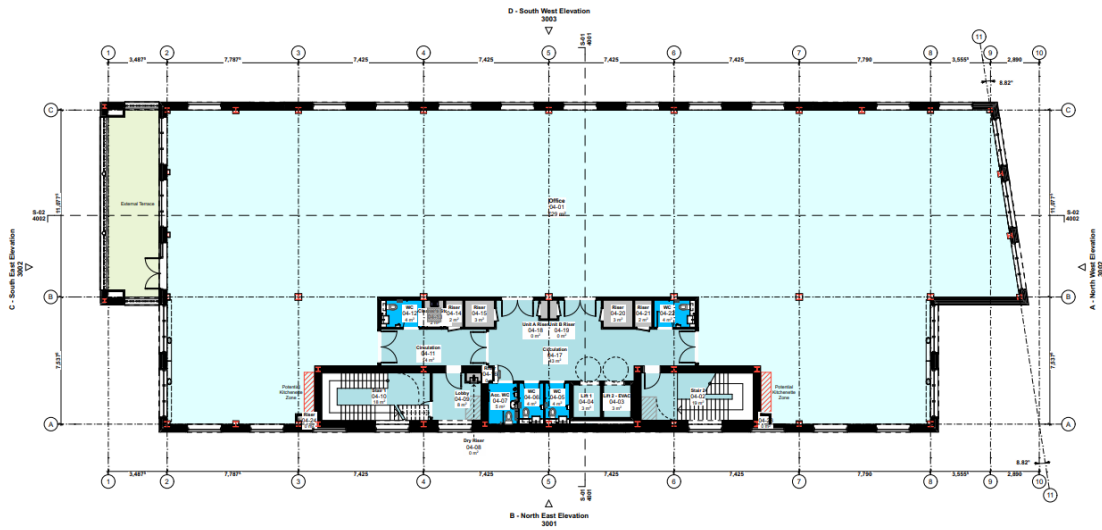
Third floor

WEST STREET



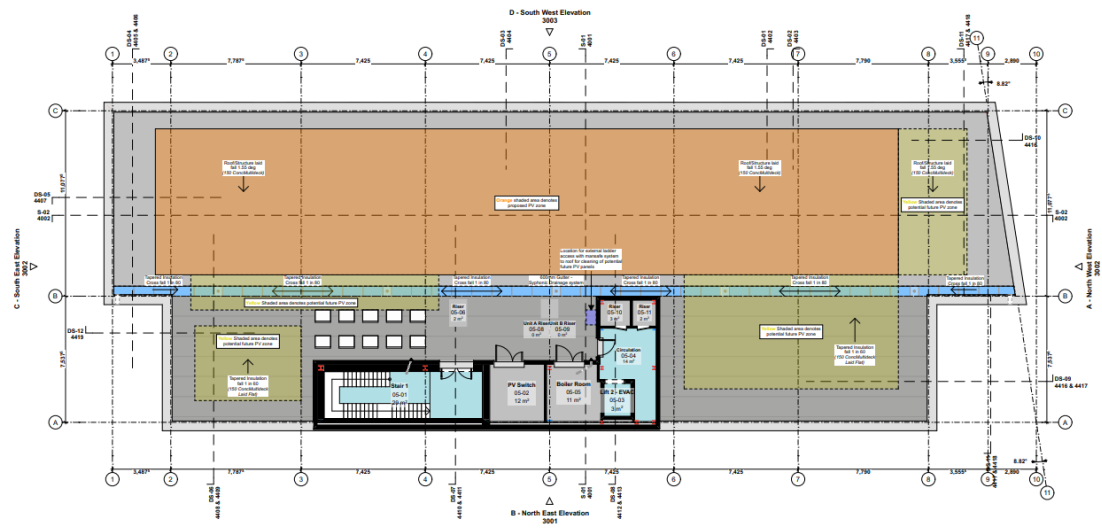
TRAFFORD WAY

Fourth floor



TRAFFORD WAY

Fifth floor



TRAFFORD WAY

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City of Doncaster Council

Report

Date: 9th January 2024

**To the Chair and Members of the
PLANNING COMMITTEE**

Consideration of variations to two Section 106 Agreements in relation to the affordable housing requirements on land to the east side of Hatfield Lane, Armthorpe (under references 12/00188/OUTM and 20/01606/FULM).

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Phil Cole	Armthorpe	No

EXECUTIVE SUMMARY

1. This report seeks approval of the Planning Committee to variations to two Section 106 agreements in relation to the affordable housing requirements on land to the east side of Hatfield Lane, Armthorpe.

2. The first application under reference 12/00188/OUTM is outline planning permission granted at Planning Committee on 17th October 2017 for the larger site of residential development, with the decision being subject to a Section 106 agreement dated 27th October 2017 (copy is appended for reference). Amongst other things, the 106 Agreement delivers 26 per cent affordable housing as per the requirement of the Core Strategy in place at that time. A copy of the Officer's report to Planning Committee is appended for reference.

3. A reserved matters application was subsequently approved on this larger outline site for 382 dwellings on 15th January 2021 under reference 20/01421/REMM and construction of the site is well underway.

4. The second application under reference 20/01606/FULM is a full planning permission granted under Delegated Authority on 28th July 2022 for 18 dwellings, with the decision being subject to a Section 106 agreement dated 28th July 2022 (a copy is appended). The 106 Agreement delivers 23 per cent affordable housing as per the reduced requirement in the Doncaster Local Plan. A copy of the Officer's Delegation Report is appended for reference.

5. The reason why the 18 dwellings application site was excluded from the original outline application despite being part of the same housing allocation in the Development Plan, was because at the time of the outline, the smaller parcel of land was owned by a third party.

The 18 dwellings approved under the separate full application under reference 20/01606/FULM made up the full allowance of 400 dwellings permitted on this allocated housing site in the Local Plan and Armthorpe Neighbourhood Plan.

6. The larger site that would deliver 99 affordable homes under the existing 106 Agreement (being 26 per cent of 382) would under this Deed of Variation deliver 88 affordable homes (being 23 per cent of 382). The smaller site that would under the existing 106 Agreement deliver 4 affordable homes (being 23 per cent of 18) would be changed to deliver 9 affordable homes (being 50 per cent of 18).
7. Although under these Deed of Variations, 6 fewer affordable units would be delivered across the whole of the site (a reduction of 103 to 97), the Council (acting in its strategic housing capacity) has actively sought to agree this deal with the developer. The Council will be able to purchase 11 dormer bungalows and 9 of these are being built on the smaller scheme for 18 dwellings and hence the reason for varying both 106 Agreements to increase the requirement on the smaller site and reduce it on the larger site. The Council will be able to increase its supply of older people's housing and this is a Mayoral priority. Any purchase of these dwellings could only be for affordable rent (in this case Social or Target Rent), as the Council does not buy properties for shared ownership. Bungalows attract a higher open market value than houses due to their scarcity, build cost and land take. Affordable rented properties also carry a much greater subsidy on price than that of shared ownership properties. The affordable units will also be built to a higher specification to meet the Council's needs. The Council in its strategic housing capacity is therefore happy to agree to 6 fewer affordable units to secure the type of affordable housing that is needed in the borough. The Developer has positively engaged with the Council's Strategic Housing team to agree to this variation to the affordable housing offer. The request for the variations to the S106 legal agreements must be considered by the Council in its Local Planning Authority capacity.
8. If the Local Planning Authority agrees to vary the Section 106 Agreements, the number of affordable units being delivered across the site through the Deeds of Variation would be:

12/00188/OUTM – 88 dwellings (23%)
20/01606/FULM – 9 dwellings (50%)
Total number of units – 97 dwellings (24%)

EXEMPT REPORT

9. This report does not contain exempt information.

RECOMMENDATIONS

10. It is recommended that Planning Committee authorise the Head of Planning to agree a Deed of Variation to vary the terms of the Section 106 agreement dated 27th October 2017 to reduce the requirement of affordable housing from 26% to 23% in accordance with the terms of this report. The provisions relating to Education, Highways, Transportation, bus stops and the Travel Plan are unchanged.

11. It is recommended that Planning Committee authorise the Head of Planning to agree a Deed of Variation to vary the terms of the Section 106 agreement dated 28th July 2022 to increase the requirement of affordable housing from 23% to 50% in accordance with the terms of this report. The variations will continue to serve a useful purpose equally well in respect of affordable housing provision.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

12. The variation to the first Section 106 agreement would reduce the requirement of on-site affordable housing from 26% to 23%. This would reduce the number of affordable units on this part of the site by 11. This is an allocated housing site in the Local Plan with Reserved Matters Planning Permission and is being delivered on site. With the variation, the development would continue to benefit the local community, as it is delivering a range of new homes on an allocated site by providing a range of new 2,3 and 4 bedroomed houses and bungalows and thus a good mix of house types.
13. The variation to the second Section 106 agreement would increase the requirement of on-site affordable housing from 23% to 50%. This would increase the number of affordable units on this part of the site by 5. This also falls within the allocated housing site in the Local Plan with full planning permission and is being delivered on site. The development would continue to benefit the local community as it is delivering a range of new homes, on an allocated site by providing a range of new 2,3 and 4 bedroomed houses and bungalows and thus a good mix of house types.
14. Although there is an overall reduction by 6, the variations to the 106 Agreements would enable the Council in its strategic housing capacity to progress a purchase deal with the developer to own and manage the eleven dormer bungalows and deliver the type of affordable housing that is evidenced as being needed locally for older people.

BACKGROUND

15. The City of Doncaster Council as part of the Cabinet Report of 22nd June 2022 (Phase 2 of Council House Build Programme and S106 Acquisitions) approved a programme of purchases from developers through Section 106 planning agreements for 46 homes, which included 41 bungalows for older people. This report includes the eleven 2-bed dormer bungalows on these two permissions in Armthorpe.
16. The City of Doncaster Council in its strategic housing capacity has been negotiating with the developer of these two sites over the past two years to secure these eleven new build 2-bed dormer bungalows, which would be directly purchased by the Council rather than being sold on the open market. Two of the dormer bungalows are on the larger site (12/00188/OUTM) and nine are on the smaller site (20/01606/FULM).


17. Negotiations have now concluded between the Council's Strategic Housing arm and the Developer. An enhanced affordable housing specification has been agreed, including solar panels, electric showers, solid wooden doors, wider concrete footpaths, larger patios, external lights plus other additional items. A formal Royal Institute of Chartered Surveyors (RICS) valuation has been undertaken for the properties by the Council's Strategic Asset Management team and a financial modelling assessment undertaken using the St Leger Homes financial modelling tool. These negotiations have resulted in an agreed purchase price for the eleven dormer bungalows, which will be advertised as socially rented for older people on the Council's social housing waiting list.
18. The City of Doncaster Council is keen to increase its older persons housing stock by eleven 2-bed dormer bungalows, providing much needed affordable homes for life in Armthorpe. The need for older person's affordable housing in Armthorpe is the second highest out of all the 90 settlements across Doncaster and seen as a high priority by the Mayor.
19. Before the purchase deal can progress, formal agreement from the Local Planning Authority to variation of the S106 agreements in relation to the affordable housing requirement is required. The Strategic Housing arm of the Council and the Developer both seek the agreement of the Local Planning Authority to the variations set out in this report. The Local Planning Authority has power to agree to vary S106 agreements.







OPTIONS CONSIDERED AND REASONS FOR RECOMMENDED OPTION


20. To not agree to the two Deeds of Variations would mean that the City of Doncaster Council would be unable to proceed with the proposed purchase of 11 affordable social rented 2- bed dormer bungalows for older people with an enhanced affordable housing specification. The Developer would be required to abide by the terms of the existing Section 106 Agreements for both sites.
21. To agree to the two Deeds of Variations would allow the City of Doncaster Council and the Developer to progress the purchase of the 11 dormer bungalows and provide much needed socially rented properties for older people in Armthorpe and increase the Council's social property stock managed by St Leger Homes.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

22. This report is considered to impact on the following key outcomes.

Great 8 Priority	Positive Overall	Mix of Positive & Negative	Trade-offs to consider – Negative overall	Neutral or No implications
 Tackling Climate Change				✓

Comments: There are no positive or negative effects with regards to climate change.					
	Developing the skills to thrive in life and in work				✓
Comments: There are no positive or negative effects with regards to developing skills.					
	Making Doncaster the best place to do business and create good jobs				✓
Comments: There are no positive or negative effects with regards to business and creating jobs.					
	Building opportunities for healthier, happier and longer lives for all	✓			
Comments: If agreed, the development will create lifetime homes for eleven older person's households by living in socially rented 2-bed dormer bungalows in Armthorpe.					
	Creating safer, stronger, greener and cleaner communities where everyone belongs				✓
Comments: There are no positive or negative effects with regards to creating safer, stronger and cleaner communities.					
	Nurturing a child and family-friendly borough				✓
Comments: There are no positive or negative effects with regards to nurturing a child and family-friendly environment.					
	Building Transport and digital connections fit for the future				✓

Comments: There are no positive or negative effects with regards to building transport and digital connections fit for the future.				
	Promoting the borough and its cultural, sporting, and heritage opportunities			✓
Comments: There are no positive or negative effects with regards to promoting the cultural, sporting and heritage opportunities in the borough.				
	Fair & Inclusive			✓
Comments: There are no anticipated equality implications associated with the purchase of these new build properties.				
All housing developments supported by the Council will be accessible depending on individual need. Such assessments will not discriminate against any applicant and particularly due to any of the protected characteristics of the Equality Act 2010.				
All the Council's housing stock, managed by St Leger Homes will be allocated in line with their allocations policy to meet the individuals need.				

LEGAL IMPLICATIONS [Officer Initials AH Date 13/12/23]

- 23. In considering the request to vary the two S106 legal agreements under S106A of the Town and Country Planning Act 1990 (as amended) the Local Planning Authority must consider whether the obligations in the agreement would continue to serve the original useful purpose equally well.

FINANCIAL IMPLICATIONS [Officer Initials CS dated 22.11.2023]

- 24. The report is proposing that the planning committee authorise the Head of Planning to agree a Deed of Variation to vary the terms of the Section 106 Agreement dated 27th October 2017 to reduce the requirement of affordable housing from 26% to 23%. This will reduce the number of affordable units on this part of the site by 11.
- 25. The second S106 Agreement will increase the requirement of on-site affordable housing from 23% to 50%. This will increase the number of affordable units on this part of the site by 5. This also falls within the allocated housing site in the Local Plan with full planning permission and is being delivered on site.
- 26. Although under these Deed of Variations, 6 fewer affordable units would be delivered across the whole of the site (a reduction of 103 to 97), the Council has actively sought to agree this deal with the developer. The changes to the 106 Agreements will mean that the Council will own and manage the dormer bungalows and can deliver the type of affordable housing that is needed locally for older people.

HUMAN RESOURCES IMPLICATIONS [Officer Initials DK dated 22.11.2023]

27. There are no direct Human Resource impacts in relation to this report, but if in future, staff are affected, or additional specialist resources are required then further consultation will need to take place with Human Resources.

TECHNOLOGY IMPLICATIONS [Officer Initials ET dated 21.11.2023]

28. There are no technology implications in relation to this report.

RISKS AND ASSUMPTIONS

29. None.

BACKGROUND PAPERS

Appendix 1 – S106 Legal Agreement – 27th October 2017

Appendix 2 - Planning Committee Report – 17th October 2017

Appendix 3 – S106 Legal Agreement – 28th July 2022

Appendix 4 – Delegated Officer Report – 4th July 2022

REPORT AUTHOR & CONTRIBUTORS

Mel Roberts, Principal Planning Officer
01302 734897 melvyn.roberts@doncaster.gov.uk

Dan Swaine
Director of Economy and Environment

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DATED

27th October 2017

**AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990
RELATING TO LAND AT HATFIELD LANE ARMTHORPE DONCASTER**

between

DONCASTER BOROUGH COUNCIL

and

JOHN EDGAR LLOYD NICHOLSON AND MICHAEL PATRICK MURRAY

RELATING TO

**LAND AT HATFIELD LANE
ARMTHORPE
DONCASTER**

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SCHEDULE

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THIS DEED is dated

27th October

2017

- (1) DONCASTER BOROUGH COUNCIL of The Civic Office Waterdale Doncaster South Yorkshire DN1 3BU (**Council**).
- (2) MICHAEL PATRICK MURRAY and JOHN EDGAR LLOYD NICHOLSON both of 3 Bradford Row Doncaster South Yorkshire DN1 3NF (**Owner**).

BACKGROUND

- (A) The Council is the local planning authority for the purposes of the TCPA 1990 for the area in which the Property is situated.
- (B) The Owner is the freehold owner of the Property free from encumbrances which is registered at HM Land Registry under Title Numbers SYK378568 SYK597921 and SYK411162. .
- (C) The Owner has through its Agent MPSL Planning & Design Limited made the Planning Application and is proposing to carry out the Development.
- (D) The Council as local planning authority is desirous of encouraging the application as a whole but would be unwilling to approve or conditionally approve the Planning Application in the absence of this Agreement.

AGREED TERMS

1. INTERPRETATION

The following definitions and rules of interpretation apply in this deed:

1.1 Definitions:

Base Rate: the base rate from time to time of Barclays Bank plc.

Bus Stop Upgrades: means the upgrading of the bus stops numbered 1, 2 and 3 on Plan Number 2 to "real-time" bus shelters

Commencement of Development: the carrying out in relation to the Development of any material operation as defined by section 56(4) of the TCPA 1990 but disregarding for the purposes of this deed and for no other purpose, the following operations: ground investigations; site survey works; temporary access construction works; archaeological investigation; and erection of any fences and hoardings around the Property.

Commence and Commences shall be construed accordingly.

Commencement Date: the date Development Commences.

Construction of the Roof: the applying of roof coverings to the roof timbers or structure of a Dwelling

DfE: the Department for Education

Default Interest Rate: 4% per annum above the Base Rate.

Development: the development of the Property authorised by the Planning Permission.

Education Contribution: means a contribution to be applied towards the provision of additional primary school places within a new school for the Armthorpe Secondary pyramid catchment area for the Development the need for which arises directly from the Development such contribution to be calculated in accordance with the provisions of paragraph 1 of Schedule 1.

Index Linked: increased in accordance with the following formula:

Amount payable = the payment specified in this deed x (A/B) where:

A= the figure for the Retail Prices Index (All Items) that applied immediately preceding the date the payment is due.

B= the figure for the Retail Prices Index (All Items) that applied when the index was last published prior to the date of this deed.

Occupation: occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations.

Plan Number 1: means the plan attached at Appendix 1

Plan Number 2: means the plan attached at Appendix 2 .

Planning Application: the application for OUTLINE planning permission registered by the Council on 27th January 2012 under reference number 12/00188/OUTM.

Planning Permission: the planning permission to be granted by the Council in respect of the Planning Application a draft of which is annexed at Appendix 5.

Property: the freehold land at Hatfield Lane Armthorpe Doncaster South Yorkshire shown edged red on Plan Number 1 and registered at HM Land Registry under Title Numbers SYK378568 SYK597921 and SYK411162.

TCPA 1990: Town and Country Planning Act 1990.

Residential Travel Plan: means a residential travel plan agreed between the Owner and the Council a copy of which is annexed at Appendix 3. .

Roundabout Works: means the works to the West Moor Link/Hatfield Lane and Sainsbury's roundabouts as shown on plan references 49325065/SK03 revision B and 49325065/SK01 revision B annexed at Appendix 6

Strategic Travel Plan: means a strategic travel plan agreed between the Owner and the Council a copy of which is annexed at Appendix 4..

Hatfield Lane Transport Bond: the sum of up to £43,296 Index Linked to be deposited by the Owner with the Council and in the event that the Agreed modal shift target as set out in the Residential Travel Plan are not achieved to be used by the Council towards funding such other measures that the Council in its discretion shall decide for the delivery of sustainable travel to and from the Development the need for which directly arises from the Development

VAT: value added tax chargeable under the Value Added Tax Act 1994 and any similar replacement tax and any similar additional tax.

West Moor Link Contribution: means a contribution of three hundred and forty-nine thousand nine hundred and sixty-one pounds (£349,961.00) towards the cost of the West Moor Link Works

West Moor Link Works: means the works for the provision of the bridge widening scheme between the A18 and A630 Wheatley Hall Road including the removal of a rail bridge pinch point

Working Day: any day which is not a Saturday, a Sunday, a bank holiday or a public holiday in England.

- 1.2 Clause headings shall not affect the interpretation of this deed.
- 1.3 A **person** includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).
- 1.4 A reference to a **company** shall include any company, corporation or other body corporate, wherever and however incorporated or established.

- 1.5 Unless the context otherwise requires, words in the singular shall include the plural and in the plural shall include the singular.
- 1.6 Unless the context otherwise requires, a reference to one gender shall include a reference to the other genders.
- 1.7 A reference to any party shall include that party's personal representatives, successors and permitted assigns and in the case of the Council the successors to its respective statutory functions.
- 1.8 Unless the context otherwise requires, a reference to a statute or statutory provision is a reference to it as amended, extended or re-enacted from time to time.
- 1.9 Unless the context otherwise requires, a reference to a statute or statutory provision shall include any subordinate legislation made from time to time under that statute or statutory provision.
- 1.10 A reference to **writing** or **written** does not include faxes or email.
- 1.11 A reference to **this deed** or to any other deed or document referred to in this deed is a reference to this deed or such other deed or document as varied or novated (in each case, other than in breach of the provisions of this deed) from time to time.
- 1.12 References to clauses and Schedules are to the clauses and Schedules of this deed.
- 1.13 An obligation on a party not to do something includes an obligation not to allow that thing to be done.
- 1.14 Any words following the terms **including**, **include**, **in particular**, **for example** or any similar expression shall be construed as illustrative and shall not limit the sense of the words, description, definition, phrase or term preceding those terms.
- 1.15 Where an obligation falls to be performed by more than one person, the obligation can be enforced against every person so bound jointly and against each of them individually.

2. STATUTORY PROVISIONS

2.1 This deed constitutes a planning obligation for the purposes of section 106 of the TCPA 1990, section 111 of the Local Government Act 1972, section 2 of the Local Government Act 2000 and any other enabling powers.

2.2 The covenants, restrictions and obligations contained in this deed are planning obligations for the purposes of section 106 of the TCPA 1990 and are entered into by the Owner with the intention that they bind the interests held by those persons in the Property and their respective successors and assigns.

2.3 The covenants, restrictions and obligations contained in this deed are enforceable by the Council in accordance with section 106 of the TCPA 1990.

3. CONDITIONALITY

With the exception of clauses 2, 3, 9, 10, 12, 15, 16, 18, 19, 20, 21 and 23 (which take effect immediately), this deed is conditional on the grant and issue of the Planning Permission.

4. COVENANTS TO THE COUNCIL

The Owner covenants with the Council to:

- (a) observe and perform the covenants, restrictions and obligations contained in Schedule 1.
- (b) give at least ten Working Days written notice to the Council of the intended Commencement Date.

5. COVENANTS BY THE COUNCIL

The Council covenants with the Owner to observe and perform the covenants, restrictions and obligations contained in Schedule 2.

6. INDEXATION

6.1 All financial contributions payable to the Council shall be Index Linked.

6.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this deed) or in the event the

index is not replaced, to an alternative reasonably comparable basis or index as the Council shall advise the Owner in writing.

7. RELEASE

No person shall be liable for any breach of a covenant, restriction or obligation contained in this deed after parting with all of its interest in the Property, except in respect of any breach subsisting prior to parting with such interest.

8. DETERMINATION OF DEED

The obligations in this deed (with the exception of clause 10) shall cease to have effect if before the Commencement of Development, the Planning Permission:

- (a) expires;
- (b) is varied or revoked other than at the request of the Owner; or
- (c) is quashed following a successful legal challenge.

9. LOCAL LAND CHARGE

This deed is a local land charge and shall be registered as such by the Council.

10. COUNCIL'S COSTS

The Owner shall pay to the Council on or before the date of this deed the Council's reasonable and proper legal costs together with all disbursements incurred in connection with the preparation, negotiation, completion and registration of this deed.

11. INTEREST ON LATE PAYMENT

If any sum or amount has not been paid to the Council by the date it is due, the Owner shall pay the Council interest on that amount at the Default Interest Rate (both before and after any judgment). Such interest shall accrue on a daily basis for the period from the due date to and including the date of payment.

12. OWNERSHIP

- 12.1** The Owner warrants that no person other than the Owner has any legal or equitable interest in the Property.

13. REASONABLENESS

Any approval, consent, direction, authority, agreement or action to be given by the Council under this deed shall not be unreasonably withheld or delayed.

14. CANCELLATION OF ENTRIES

14.1 On the written request of the Owner at any time after each or all of the obligations have been performed or otherwise discharged (and subject to the payment of the Council's reasonable and proper costs) the Council will issue a written confirmation of such performance or discharge.

14.2 Following the performance and full satisfaction of all the terms of this agreement or if this deed is determined pursuant to clause 8 (and subject to the payment of the Council's reasonable and proper costs and charges) the Council will on the written request of the Owner cancel all entries made in the local land charges register in respect of this deed.

15. DISPUTES

If any dispute arises out of this deed, the dispute shall be referred to an arbitrator appointed jointly by the parties. If the parties cannot agree on the arbitrator's identity the arbitrator shall be appointed on either party's request by the President for the time being of the Royal Institution of Chartered Surveyors. The arbitrator shall act in accordance with the Arbitration Act 1996 and the costs of the arbitration shall be payable by the parties in the proportions determined by the arbitrator (or if the arbitrator makes no direction, then equally).

16. NO FETTER OF DISCRETION

Nothing (contained or implied) in this deed shall fetter or restrict the Council's statutory rights, powers, discretions and responsibilities.

17. WAIVER

No failure or delay by the Council to exercise any right or remedy provided under this deed or by law shall constitute a waiver of that or any other right or remedy. No single or partial exercise of such right or remedy shall prevent or restrict the further exercise of that or any other right or remedy.

18. FUTURE PERMISSIONS

Nothing in this agreement shall prohibit or limit the right to develop any part of the Property in accordance with any planning permission (other than the Planning Permission or modification, variation or amendment thereof) granted after the date of the Planning Permission.

19. AGREEMENTS AND DECLARATIONS

The parties agree that:

- (a) nothing in this deed constitutes a planning permission or an obligation to grant planning permission; and
- (b) nothing in this deed grants planning permission or any other approval, consent or permission required from the Council in the exercise of any other statutory function.

20. NOTICES

20.1 Any notice [or other communication] to be given under this deed must be in writing and must be:

- (a) delivered by hand; or
- (b) sent by pre-paid first class post or other next working day delivery service.

20.2 Any notice [or other communication] to be given under this deed must be sent to the relevant party as follows:

- (a) to the Council at The Civic Office Waterdale Doncaster DN1 3BU marked for the attention of the Head of Development Management ;
- (b) to the Owner at 3 Lazarus Court Doncaster DN1 3NF marked for the attention of Mr. J.E.L. Nicholson.

or as otherwise specified by the relevant party by notice in writing to each other party.

20.3 Any notice or other communication given in accordance with clause 20.1 and clause 20.2 will be deemed to have been received:

- (a) if delivered by hand, on signature of a delivery receipt or at the time the notice or document is left at the address provided that if delivery occurs before 9.00 am on a Working Day, the notice will be deemed to have been received at 9.00 am on that day, and if delivery occurs after 5.00 pm on a Working Day, or on a day which is not a Working

Day, the notice will be deemed to have been received at 9.00 am on the next Working Day; or

- (b) if sent by pre-paid first class post or other next working day delivery service, at 9.00 am on the second Working Day after posting.

20.4 A notice or other communication given under this deed shall not be validly given if sent by e-mail.

20.5 This clause does not apply to the service of any proceedings or other documents in any legal action or, where applicable, any arbitration or other method of dispute resolution.

21. THIRD PARTY RIGHTS

A person who is not a party to this deed shall not have any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this deed.

22. VALUE ADDED TAX

22.1 Each amount stated to be payable by the Council or the Owner to the other under or pursuant to this deed is exclusive of VAT (if any).

22.2 If any VAT is at any time chargeable on any supply made by the Council or the Owner under or pursuant to this deed, the party making the payment shall pay the other an amount equal to that VAT as additional consideration on receipt of a valid VAT invoice.

23. GOVERNING LAW

This deed and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with the law of England and Wales.

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

The common seal of
DONCASTER BOROUGH COUNCIL
was affixed to this document in the
presence of:



[Redacted]

Authorised by Assistant Director
Legal and Democratic Services

Seal No 66388

Signed as a deed by
JOHN EDGAR LLOYD
NICHOLSON in the presence of:

[Redacted]

Witness Signature:

[Redacted]

Name: GLYN SMITH.

Address: 35 WILSIC RD

TICKHILL

Signed as a deed by
MICHAEL PATRICK MURRAY
in the presence of:

[Redacted]

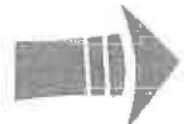
Witness Signature:

[Redacted]

Name: GLYN SMITH.

Address: 35 WILSIC RD

TICKHILL.



Schedule 1 Covenants to the Council

1. EDUCATION CONTRIBUTION

- 1.1 The Education Contribution shall be calculated by reference to the following formula:

(X x Y) x Z where:-

X = DfE School Cost Multiplier (basic cost per place as calculated by DfE);

Y = DfE Location Factor (Doncaster =1.02); and

Z = Pupil Yield (21 pupils per 100 new dwellings of 2+ bedrooms (minus any available pupil spaces within Primary Schools in Armthorpe))

- 1.2. The Owner shall pay to the Council the Education Contribution by the following instalments:-

On or before the Construction of the Roof of the 100th residential unit on the Property one quarter of the Education Contribution;

On or before the Construction of the Roof of the 200th residential unit on the Property one quarter of the Education Contribution;

On or before the Construction of the Roof of the 300th residential unit on the Property one quarter of the Education Contribution; and

On or before the Construction of the Roof of the 350th residential unit on the Property one quarter of the Education Contribution.

2. RESIDENTIAL TRAVEL PLAN

- 2.1 No part of the Development shall be brought into use prior to the implementation of those parts of the Residential Travel Plan capable of being implemented prior to the occupation of the first dwelling; and
- 2.2 The balance of the Residential Travel Plan will be implemented in accordance with the terms of the Residential Travel Plan.

3. STRATEGIC TRAVEL PLAN

- 3.1 No part of the Development shall be brought into use prior to the implementation of those parts of the Strategic Travel Plan capable of being implemented prior to occupation.
- 3.2 The balance of the Strategic Travel Plan will be implemented in accordance with the terms of the Strategic Travel Plan

4. TRANSPORT BOND

Within 20 Working Days of receiving a Written Demand from the Council in accordance with paragraph 1.1 of Schedule 2 to pay to the Council the Hatfield Lane Transport Bond or such part of the Hatfield Lane Transport Bond that the Council reasonably requires in order to seek to achieve the agreed modal shift target referred to in the Residential Travel Plan

5. AFFORDABLE HOUSING

5.1 The Development shall not be commenced until a scheme for the provision of affordable housing shall be agreed with the Council and shall meet the definition of affordable housing in the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- 5.1 The numbers type tenure and location on the Property of the affordable housing provision to be made which shall consist of not less than 26% of housing units;
- 5.2 The timing of the construction or the affordable housing and its phasing in relation to the occupancy of the market housing;
- 5.3 The arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing or, in the event that no transfer of the Affordable Housing can be achieved, the payment to the Council of a commuted sum to be agreed with the Council;
- 5.4 The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- 5.5 The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

6. **BUS STOP UPGRADES**

The Owner shall carry out and complete the Bus Stop Upgrades on or before the Construction of the Roof of the 100th residential unit on the Property

7. **WEST MOOR LINK CONTRIBUTION**

The Owner shall pay to the Council the West Moor Link Contribution by the following instalments:-

- 7.1 On or before the Construction of the Roof of the 100th residential unit on the Property one quarter of the West Moor Link Contribution;
- 7.2 On or before the Construction of the Roof of the 200th residential unit on the Property one quarter of the West Moor Link Contribution;
- 7.3 On or before the Construction of the Roof of the 300th residential unit on the Property one half of the West Moor Link Contribution.

8. **ROUNABOUT WORKS**

The Owner shall complete the Roundabout Works prior to the earlier of the Construction of the Roof of the 176th dwelling on the Development or Occupation of the first employment unit on the Development **PROVIDED ALWAYS** that if by that date the West Moor Link Works have been undertaken by the Council then the Owner's obligation to carry out the Roundabout Works will cease.

Schedule 2 Covenants by the Council

Hatfield Lane Transport Bond

- 1.1 That in the event of it first demonstrates to the Owner in writing that the measures set out in the Travel Plan are not achieving the agreed modal shift targets referred to in the Residential Travel Plan and PROVIDED THAT the Council has complied with its obligations relating to monitoring the Residential Travel Plan the Council shall be entitled to request from the Owner in writing ("Written Demand") payment of the Hatfield Lane Bond or such part of the Hatfield Lane Transport Bond that the Council reasonably requires in order to seek to achieve the agreed modal shift target referred to in the Travel Plan
- 1.2 In the event that the Council is entitled to draw upon the Hatfield Lane Transport Bond or any part thereof in accordance with paragraph 1.2 of this Schedule the Council will issue to the Owner a quarterly statement confirming details of how the Hatfield Lane Transport Bond has been expended together with details of the unspent balance
- 1.3 Not to apply the Travel Plan Monitoring Contribution for any purpose other than towards monitoring the Travel Plan the need for which directly arises from the Development
- 1.4 Not to apply the Hatfield Lane Transport Bond for any purpose other than seeking to achieve the agreed modal shift target referred to in the Travel Plan
- 1.5 That in the event the Hatfield Lane Transport Bond or any part or parts thereof are not expended within three years of the date of payment and/or the Travel Plan Monitoring Contribution or any part or parts thereof are not expended within five years of the date of payment then the sum or sums not expended plus interest accrued will be repaid to the person who paid the sums or its nominee

West Moor Link Contribution

- 2.1. To pay the West Moor Link Contribution for the purposes referred to in the definition of (whether by the Council or another party) and not apply the West Moor Link Contribution for any other purposes and the Council shall (on the reasonable written request of the payee or the payee's nominee) provide evidence that the monies have been so applied.

- 2.2 In the event that the West Moor Link Contribution has not been spent or committed for expenditure by the Council within five years following the date of receipt of the final instalment the Council shall refund to the Owner any part of the West Moor Link Contribution which has not been spent or Committed for expenditure, together with any accrued interest

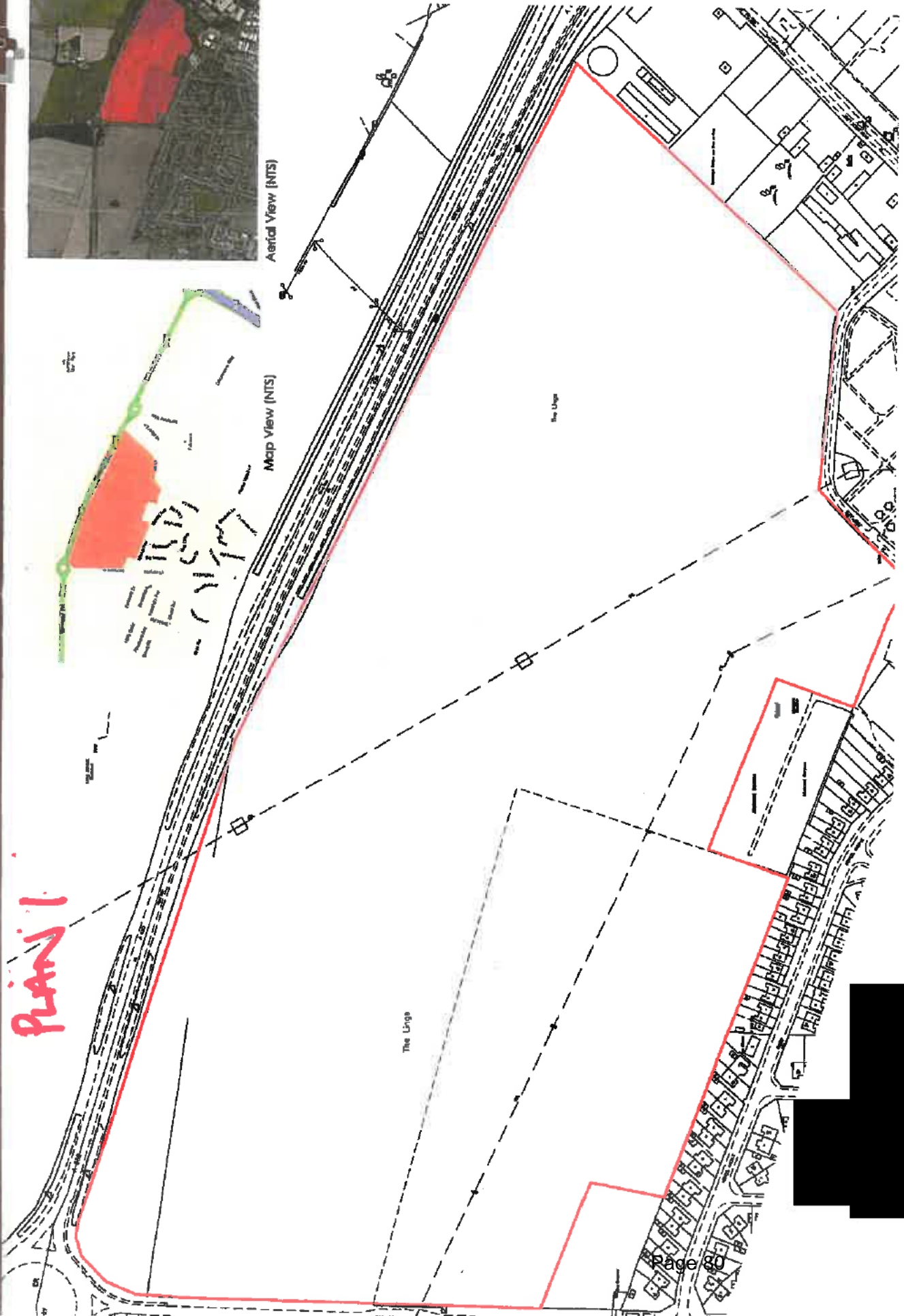
Plan 1



Aerial View (NTS)

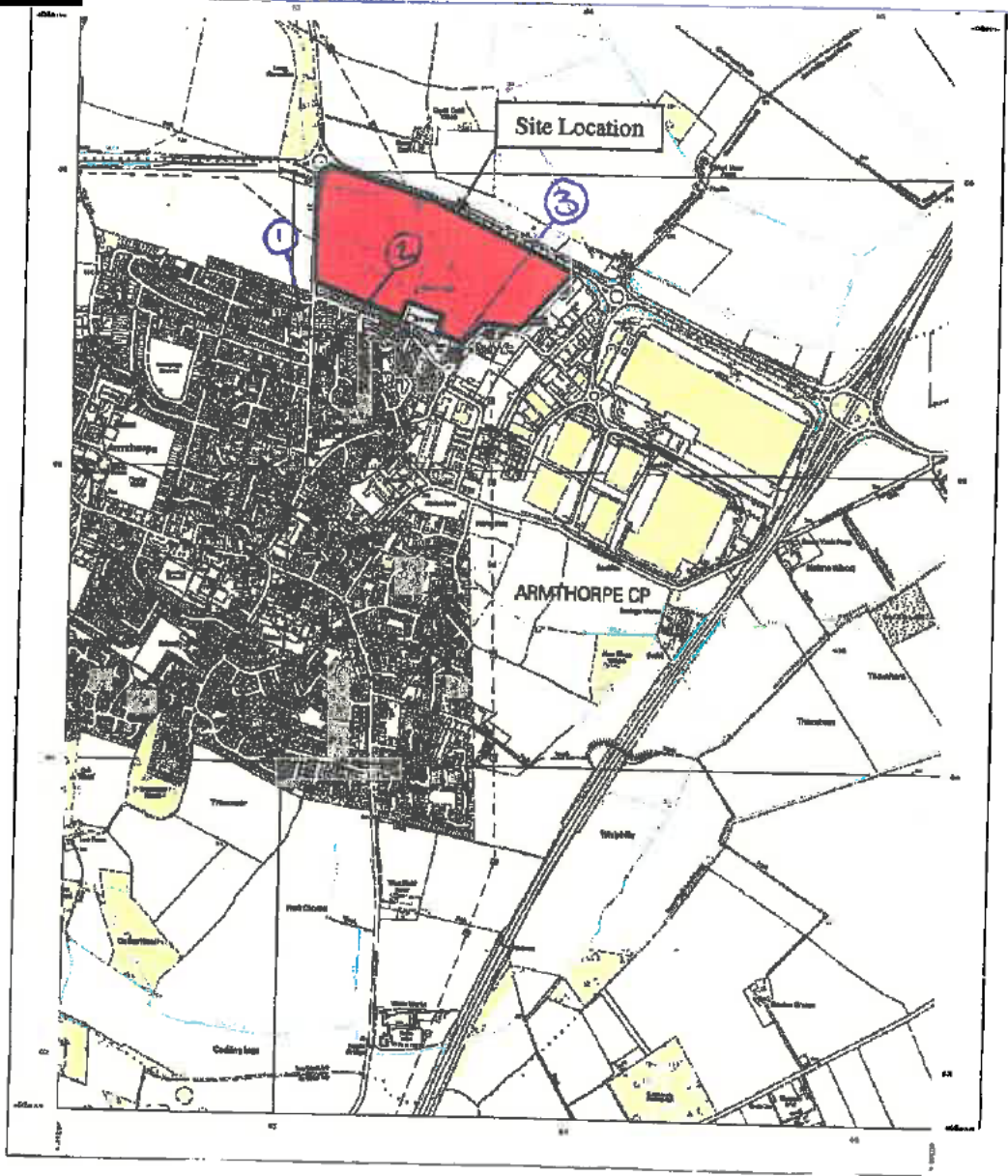


Map View (NTS)



Appendix 2

PLAN 2



Appendix 3

***Proposed Residential
Development, Hatfield
Lane, Armthorpe,
Doncaster***

Travel Plan

July 2011

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1. INTRODUCTION

1.1. Background

This Residential Travel Plan has been prepared as part of the supporting documentation for a planning application to be submitted to the Doncaster Metropolitan Borough Council (DMBC) for proposed residential development at a site situated to the north of Armthorpe near Doncaster. The site, which extends to almost 30 hectares, is bordered to the north by West Moor Link, to the west by Hatfield Lane, to the south by Mercel Avenue and to the east by Rands Lane and existing industrial units forming part of the West Moor Park employment area. A site location plan is shown in **Appendix A**.

The site is split by power lines that mark the divide between the proposed employment and residential developments. The employment development, which sits on the eastern part of the site, is expected to deliver 240,000 sq.ft. (22,297m²) of mixed B1(c)/B2/B8 employment uses in two separate units. Access to the employment site will be taken directly from West Moor Link by means of a left in/ left out junction. A separate Travel Plan has been prepared for the proposed employment development and will be submitted as part of the supporting documentation for a planning application.

The residential development, which sits on the western part of the site, is expected to deliver 500 dwellings with access being taken from a new roundabout on Hatfield Lane. The proposed site layout plan, which also shows the employment development, is presented as **Appendix B**.

It is envisaged that this Travel Plan will provide a framework from which the Developer of the site will produce a detailed Travel Plan.

The Travel Plan will be the formal process from which to set targets for the use of sustainable travel modes and to monitor the performance of the development towards achieving these targets.

The Developer will inform the new residents of the benefits of participating in the application of the Travel Plan. This process will begin upon first occupation

through the provision of a package of measures aimed at influencing the travel behaviour of new home owners. These measures will include up to date travel packs, personalised journey planning and season tickets for public transport.

However, in common with most Travel Plans that are prepared to support a planning application where the occupiers are unknown, it should be emphasised that this document only provides a framework that will need to be adaptable and progressive if it is to be successful. Therefore, it will be imperative for the Developer to hold frequent reviews to ensure that the objectives of the Travel Plan are being met. Regular monitoring of the performance of the measures that are promoted in the Travel Plan will also form an important part of the process.

2. POLICY CONTEXT

2.1. Central Government Policy

The Government's Integrated Transport White Paper, "New Deal for Transport: Better for Everyone" was published in July 1998. The White Paper highlights the importance of transport in the consideration of developments within the planning system. It outlines the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport are all being encouraged.

A New Deal for Transport sets out a framework for change. It is a long term strategy to deliver sustainable transport. In the White Paper, the Government recognises that the way we travel is making us a less healthy nation. Coronary heart disease is the biggest killer of adults in this country. Part of the blame is that we drive too much when we could walk or cycle. More exercise would help to reach the proposed target for reducing coronary heart disease and strokes in England.

Concerns regarding climate change are set out in the White Paper in the following terms. Climate change is one of the greatest environmental threats facing the world today. Globally, the balance of evidence now points to a discernible human influence on the earth's climate through the emission of greenhouse gases. In the UK, transport's share of carbon dioxide (CO₂) emissions, the main greenhouse gas, has grown from around one tonne in eight in 1970 to more than one tonne in four in 1995, and is set to grow still further. Road vehicles produce four-fifths.

As we use cars more, we have made less use of public transport. Buses and trains have distinct environmental advantages as highlighted by the Royal Commission on Environmental Pollution. They require less road space per seat than cars and usually emit less CO₂ per occupant. Emissions of CO₂ and most other pollutants are generally lower per passenger kilometre for rail than for road.

Planning Policy Guidance No. 13- Transport (PPG 13) was subsequently published in March 2001. In essence the objectives contained within PPG13 are to integrate planning and transport to promote more sustainable transport choices and reduce the need to travel, especially as a single car occupant. Key themes within PPG13, which are of direct relevance to the Travel Plan process include:

- The need to ensure accessibility and promote travel by public transport, walking and cycling;
- The need to control parking;
- The need for appropriate traffic management; and
- The adoption of travel plans.

PPG13 also suggests that Travel Plans should support the delivery of sustainable transport objectives through:

- Reducing car usage (particularly single occupancy trips);
- Promoting walking, cycling and use of public transport;
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

Further emphasis is given on the accessibility to jobs, shopping, leisure and services. The Government considers that travel plans should be submitted alongside planning applications in order to help mitigate the effects of development. For example, they can assist in reducing traffic congestion and pollution, make a real contribution to the achievement of sustainable transport objectives, and have the potential for employer and employee benefits in site facilities and travel options.

In terms of the Travel Plan, a document titled "Using the Planning Process to Secure Travel Plans" was published by the Office of the Deputy Prime Minister (ODPM) and the Department for Transport (DfT) in July 2002 to set out best practice guidance on securing travel plans through the planning process.

This document provides guidance to local authorities and applicants with respect to both speculative and committed development. It highlights the need for a consistent but flexible approach to travel plans and recommends a staged process, in which framework travel plans inform the more detailed travel plans once the end-user is confirmed.

2.2. Local Government Policy

DMBC recognises that the ability to influence travel behaviour is now an essential part of any new development. It uses travel plans as the tool to deliver a programme of Smarter Choices that reduce congestion and the impact on the environment. Developers and site operators who apply for planning permission are required to provide increasingly comprehensive transport assessments to identify the exact travel impacts of the development and set out in a travel plan a clear and practical approach to measure, manage and minimise this impact.

Developments are required to provide safe access by all modes of transport to provide access to jobs and public amenities by walking, cycling and public transport. Developments must also meet their potential to create opportunities for public health improvements by encouraging active travel to reduce obesity, heart disease and stress.

DMBC requires that travel plans are submitted with planning applications and that they may be binding, either through use of conditions attached to the planning permission or through related planning obligations. DMBC will use planning obligations to secure travel plans and enforce monitoring of these plans to ensure that modal shift targets are adhered to.

DMBC has been consulted and confirmed the need for a travel plan to support this development. DMBC has also identified the key elements that should be included within a travel plan. These include actions/ measures designed to

encourage the use of sustainable modes of transport, targets to ensure objectives are met and details of the monitoring and review process to ensure the ongoing success of the travel plan.

DMBC has also prepared a Commuter Plan. The targets set in this document aim to help achieve the overall modal shift targets set in the South Yorkshire Local Transport Plan (2006 to 2011). The Commuter Plan offers strategies to encourage alternative modes of travel to single occupancy car journeys. It considers information and advice as key to raising awareness about sustainable modes of travel and notes that the internet is instrumental in this process.

3. OBJECTIVES

This Travel Plan has been prepared in support of proposed residential development to the north of Armthorpe near Doncaster.

It is envisaged that this Travel Plan will act as a framework from which the Developer will prepare a detailed Travel Plan with the aim of encouraging new residents to participate in achieving the key objectives of the Plan.

This framework Plan sets the strategic objective for the overall development and provides a framework within which a detailed Travel Plan for the individual residents will be developed. The objective of this approach is to secure a co-ordinated approach to transport policy that will provide potential residents with a comprehensive range of travel options that will help to meet the targets on sustainable travel in accordance with the Government's key aims and objectives.

The purpose of this Plan is to demonstrate the commitment of the Developer to playing its part in minimising the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel, to do so in a more environmentally friendly way.

The principal objectives of the Travel Plan are:

Objective 1 – to increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives.

Objective 2 – to develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private motorised vehicles.

Through changes in travel habits this Travel Plan will provide benefits for:

- **Individuals** - through improved health, reduced stress and potential cost savings;

- **The Environment** - through improved air quality - with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems such as photochemical smog and global warming.

4. SITE CONTEXT

4.1. Site Information

The proposed development site sits to the north of Armthorpe, a suburb of Doncaster and is located some 5km to the north east of the town centre. It is a greenfield site currently in arable use and has a total site area of almost 30 hectares. There is an existing field access approximately half way along the site frontage on Hatfield Lane. Hatfield Lane marks the western border of the site and is the main route into Armthorpe from the north.

An existing residential area joins the site to the south along Mercel Avenue while to the north the site boundary is formed by West Moor Link. West Moor Link, which joins the M18 at Junction 4 approximately 1km to the east, is a major radial route into Doncaster. Rands Lane forms the eastern border of the site and this is part of the West Moor Park employment area.

There are allotments in the south east corner of the site. These are outside the application boundary and are to be retained. Also outside the application boundary and abutting the allotments to the south east are a children's play area and a temporary site compound. The allotments, the play area and the site compound are all accessed from Mercel Avenue.

Further to the west and south of the site are the main urban areas of Doncaster and Bessacarr respectively. Further north are the smaller urban areas of Edenthorpe, Kirk Sandell, Dunsville, Hatfield and Stainforth. Areas to the east beyond the M18 are largely agricultural in nature.

4.2. Existing Public Transport, Pedestrian and Cycle Facilities

The proposed development site is currently served by two bus services. Routes 81 and 82, which are part of the Over Ground network operated by First, run between Doncaster town centre and Armthorpe. A route map and the relevant timetables are presented in **Appendix C** while the main features of both services are summarised in the table below.

Table 4-1: Summary of Routes 81 and 82 – Monday to Friday

Service	Frequency			First Bus	Last Bus
	AM Peak	PM Peak	Daytime		
Route 81	3	3	3	05:06	22:40
Route 82	3	3	3	06:53	23:30

Within Armthorpe Routes 81 and 82 travel on a loop in opposite directions before returning via a common route to Doncaster town centre via Intake. In Armthorpe Route 81 operates in a clockwise direction while Route 82 provides the same service in a counter clockwise direction. With both routes operating at a 20-minute frequency, this effectively provides the residents of Armthorpe with a 10-minute service into Doncaster throughout the day. In the vicinity of the site both services operate on Hatfield Lane and Mercel Avenue. They also serve the West Moor Park Employment area, Armthorpe town centre and the primary and secondary schools situated on Mere Lane.

There are two pairs of bus stops located within comfortable walking distance of the site. One pair is on Mercel Avenue just to the east of Sycamore Avenue where a shelter is provided for westbound services. The other pair is on Hatfield Lane just to the south of Hawthorne Avenue and here there is a shelter provided for southbound services. Both pairs of stops are approximately 450 metres from the centre of the proposed residential development. There is also a bus turn around situated at the junction of Mercel Avenue and Rands Lane and this also benefits from a shelter.

During the week Route 81 operates between 5am and 11pm and up until 6pm maintains a 20-minute frequency. During the evening the frequency reduces to between one or two buses per hour. Route 81 serves the West Moor Park employment area and as such is scheduled to provide for the needs of people working shifts with shift changeovers typically occurring at 6am, 2pm and 10pm.

Route 82 operates a similar service to Route 81 during the week although services begin operating approximately two hours later between 7am and 8am.

From then a 20-minute frequency is maintained until 6pm from when the frequency reduces to one service per hour until the last service between 11pm and midnight.

The operating schedules for Routes 81 and 82 are designed to complement one another so that during the week a 10-minute service is maintained between Armthorpe and Doncaster town centre. Routes 81 and 82 also operate on Saturday and Sunday. Saturday services operate a similar service pattern to the weekday schedule and although there is a reduced timetable on Sunday there are still up to four buses per hour between 9am, when the service begins, and 6pm. After 6pm an hourly service is maintained until around 11pm.

Trains serving Doncaster railway station, located in the town centre, provide opportunities for multi modal public transport journeys to and from Armthorpe. The station is served by several operators including, East Coast trains, Northern Trains, Cross County Trains and First TransPennine Express. These operators provide regular daily services to a range of local, regional and national destinations including many suburbs of Doncaster, Sheffield, York and Leeds, and London, Glasgow and Edinburgh. Travel by train is possible for people travelling to and from Armthorpe because the 81 and 82 bus services depart from the Interchange, which is located immediately adjacent to the railway station. The scheduled journey time between Armthorpe and the Interchange varies between 20 minutes (off-peak) and half an hour (peak periods).

When considering the distance over which walking is an effective mode of transport, PPG13 states that, *'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres'*.

A two-kilometre catchment from the centre of the site includes large parts of Armthorpe including the town centre and the West Moor Park Employment area. It also includes the residential area to the west of Hatfield Lane which is significant in that it contains the two closest schools to the site. The bus stops on Mercel Avenue and Hatfield Lane are also comfortably within the two-kilometre

catchment. An isochrone plan showing a 2km catchment at 500m intervals from the centre of the residential development is presented in **Appendix D**.

The local road network provides a fully integrated system of footways that combine to provide direct and safe links to the facilities described in the paragraph above. There are footways on both sides of most roads in the built up area of Armthorpe. Street lighting is provided throughout and convenient crossing points including the provision of dropped kerbs are provided to encourage safe pedestrian behaviour. There is a pedestrian refuge on Hatfield Lane between Mercel Avenue and Hawthorne Avenue.

Cycling is an important mode of travel at the local level and is identified in PPG13 as having the potential to replace short car trips, especially those under five kilometres. Home to work trips are a particular target for local authorities seeking to encourage cycling as an alternative to car travel.

As well as the whole of Armthorpe, there are many areas that are within five kilometres of the site including large parts of the eastern suburbs of Doncaster, villages to the north including Edenthorpe, Kirk Sandall and Hatfield and areas to the south and east including, Auckley, Bessacarr, Branton, Cantley and Rossington. Local Transport Note 1/86 suggests an average cycling speed of 24.14km/h (15mph). With this assumption the site is a maximum of 20 minutes by bicycle from the localities listed above.

The local highway network within the vicinity of the site contains several advisory cycle routes and a traffic free cycle path that runs along the south side of West Moor Link to the Sainsbury's roundabout. The cycle facilities are presented on the Doncaster Cycling Map (4th Edition) published by DMBC.

4.3. Proposed Development

The residential development, which sits on the western part of the site, is expected to deliver 500 dwellings with access being taken from a new roundabout on Hatfield Lane. As well as providing the necessary capacity to serve the development the roundabout would also act as a gateway feature for

Armthorpe forcing vehicles to slow down as they enter the urban area from the north.

The site area for the proposed residential development is 18.40 hectares, which for a development comprising 500 units, equates to a density of 27.2 dwellings per hectare. The site layout plan indicates that across the site there will be 118 four bed detached units, 150 three-bed detached units, 120 three-bed mews, 100 two-bed mews and 12 bungalows. The number of affordable units will be provided in accordance with the requirements of DMBC.

In terms of parking the general principal is to provide two spaces per dwelling although for some of the two-bed units parking is provided at a level of 1.5 spaces per dwelling. The maximum parking provision is to be incorporated into DMBCs LDF and the level of parking will be reviewed in light of the adopted standards.

The development has been laid out in accordance with current best practice and where practicable follows guidance set out in documents such as Manual for Streets (Department for Transport – 2007). The guiding principle underpinning Manual for Streets is that streets should not be designed just to accommodate the movement of motor vehicles. The emphasis should also be placed in meeting the needs of pedestrians, cyclists and public transport users, so that use of these modes of travel is encouraged.

In most cases internal junctions within the housing layout are defined by informal squares with a combination of shared and raised surfaces to encourage lower speeds. Limited signage and road markings would reinforce this effect. Pedestrian safety will be catered for by pedestrian routes and crossing points defined by surface treatments and creative boundary treatments. Pedestrian routes will be direct and well-lit and will be designed to high standard.

To encourage cycling and walking, the layout of the residential development will enhance linkages to the surrounding facilities by ensuring that the new footpath network is planned to integrate with the existing infrastructure. To ensure that the site becomes fully permeable, the existing footways on Hatfield Lane and Mercel

Avenue will be extended into the site to provide convenient and safe links to a range of local facilities including nearby bus stops.

For instance the route in the south east corner of the site between the allotments and the cemetery has been designed to minimise the distance to the bus turn around at the eastern end of Mercel Avenue by integrating with the existing footpath within the play area. This would also be the main route to the West Moor Park employment area.

Similarly a pedestrian route has been provided in the south west corner of the site to minimise the walk distance from the residential development to the bus stops on Hatfield Lane. This would also be the main route to the primary and secondary schools located on Mere Lane and for trips into Armthorpe town centre.

To enhance pedestrian safety, a signal controlled crossing is being proposed on Hatfield Lane between the site access and Mercel Avenue. This will link the development to the footway on the western side of Hatfield Lane and form part of a safe pedestrian route to the schools on Mere Lane.

A third pedestrian access is proposed on Hatfield Lane to the north of the site access. This provides a connection via Hatfield Lane to the existing footway on the south side of West Moor Link.

At the request of South Yorkshire Passenger Transport Executive (SYPTTE) an analysis of the walking distance from the site to the bus stops on Mercel Avenue and Hatfield Lane has been undertaken. The results are summarised below and are illustrated on a colour coded plan contained within **Appendix E**.

- 205 dwellings (41%) within 400 metres of a bus stop;
- 314 dwellings (63%) within 450 metres of a bus stop;
- 401 dwellings (80%) within 500 metres of a bus stop;
- 444 dwellings (89%) within 550 metres of a bus stop; and
- 493 dwellings (99%) within 600 metres of a bus stop.

- 500 dwellings (100%) within 650 metres of a bus stop

As can be seen just over 40% of the development is within the recommended 400 metre threshold, almost two-thirds is within 450 metres and 80% is within 500 metres. At the meeting with the SYPTTE it was agreed that on the basis that Bus Routes 81 and 82 offer a frequent and comprehensive service (every 10 minutes during the day into Armthorpe and Doncaster town centre), passengers may be more inclined to accept walk distances that are longer than the typical 400 metre threshold. Accordingly the SYPTTE indicated that it would not be appropriate to divert Routes 81 and 82 into the site and that the development could utilise existing bus stops on Mercel Avenue and Hatfield Lane providing that these are linked to the development by high quality pedestrian routes that are both direct and well-lit.

5. TRAVEL PLAN CO-ORDINATOR

Once it is established that the location of the development supports sustainable travel, the focus of the Travel Plan should be on the provision of key services and its communication with residents.

Ensuring services are in place and managing the strategy for the site will require a Travel Plan Co-ordinator. It is recognised that this does not necessarily imply a permanent full time post and the workload of the coordinator is likely to be variable. More time will be required in the early stages when services are being procured for the site ahead of occupation and when residents are first moving in. Further work will however be required to refresh the plan at future stages and to accommodate the needs of later incoming residents.

The Travel Plan Co-ordinator will be appointed by the Developer and will be based within easy access of the development so that they can act as a champion for the Travel Plan and play a hands-on role, providing a friendly point of contact for residents and on-site marketing staff where relevant. The requirement to provide a Travel Plan Co-ordinator will be secured in the Section 106 Agreement.

The Developer has nominated the following person to fulfil the Travel Plan Co-ordinator role in the first instance:

Mr D. Golden
MPSL Planning & Design
Tel: 0161 772 1999
Email: DGolden@mpsldesign.co.uk

The role will start no later than six months prior to first occupation and will continue for five years following occupation of the final dwelling at the development. The expectation is that when construction begins, the role of the Travel Plan Co-ordinator will be taken up by the housebuilder. It is likely that the Co-ordinator will be based at the sales office and will therefore represent the first point of contact for all new residents. Beyond five years or completion of the

development the expectation is that the housebuilder will continue to provide the role of Travel Plan Co-ordinator.

The Travel Plan Co-ordinator will also develop links with the Travel Plan Co-ordinators at the adjacent employment development through invitations to all formal and informal meetings. This will help to maximise the potential for joint initiatives and to ensure that the measures being provided at both sites complement one another.

The Travel Plan Co-ordinator will be responsible for:

- Co-ordinating the Travel Plan with management support;
- Providing travel information;
- Being the point of contact for travel queries;
- Promoting the objectives and benefits of the Travel Plan;
- Co-ordinating the completion of the travel surveys and developing new measures in response to results;
- Assisting with the establishment of clear, realistic and monitorable targets for the use of alternative modes of travel;
- Monitoring the success of the travel policy against the targets;
- Enabling residents to put forward their ideas and views about travelling to and from the development;
- Providing feedback to the Developer and residents on the success of the Plan; and
- Acting as the point of contact for information, for exchanging ideas and best practice with other organisations and promoting national travel campaigns as appropriate.

The Travel Plan Co-ordinator will be responsible for the monitoring of the progress achieved. The nature of the monitoring process will be developed in consultation with DMBC and will be agreed prior to the first occupation of the site.

6. DELIVERING THE PLAN

6.1. Travel Information Packs

Residents need to be made aware of the travel arrangements and the access options serving the site from the outset and therefore upon first occupation each new household will receive a travel information pack that will include the following:

- Brief description of the Travel Plan and the key objectives;
- Contact details of the Travel Plan Co-ordinator;
- The offer of a visit from a personal travel advisor who can help provide information about sustainable travel that is specifically geared to the journey needs of the household;
- Through the Residential Travel Master Scheme, each new dwelling will be issued with one travel pass that provides half price travel by public transport for a year;
- A voucher for free/ discounted bicycle or bicycle equipment up to a value of £50 per household;
- Description and summary timetable of bus services that serve the nearest bus stops;
- Description and summary timetable of rail services at Doncaster station;
- Description of pedestrian and cycle routes (including maps) to local facilities including, bus stops, schools, leisure centres, town centre and railway station; and
- Details of the Travel Plan Website.

Each newly occupied home will receive an induction visit from the Travel Plan Co-ordinator or a trained representative that may also be a member of the on-site sales team. During the visit, explanation will be given about the travel

opportunities at the site, the Travel Plan and its incentives and the provision of detailed travel advice if required.

6.2. Travel Plan Website

One of the most important aims of the Travel Plan process is to keep residents updated of any changes that might affect their journey. In order to provide detailed up to date information in an easy to access format, the Travel Plan will have its own website. The website will be implemented prior to first occupation. The Travel Plan Co-ordinator will implement and maintain the website, which will include the following:

- Travel Plan news;
- Information on travel initiatives;
- Details of safe and convenient walking and cycling routes to and from the site;
- Links to public transport timetable information;
- Links to home delivery and shopping websites;
- Links to local cycling groups and details of BikeBUDI scheme;
- Links to public transport ticket ordering website and details of local taxi companies and if appropriate, links to their websites; and
- Information on health benefits of walking and cycling.

6.3. Broadband Internet Access

To facilitate convenient, high-speed Internet access and in particular access to the Travel Plan website, all residential units will be equipped with broadband Internet capabilities.

Broadband Internet access can reduce the need to travel by providing residents with access to local home delivery services, to information on travel provided

through community websites as well as making it easier for residents to work at home.

6.4. Personal Travel Planning

It is recognised that Personal Travel Planning techniques, in which individuals receive customised advice tailored to their journey needs, can encourage more sustainable travel patterns. A new development provides an opportunity to offer personal travel advice when residents have just moved in. At this point, new travel habits are being established and information about services and facilities in the area are essential to achieving sustainable travel choices. The Travel Plan Co-ordinator will encourage all new residents to participate in personal travel planning upon occupation.

6.5. Public Transport

To encourage greater use of public transport the Travel Plan Co-ordinator will:

- Publicise existing local transport services and travel information to residents and, where appropriate, visitors to the site;
- Provide details for Internet access for public transport information and identify sites that have local information;
- See references in Sections 6.1 and 6.2.

6.6. Cycling

Cycling is an efficient, healthy and environmentally friendly mode of transport. To encourage residents to own and use a bicycle, the following measures will be undertaken:

- Set up a bicycle user group (after occupation of 50th dwelling);
- Provide maps showing recommended cycle routes to key destinations (contained within Travel Pack and on Website);

- A bicycle user group and buddy scheme so that experienced cyclists can help less experienced ones get started www.BikeBUDI.com (Travel Plan Website).
- Provide a voucher for free/ discounted bicycle or bicycle equipment up to a value of £50 per household (Travel Pack); and
- Publicise the health benefits of cycling (Travel Plan Website).

6.7. Walking

To encourage walking the following actions will be undertaken:

- Provide maps showing recommended walking routes to local facilities, including bus stops, schools, leisure facilities and the town centre (Travel Pack and Website); and
- Publicise the health benefits of walking (Website).

6.8. Travelling by Car

In recognition of the fact that travelling by car is sometimes the only realistic option, especially where there is no public transport alternative, particular attention will be given to the encouragement of car sharing. Residents will be encouraged to submit their names for car sharing and all new residents will be given an opportunity to join the scheme. It is recognised that the opportunities for car sharing are more limited at residential developments than for example at the workplace where the journey requirements are more likely to coincide.

Notwithstanding, a database of car sharers will be created upon first occupation and reviewed on a regular basis to ensure it is kept up to date. The database will identify individuals travel patterns and make the opportunity for car sharing more visible. The Travel Plan Co-ordinator will encourage all new residents to join the Car Share South Yorkshire scheme, www.southyorkshire.liftshare.com. This could also identify opportunities for car sharing with existing residents of Armthorpe who are already members of the scheme.

6.9. New Residents

The Travel Plan Co-ordinator will make known the existence of the Travel Plan to all new residents. They will be also be given the travel information packs so that they are aware of the range of opportunities for sustainable travel from day one.

6.10. Ongoing Promotion

It is recognised that to maintain the impetus of the Travel Plan, initiatives will be required to promote sustainable travel on an ongoing basis. Measures to achieve this will include:

- Regular updates of the website with details of forthcoming travel events and forums, timetable changes and any promotional offers. The website will also provide links to the community car share database and home delivery grocery services;
- A community noticeboard for travel information – again regularly updated;
- Community travel forums at which residents are invited to give feedback to the Travel Plan Co-ordinator and service providers about travel arrangements;
- Community travel events such as cycle promotion days;
- Regular follow-up meetings with individual households to review the success of the travel arrangements;
- Regular review of the travel information packs to ensure that these are up to date and relevant to new residents.

7. TARGETS

One of the prime objectives of an active Travel Plan is to set clear and realistic targets. Targets play an important role in residential travel plans and should clearly relate to goals set out in the Plan. Monitoring of the Plan should track the main targets providing regular information on the progress that the Plan is making in achieving its aims. This information can provide important 'early warning' if the Plan is failing to have a sufficient impact on travel behaviour and the Plan and its measures can then be modified accordingly.

Travel Plan Guidance Packs that are provided by a number of authorities suggest that Travel Plans should set between 5 – 10 clearly defined objectives underpinned by targets and actions that are SMART: Specific-Measurable-Achievable-Realistic-Timed.

The ultimate aim of the Travel Plan is to reduce journeys by car to and from the development and to improve overall accessibility by walking, cycling and using public transport. In establishing targets, accurate baseline information on car access to and from the site is imperative and in setting the first target, data from the 2001 Census has been used for the ward of Armthorpe.

The modal split for the journey to work in Armthorpe has been calculated from the 2001 Census Journey to Work Data. The data has been filtered to provide information for the resident population. It is considered that the existing journey to work patterns within this ward will provide the best estimate of the modal split that can be assumed for the proposed development. The modal split for the Armthorpe ward is presented in Table 7-1 below.

Table 7-1: Existing Modal Split – Armthorpe Ward

Mode	Existing Modal Split
Car Driver	65.41%
Bus	10.09%
Car Passenger	9.15%
On Foot	7.69%
Pedal Cycle	4.88%
Train	1.15%
Motorcycle	1.13%
Taxi	0.50%
Total	100.00%

In order to encourage the use of sustainable modes from the new development, a target has been set to ensure that there is commitment from the Developer to reduce the level of single occupancy car use for the journey to work compared with the existing situation. At this stage a target has been set to reduce the number of single occupancy car users by 10% and the details of this are presented in Table 7-2 below.

Table 7-2: Target Modal Split for Proposed Development

Mode	Target Modal Split
Car Driver	58.87%
Bus	13.09%
Car Passenger	10.92%
On Foot	7.69%
Pedal Cycle	6.65%
Train	1.15%
Motorcycle	1.13%
Taxi	0.50%
Total	100.00%

The trips that have shifted from the car have been allocated to other modes in the following proportions; bus (3%), car passenger (1.77%) and bicycle (1.77%). The increase in the number of people using the bus reflects the proximity of the site to the existing bus network and in particular the comprehensive level of service offered by Routes 81 and 82. The provision of half price travel by public transport for a year through the Residential Travel Master Scheme should also have a positive influence on the level of bus use.

The increase in the number of car passengers and bicycle users is a reflection of the measures in the Travel Plan aimed at encouraging travel by these modes, specifically registration to car sharing and bicycle user groups.

Four other targets have been set to reduce journeys by car to and from the site.

The first is to reduce the peak hour vehicle trips by 10% using the trip rates that were used in the Transport Assessment. The existing trips are those calculated for the initial modal split in the Transport Assessment. The existing and target trips are shown in Table 7-3 below. For monitoring purposes the number of trips will be adjusted on a pro rata basis to reflect the level of occupation.

Table 7-3: Existing and Target Vehicle Peak Hour Trips

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Existing	45	153	173	75
Target	41	138	156	68

The second target is that 10% of households will join the car sharing scheme www.southyorkshire.liftshare.com. This target is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

The third target is that 10% of households will either join the bicycle user group or have registered to join the buddy scheme at www.BikeBUDI.com. This target

is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

The fourth target is that 10% of households use Internet shopping for their weekly supermarket shop. This target is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

To encourage a culture of sustainable transport, there will be a requirement to work towards achieving the targets from the very early stages of the development.

The development will take a number of years to complete and therefore triggers for introducing corrective measures will be set throughout the build out period of the development. This will involve monitoring at regular intervals to identify where targets are not being met and where corrective measures are needed. Any modification to targets would be subject to prior written agreement of DMBC in consultation with the HA.

To monitor progress and to provide a up to date check of the performance of the Travel Plan against targets, the Travel Plan Co-ordinator will set up a spreadsheet that records the date of occupation of each unit and then identifies for each unit the modal share for single car occupancy that needs to be achieved for that household to achieve the target within five years of occupation. From this spreadsheet a site wide modal split that reflects the overall occupation and the individual length of occupation can be calculated.

8. MONITORING REVIEW AND RESOURCING

Upon occupation of the first unit, the House Builder will deposit with DMBC a sum of money to be placed in a separate interest bearing account. The amount will be agreed with DMBC prior to the signing of the Section 106 Agreement. This account is to be designated the Hatfield Lane Residential Travel Plan Account (HLRTPA). Drawings from the account will require the authority of a specified officer of DMBC and the EPTP Co-ordinator.

The HLRTPA will be applied as follows:-

- (i) to cover the costs required for annual trip monitoring
- (ii) for measures to be introduced in the event that the targets specified in section 7 above are not being achieved.

It is important that the Plan is monitored on a regular basis to ensure that the key objectives are being met and that the Plan evolves to adapt to changing circumstances. At this stage unrealistic targets can be replaced with ones that are more realistic and that encourage rather than discourage those responsible for trying to achieve the targets. The success of the actions contained within the Travel Plan can also be reviewed, and modified as necessary.

The Travel Plan Co-ordinator will arrange for a travel survey questionnaire to be given to each household within three months of their occupation to ascertain current travel patterns and requirements. The questionnaire will help to inform new residents of the Travel Plan and the travel initiatives.

The progress of the Travel Plan will be reviewed on an annual basis for a period to be agreed with DMBC. Typically the review period lasts for at least five years although due to the need to phase the construction, this period can be extended for residential travel plans depending on the time taken to complete the development. The monitoring period will be agreed with DMBC but as a minimum the formal monitoring period will continue for five years following full occupation.

Update forms will be submitted to DMBC annually, featuring recent survey information and noting actions taken throughout the past year and planned for the next. Once submitted DMBC will review the Monitoring Report and may suggest modifications to the original measures contained within the Plan.

Details of the Monitoring and Reporting requirements will be agreed prior to the signing of the Section 106 Agreement. DMBC may take enforcement action for failure to submit an annual Travel Plan Update or for failure to implement the measures in the Plan as approved.

The nature and cost of the monitoring process will be agreed with DMBC in consultation with the HA prior to the signing of the Section 106 Agreement. It is expected however that a travel survey will be undertaken on an annual basis to establish the modal split for the journey to work. This will include all occupied units and be organised by the Travel Plan Co-ordinator. The travel survey will also include questions to determine the take up of the car sharing and cycle 'buddy' schemes and the proportion of households using Internet shopping.

Peak hour traffic counts will also be undertaken at each of the main vehicle access points to the development to establish the peak hour trip rates. The duration and methodology for these counts will be agreed with DMBC. Traffic counts will begin upon occupation of the 51st dwelling and the methodology and timing of the counts will be agreed with DMBC prior to the signing of the Section 106 Agreement.

The results of the monitoring can then be used to modify the targets and actions contained within the Travel Plan to ensure that the Travel Plan is an on-going process. Any modification to targets would be subject to prior written agreement of DMBC in consultation with the HA.

By continually reviewing the Plan it will help to develop and improve it and ensure that the measures introduced are consistent with the requirements of the development.

In the event that the targets are not being met the Travel Plan Co-ordinator will organise a more detailed survey to examine attitudes and influences that are

preventing a shift to sustainable travel modes. This will allow the introduction of more focused measures aimed at encouraging people to participate in schemes that promote sustainable travel. Incentives specifically targeted at problem areas may also be introduced. The HLTPA will fund the corrective measures. If targets are still not being met then a follow up visit from the Travel Plan Co-ordinator will be arranged to emphasise the availability and benefits of sustainable transport.

9. TIMESCALES

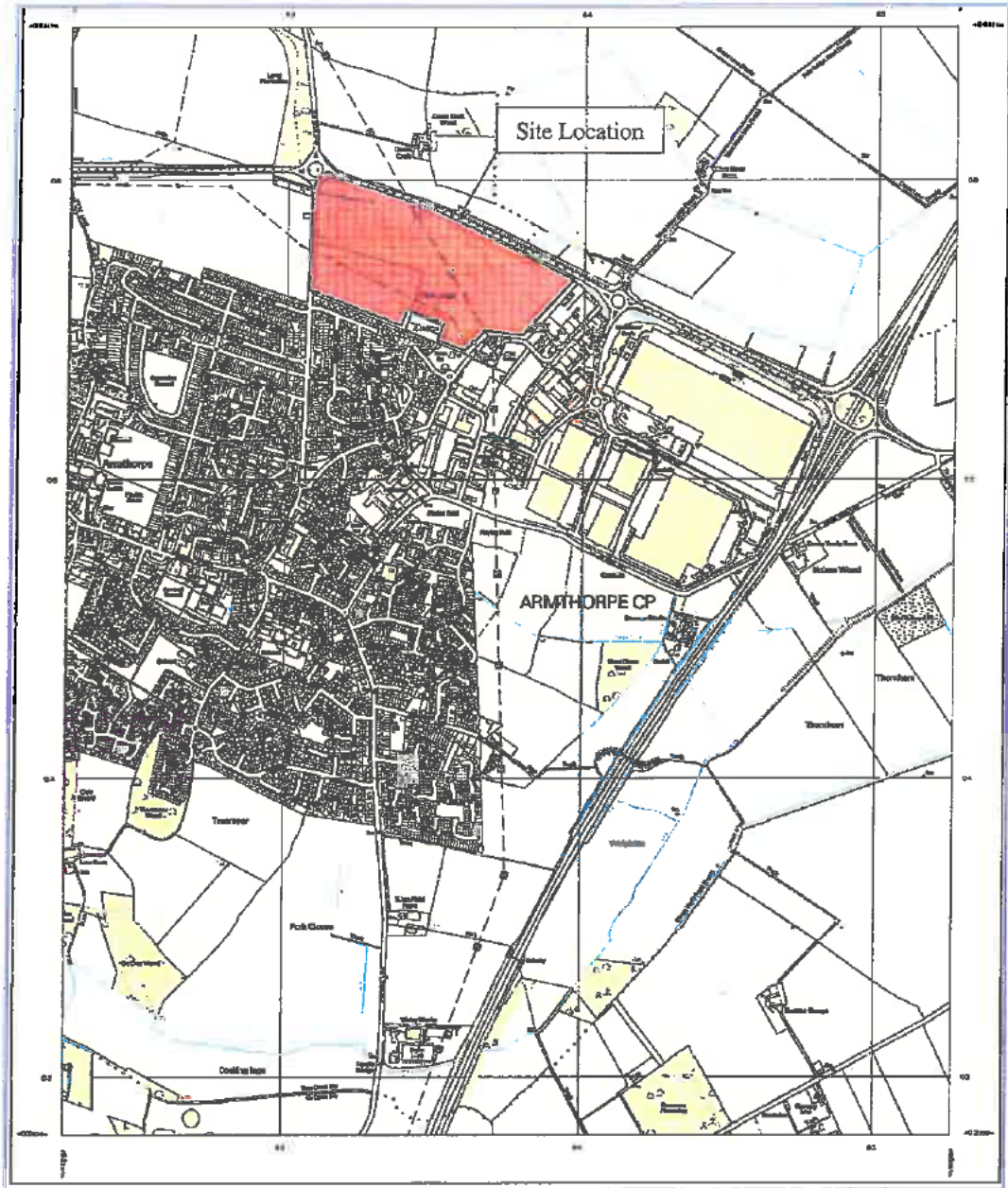
An outline timetable for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown in Table 9-1 below.

Table 9-1: Travel Plan Timetable

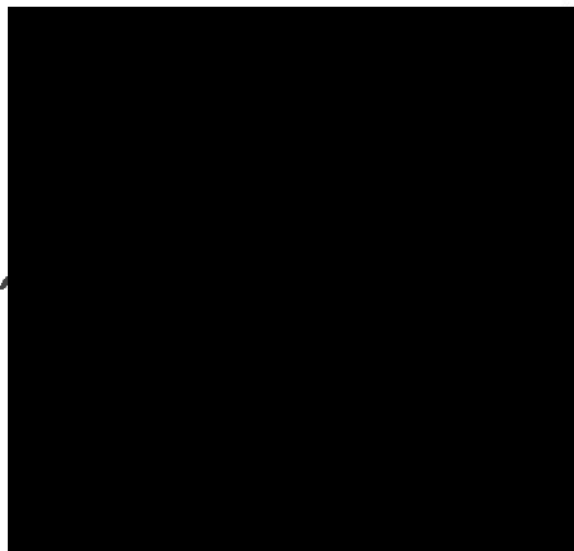
Action	Timescale
Appoint Initial Travel Plan Co-ordinator.	MPSL nominated for this role. Contact details to be agreed and included in the S106 Agreement.
Appoint Final Travel Plan Co-ordinator.	House Builder nominated for this role. Contact details to be provided after final transfer of site to House Builder.
Develop Travel Plan in consultation with DMBC.	After final transfer of site to House Builder but prior to 1 st occupation.
Finalise and adopt Travel Plan in consultation with DMBC.	After final transfer of site to House Builder but prior to 1 st occupation.
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan if necessary.	Ongoing following adoption of Travel Plan; monitoring intervals and method to be agreed with DMBC.
Undertake resident travel surveys and traffic counts to measure success of Travel Plan and discuss findings with DMBC. Review Travel Plan and amend if necessary.	Ongoing for a period to be agreed with DMBC. Every 12 months following adoption of Travel Plan.

As with all elements of the Travel Plan process, these timescales are not prescriptive, but should be modified according to circumstances to ensure that they allow the Developer to produce a Travel Plan that benefits the residents, and remains relevant throughout.

Appendix A – Site Location Plan

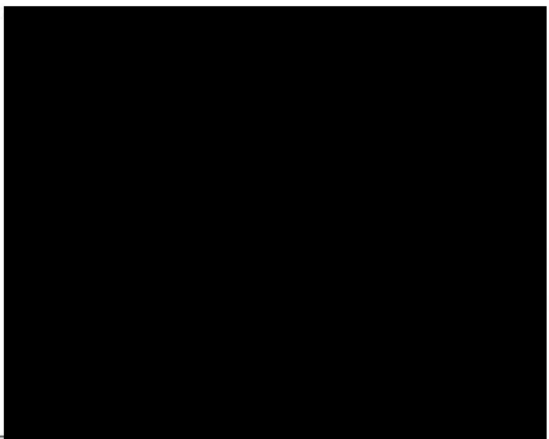
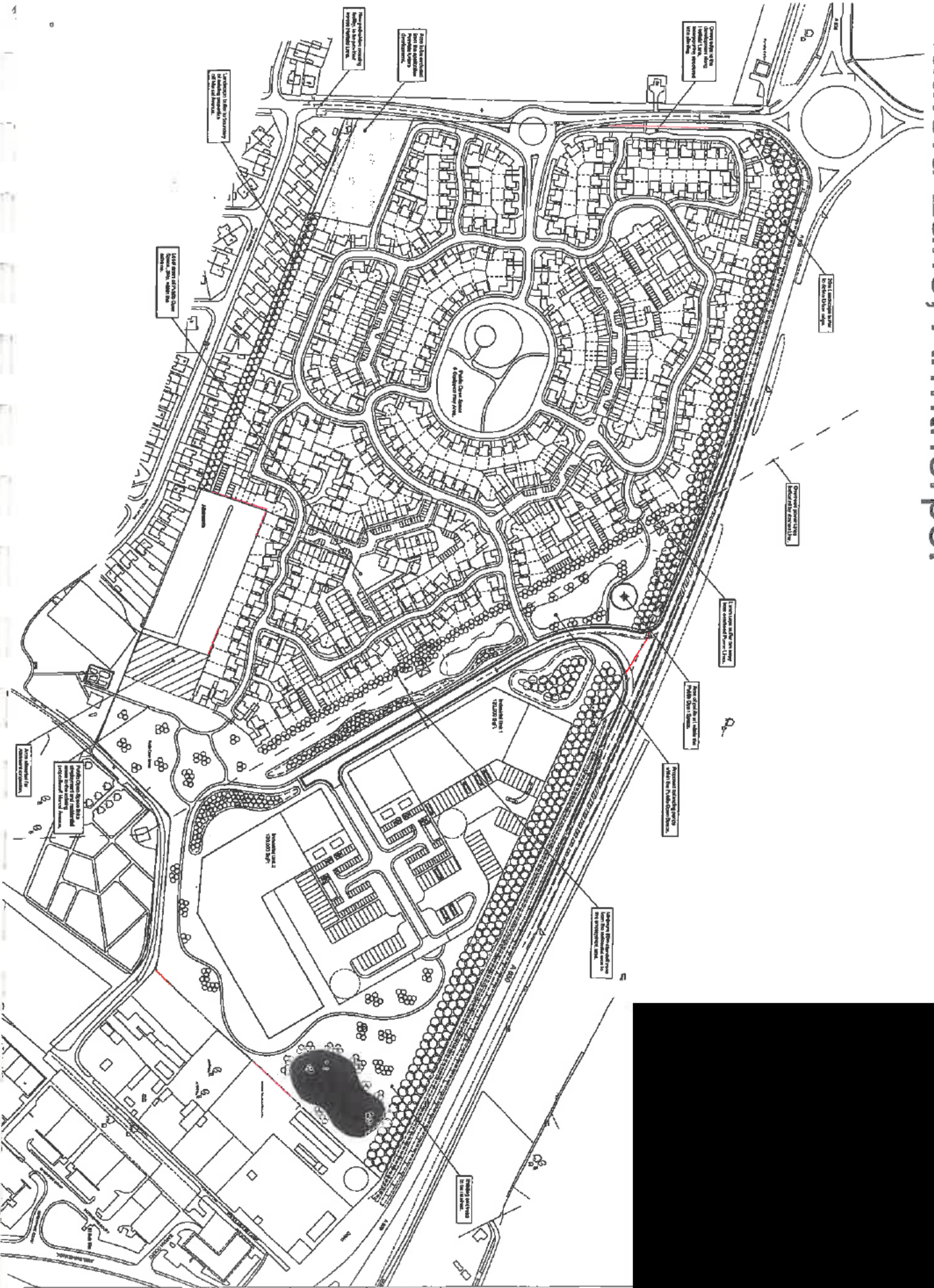


Appendix A – Site Location Plan



Appendix B – Site Layout Plan

Hatfield Lane, Arncliffe.



THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE AN OFFER OF ANY FINANCIAL PRODUCT OR SERVICE. THE INFORMATION IS NOT INTENDED TO BE RELIED UPON IN MAKING ANY INVESTMENT DECISION. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE AND SHOULD NOT BE USED AS A BASIS FOR ANY INVESTMENT DECISION. THE INFORMATION IS NOT INTENDED TO BE RELIED UPON IN MAKING ANY INVESTMENT DECISION. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE AND SHOULD NOT BE USED AS A BASIS FOR ANY INVESTMENT DECISION.

PROPOSED INFRASTRUCTURE LAYOUT

Item	Quantity	Unit	Value
Proposed Residential & Commercial Development, Hatfield Lane, Arncliffe	1	ha	1.0
Proposed Public Open Space	4.5	ha	4.5
Proposed Parking Spaces	100	spaces	100
Proposed Landscaping	100	m ²	100
Proposed Infrastructure	100	m	100

Appendix C – Details of Bus Services

Timetables for Service Number: 81/82



Mondays To Fridays
 Valid from: 25/04/2010
 Valid to: 24/07/2010

**81 Doncaster - Armthorpe Circular
 Via Doncaster Royal Infirmary**
**82 Doncaster - Armthorpe Circular
 Via Doncaster Royal Infirmary**

Service No.:	81	81	81	81	81	82	81	82	81	82	81	82	81	82	81	
Notes:																
Doncaster Frenchgate Interchange [B4]	---	0520	0535	0555	0615	---	0645	---	0705	---	0725	---	0745	0755	0805	
Doncaster Royal Infirmary	---	0528	0544	0604	0624	---	0655	---	0715	---	0735	---	0755	0805	0815	
Armthorpe, Briar Road	---	---	---	---	---	---	---	---	---	---	---	---	---	0814	---	
Armthorpe, Roundabout	0506	0536	0553	0613	0633	0653	0705	0718	0725	0738	0745	0758	0805	0818	0825	
West Moor Park Industrial Estate arr	0511	0541	0559	0619	0640	0702	0712	0727	0732	0747	0752	0807	0812	0827	0832	
West Moor Park Industrial Estate dep	0511	0541	0601	0621	0643	0705	0715	0730	0735	0750	0755	0810	0815	0830	0835	
Armthorpe, Roundabout	0519	0549	0609	0629	0652	0712	0724	0737	0744	0757	0804	0817	0824	0837	0844	
Armthorpe, Briar Road	0522	0552	0612	0632	0655	---	0727	---	0747	---	0807	---	0827	---	0847	
Doncaster Royal Infirmary	0530	0600	0620	0641	0704	0721	0736	0746	0758	0808	0818	0828	0838	0848	0858	
Doncaster Frenchgate Interchange	0542	0612	0632	0654	0717	0734	0749	0802	0814	0824	0834	0844	0854	0904	0914	
Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82	
Notes:																
Doncaster Frenchgate Interchange [B4]	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035	
Doncaster Royal Infirmary	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035	1045	
Armthorpe, Briar Road	0834	---	0854	---	0914	---	0934	---	0954	---	1014	---	1034	---	1054	
Armthorpe, Roundabout	0838	0845	0858	0905	0918	0925	0938	0945	0958	1005	1018	1025	1038	1045	1058	
West Moor Park Industrial Estate arr	0847	0852	0907	0912	0927	0932	0947	0952	1007	1012	1027	1032	1047	1052	1107	
West Moor Park Industrial Estate dep	0850	0855	0910	0915	0930	0935	0950	0955	1010	1015	1030	1035	1050	1055	1110	
Armthorpe, Roundabout	0857	0904	0917	0924	0937	0944	0957	1004	1017	1024	1037	1044	1057	1104	1117	
Armthorpe, Briar Road	---	0907	---	0927	---	0947	---	1007	---	1027	---	1047	---	1107	---	
Doncaster Royal Infirmary	0908	0916	0926	0936	0946	0956	1006	1016	1026	1036	1046	1056	1106	1116	1126	
Doncaster Frenchgate Interchange	0921	0929	0939	0949	0959	1009	1019	1029	1039	1049	1059	1109	1119	1129	1139	

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81	
Notes:																
Doncaster Frenchgate Interchange [B4]	1045	1055	1105	1115	1125	1135	1145	1155	1205	1215	1225	1235	1245	1255	1305	
Doncaster Royal Infirmary	1055	1105	1115	1125	1135	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	
Armthorpe, Briar Road	---	1114	---	1134	---	1154	---	1214	---	1234	---	1254	---	1314	---	
Armthorpe, Roundabout	1105	1118	1125	1138	1145	1158	1205	1218	1225	1238	1245	1258	1305	1318	1325	
West Moor Park Industrial Estate arr	1112	1127	1132	1147	1152	1207	1212	1227	1232	1247	1252	1307	1312	1327	1332	
West Moor Park Industrial Estate dep	1115	1130	1135	1150	1155	1210	1215	1230	1235	1250	1255	1310	1315	1330	1335	
Armthorpe, Roundabout	1124	1137	1144	1157	1204	1217	1224	1237	1244	1257	1304	1317	1324	1337	1344	
Armthorpe, Briar Road	1127	---	1147	---	1207	---	1227	---	1247	---	1307	---	1327	---	1347	
Doncaster Royal Infirmary	1136	1146	1156	1206	1216	1226	1236	1246	1256	1306	1316	1326	1336	1346	1356	
Doncaster Frenchgate Interchange	1149	1159	1209	1219	1229	1239	1249	1259	1309	1319	1329	1339	1349	1359	1409	

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	1315	1325	1335	1345	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535
Doncaster Royal Infirmary	1325	1335	1345	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545
Armthorpe, Briar Road	1334	---	1354	---	1414	---	1434	---	1454	---	1514	---	1536	---	1556
Armthorpe, Roundabout	1338	1345	1358	1405	1418	1425	1438	1445	1458	1505	1518	1527	1540	1547	1600
West Moor Park Industrial Estate arr	1347	1352	1407	1412	1427	1432	1447	1452	1507	1512	1528	1535	1550	1555	1610
West Moor Park Industrial Estate dep	1350	1355	1410	1415	1430	1435	1450	1455	1510	1515	1533	1540	1555	1600	1615
Armthorpe, Roundabout	1357	1404	1417	1424	1437	1444	1457	1504	1517	1524	1540	1549	1602	1609	1622
Armthorpe, Briar Road	---	1407	---	1427	---	1447	---	1507	---	1527	---	1552	---	1612	---
Doncaster Royal Infirmary	1406	1416	1426	1436	1446	1456	1506	1516	1526	1536	1549	1601	1611	1621	1631
Doncaster Frenchgate Interchange	1419	1429	1439	1449	1459	1509	1519	1529	1539	1549	1602	1614	1624	1634	1644

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	1545	1555	1605	1615	1625	1635	1645	1655	1705	1715	1725	1735	1745	1755	1810
Doncaster Royal Infirmary	1555	1605	1615	1625	1635	1645	1655	1705	1715	1725	1735	1745	1755	1805	1820
Armthorpe, Briar Road	---	1616	---	1636	---	1656	---	1716	---	1736	---	1754	---	1814	---
Armthorpe, Roundabout	1607	1620	1627	1640	1647	1700	1707	1720	1727	1740	1747	1758	1805	1818	1830
West Moor Park Industrial Estate arr	1615	1630	1635	1650	1655	1710	1715	1730	1735	1750	1754	1807	1812	1827	1836
West Moor Park Industrial Estate dep	1620	1635	1640	1655	1700	1715	1720	1735	1740	1753	1757	1810	1815	1830	1838
Armthorpe, Roundabout	1629	1642	1649	1702	1709	1722	1729	1742	1749	1800	1806	1817	1824	1836	1846
Armthorpe, Briar Road	1632	---	1652	---	1712	---	1732	---	1752	---	1809	---	1827	---	1849
Doncaster Royal Infirmary	1641	1651	1701	1711	1721	1731	1741	1751	1801	1809	1818	1826	1836	1844	1857
Doncaster Frenchgate Interchange	1654	1704	1714	1724	1734	1744	1754	1804	1814	1822	1831	1839	1848	1856	1909

Service No.:	82	81	82	81	82	81	82	81	82	81	82
Notes:											
Doncaster Frenchgate Interchange [B4]	1825	1840	1910	1940	2010	2040	2110	2140	2210	2240	2330
Doncaster Royal Infirmary	1835	1849	1919	1949	2019	2049	2119	2149	2219	2249	2339
Armthorpe, Briar Road	1843	---	1927	---	2027	---	2127	---	2227	---	2347
Armthorpe, Roundabout	1847	1858	1931	1958	2031	2058	2131	2158	2231	2258	2351
West Moor Park Industrial Estate arr	1855	1904	1939	2004	2039	2104	2139	2204	2239	2304	2359
West Moor Park Industrial Estate dep	1857	1906	1941	2006	2041	2106	2141	2206	2241	2306	0001
Armthorpe, Roundabout	1903	1914	1947	2014	2047	2114	2147	2214	2247	2314	0007
Armthorpe, Briar Road	---	1917	---	2017	---	2117	---	2217	---	---	---
Doncaster Royal Infirmary	1911	1925	1955	2025	2055	2125	2155	2225	2255	---	---
Doncaster Frenchgate Interchange	1923	1937	2007	2037	2107	2137	2207	2237	2307	---	---

Timetables for Service Number: 81/82



Saturdays

Valid from: 25/04/2010

Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular
Via Doncaster Royal Infirmary

Service No.:	81	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	---	---	---	---	---	0700	---	0730	0746	0800	0815	0825	0835	0845	0855
Doncaster Royal Infirmary	---	---	---	---	---	0709	---	0739	0755	0810	0825	0835	0845	0855	0905
Armthorpe, Briar Road	---	---	---	---	---	---	---	---	0804	---	0834	---	0854	---	0914
Armthorpe, Roundabout	0506	0606	0633	0648	0703	0718	0736	0748	0808	0820	0838	0845	0858	0905	0918
West Moor Park Industrial Estate arr	0511	0611	0641	0654	0711	0724	0744	0755	0817	0827	0847	0852	0907	0912	0927
West Moor Park Industrial Estate dep	0511	0611	0643	0656	0713	0726	0746	0758	0820	0830	0850	0855	0910	0915	0930
Armthorpe, Roundabout	0519	0619	0649	0704	0719	0734	0753	0807	0827	0839	0857	0904	0917	0924	0937
Armthorpe, Briar Road	0522	0622	---	0707	---	0737	---	0810	---	0842	---	0907	---	0927	---
Doncaster Royal Infirmary	0530	0630	0657	0715	0727	0745	0802	0819	0836	0851	0906	0916	0926	0936	0946
Doncaster Frenchgate Interchange	0542	0642	0709	0727	0739	0758	0815	0832	0849	0904	0919	0929	0939	0949	0959
Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115	1125
Doncaster Royal Infirmary	0915	0925	0935	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135
Armthorpe, Briar Road	---	0934	---	0954	---	1014	---	1034	---	1054	---	1114	---	1134	---
Armthorpe, Roundabout	0925	0938	0945	0958	1005	1018	1025	1038	1045	1058	1105	1118	1125	1138	1145
West Moor Park Industrial Estate arr	0932	0947	0952	1007	1012	1027	1032	1047	1052	1107	1112	1127	1132	1147	1152
West Moor Park Industrial Estate dep	0935	0950	0955	1010	1015	1030	1035	1050	1055	1110	1115	1130	1135	1150	1155
Armthorpe, Roundabout	0944	0957	1004	1017	1024	1037	1044	1057	1104	1117	1124	1137	1144	1157	1204
Armthorpe, Briar Road	0947	---	1007	---	1027	---	1047	---	1107	---	1127	---	1147	---	1207
Doncaster Royal Infirmary	0956	1006	1016	1026	1036	1046	1056	1106	1116	1126	1136	1146	1156	1206	1216
Doncaster Frenchgate Interchange	1009	1019	1029	1039	1049	1059	1109	1119	1129	1139	1149	1159	1209	1219	1229

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	1135	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	1325	1335	1345	1355
Doncaster Royal Infirmary	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	1325	1335	1345	1355	1405
Armthorpe, Briar Road	1154	—	1214	—	1234	—	1254	—	1314	—	1334	—	1354	—	1414
Armthorpe, Roundabout	1158	1205	1218	1225	1238	1245	1258	1305	1318	1325	1338	1345	1358	1405	1418
West Moor Park Industrial Estate arr	1207	1212	1227	1232	1247	1252	1307	1312	1327	1332	1347	1352	1407	1412	1427
West Moor Park Industrial Estate dep	1210	1215	1230	1235	1250	1255	1310	1315	1330	1335	1350	1355	1410	1415	1430
Armthorpe, Roundabout	1217	1224	1237	1244	1257	1304	1317	1324	1337	1344	1357	1404	1417	1424	1437
Armthorpe, Briar Road	—	1227	—	1247	—	1307	—	1327	—	1347	—	1407	—	1427	—
Doncaster Royal Infirmary	1226	1236	1246	1256	1306	1316	1326	1336	1346	1356	1406	1416	1426	1436	1446
Doncaster Frenchgate Interchange	1239	1249	1259	1309	1319	1329	1339	1349	1359	1409	1419	1429	1439	1449	1459

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625
Doncaster Royal Infirmary	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635
Armthorpe, Briar Road	—	1434	—	1454	—	1514	—	1534	—	1554	—	1614	—	1634	—
Armthorpe, Roundabout	1425	1438	1445	1458	1505	1518	1525	1538	1545	1558	1605	1618	1625	1638	1645
West Moor Park Industrial Estate arr	1432	1447	1452	1507	1512	1527	1532	1547	1552	1607	1612	1627	1632	1647	1652
West Moor Park Industrial Estate dep	1435	1450	1455	1510	1515	1530	1535	1550	1555	1610	1615	1630	1635	1650	1655
Armthorpe, Roundabout	1444	1457	1504	1517	1524	1537	1544	1557	1604	1617	1624	1637	1644	1657	1704
Armthorpe, Briar Road	1447	—	1507	—	1527	—	1547	—	1607	—	1627	—	1647	—	1707
Doncaster Royal Infirmary	1456	1506	1516	1526	1536	1546	1556	1606	1616	1626	1636	1646	1656	1706	1716
Doncaster Frenchgate Interchange	1509	1519	1529	1539	1549	1559	1609	1619	1629	1639	1649	1659	1709	1719	1729

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	1635	1645	1655	1705	1715	1725	1735	1745	1755	1810	1825	1840	1910	1940	2010
Doncaster Royal Infirmary	1645	1655	1705	1715	1725	1735	1745	1755	1805	1820	1835	1849	1919	1949	2019
Armthorpe, Briar Road	1654	—	1714	—	1734	—	1754	—	1814	—	1843	—	1927	—	2027
Armthorpe, Roundabout	1658	1705	1718	1725	1738	1745	1758	1805	1818	1830	1847	1858	1931	1958	2031
West Moor Park Industrial Estate arr	1707	1712	1727	1732	1747	1752	1807	1812	1827	1836	1855	1904	1939	2004	2039
West Moor Park Industrial Estate dep	1710	1715	1730	1735	1750	1755	1810	1815	1830	1838	1857	1906	1941	2006	2041
Armthorpe, Roundabout	1717	1724	1737	1744	1757	1804	1817	1824	1838	1846	1903	1914	1947	2014	2047
Armthorpe, Briar Road	—	1727	—	1747	—	1807	—	1827	—	1849	—	1917	—	2017	—
Doncaster Royal Infirmary	1726	1736	1746	1756	1806	1816	1826	1836	1844	1857	1911	1925	1955	2025	2055
Doncaster Frenchgate Interchange	1739	1749	1759	1809	1819	1829	1839	1848	1856	1909	1923	1937	2007	2037	2107

Service No.:	81	82	81	82	81	82
Notes:						
Doncaster Frenchgate Interchange [B4]	2040	2110	2140	2210	2240	2330
Doncaster Royal Infirmary	2049	2119	2149	2219	2249	2339
Armthorpe, Briar Road	---	2127	---	2227	---	2347
Armthorpe, Roundabout	2058	2131	2158	2231	2258	2351
West Moor Park Industrial Estate arr	2104	2139	2204	2239	2304	2359
West Moor Park Industrial Estate dep	2106	2141	2206	2241	2306	0001
Armthorpe, Roundabout	2114	2147	2214	2247	2314	0007
Armthorpe, Briar Road	2117	---	2217	---	---	---
Doncaster Royal Infirmary	2125	2155	2225	2255	---	---
Doncaster Frenchgate Interchange	2137	2207	2237	2307	---	---

Timetables for Service Number: 81/82



Sundays

Valid from: 25/04/2010

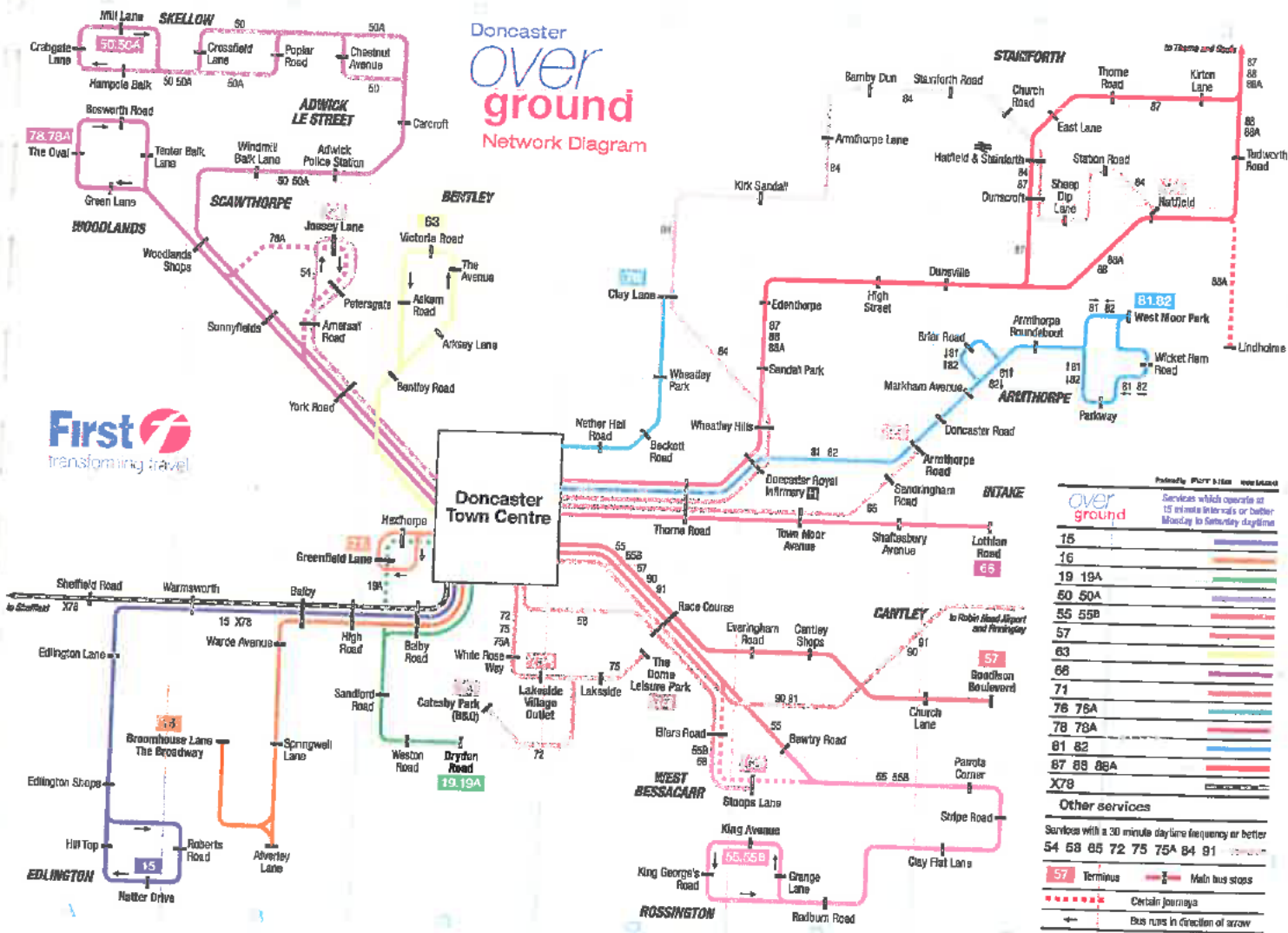
Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular (Blue Line)
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular (Blue Line)
Via Doncaster Royal Infirmary

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81	
Notes:																
Doncaster Frenchgate Interchange [B4]	---	---	---	0955	---	1025	---	1055	1110	1125	1140	1155	1210	1225	1240	
Doncaster Royal Infirmary	---	---	---	1004	---	1034	---	1104	1119	1134	1149	1204	1219	1234	1249	
Armthorpe, Briar Road	---	---	---	1012	---	1042	---	1112	---	1142	---	1212	---	1242	---	
Armthorpe, Roundabout	0843	0916	0943	1016	1028	1046	1058	1116	1128	1146	1158	1216	1228	1246	1258	
West Moor Park Industrial Estate arr	0849	0924	0949	1024	1034	1054	1104	1124	1134	1154	1204	1224	1234	1254	1304	
West Moor Park Industrial Estate dep	0851	0926	0951	1026	1036	1056	1106	1126	1136	1156	1206	1226	1236	1256	1306	
Armthorpe, Roundabout	0859	0932	0959	1032	1044	1102	1114	1132	1144	1202	1214	1232	1244	1302	1314	
Armthorpe, Briar Road	0902	---	1002	---	1047	---	1117	---	1147	---	1217	---	1247	---	1317	
Doncaster Royal Infirmary	0910	0940	1010	1040	1055	1110	1125	1140	1155	1210	1225	1240	1255	1310	1325	
Doncaster Frenchgate Interchange	0922	0952	1022	1052	1107	1122	1137	1152	1207	1222	1237	1252	1307	1322	1337	
Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82	
Notes:																
Doncaster Frenchgate Interchange [B4]	1255	1310	1325	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625	
Doncaster Royal infirmary	1304	1319	1334	1349	1404	1419	1434	1449	1504	1519	1534	1549	1604	1619	1634	
Armthorpe, Briar Road	1312	---	1342	---	1412	---	1442	---	1512	---	1542	---	1612	---	1642	
Armthorpe, Roundabout	1316	1328	1346	1358	1416	1428	1446	1458	1516	1528	1546	1558	1616	1628	1646	
West Moor Park Industrial Estate arr	1324	1334	1354	1404	1424	1434	1454	1504	1524	1534	1554	1604	1624	1634	1654	
West Moor Park Industrial Estate dep	1326	1336	1356	1406	1426	1436	1456	1506	1526	1536	1556	1606	1626	1636	1656	
Armthorpe, Roundabout	1332	1344	1402	1414	1432	1444	1502	1514	1532	1544	1602	1614	1632	1644	1702	
Armthorpe, Briar Road	---	1347	---	1417	---	1447	---	1517	---	1547	---	1617	---	1647	---	
Doncaster Royal Infirmary	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625	1640	1655	1710	
Doncaster Frenchgate Interchange	1352	1407	1422	1437	1452	1507	1522	1537	1552	1607	1622	1637	1652	1707	1722	

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	1640	1655	1710	1725	1740	1810	1840	1910	1940	2010	2040	2110	2140	2210	2255
Doncaster Royal Infirmary	1649	1704	1719	1734	1749	1819	1849	1919	1949	2019	2049	2119	2149	2219	2304
Armthorpe, Briar Road	---	1712	---	1742	---	1827	---	1927	---	2027	---	2127	---	2227	---
Armthorpe, Roundabout	1658	1716	1728	1746	1758	1831	1858	1931	1958	2031	2058	2131	2158	2231	2313
West Moor Park Industrial Estate arr	1704	1724	1734	1754	1804	1839	1904	1939	2004	2039	2104	2139	2204	2239	2319
West Moor Park Industrial Estate dep	1706	1726	1736	1756	1806	1841	1906	1941	2006	2041	2106	2141	2206	2241	2321
Armthorpe, Roundabout	1714	1732	1744	1802	1814	1847	1914	1947	2014	2047	2114	2147	2214	2247	2329
Armthorpe, Briar Road	1717	---	1747	---	1817	---	1917	---	2017	---	2117	---	2217	---	---
Doncaster Royal Infirmary	1725	1740	1755	1810	1825	1855	1925	1955	2025	2055	2125	2155	2225	2255	---
Doncaster Frenchgate Interchange	1737	1752	1807	1822	1837	1907	1937	2007	2037	2107	2137	2207	2237	2307	---

Doncaster over ground Network Diagram



Partially Over Ground Services

over ground

Services which operate at 15 minute intervals or better Monday to Saturday daytime

15	Edlington
16	Edlington
19 19A	Edlington
50 50A	Edlington
55 55B	Edlington
57	Edlington
63	Edlington
65	Edlington
66	Edlington
71	Edlington
76 78A	Edlington
78 78A	Edlington
81 82	Edlington
87 88 88A	Edlington
X78	Edlington

Other services

Services with a 30 minute daytime frequency or better

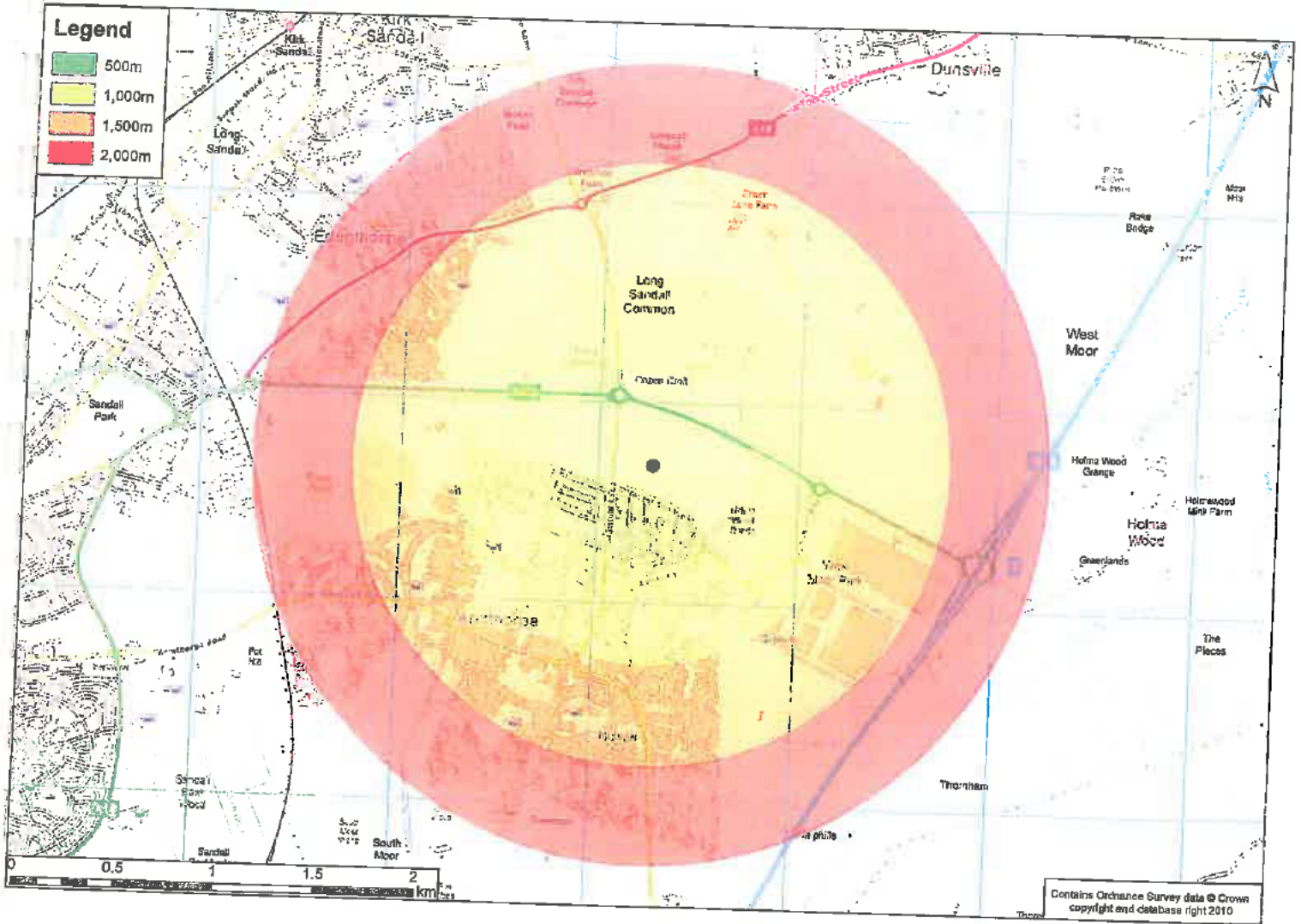
54 58 65 72 75 75A 84 91

57 Terminus Main bus stops

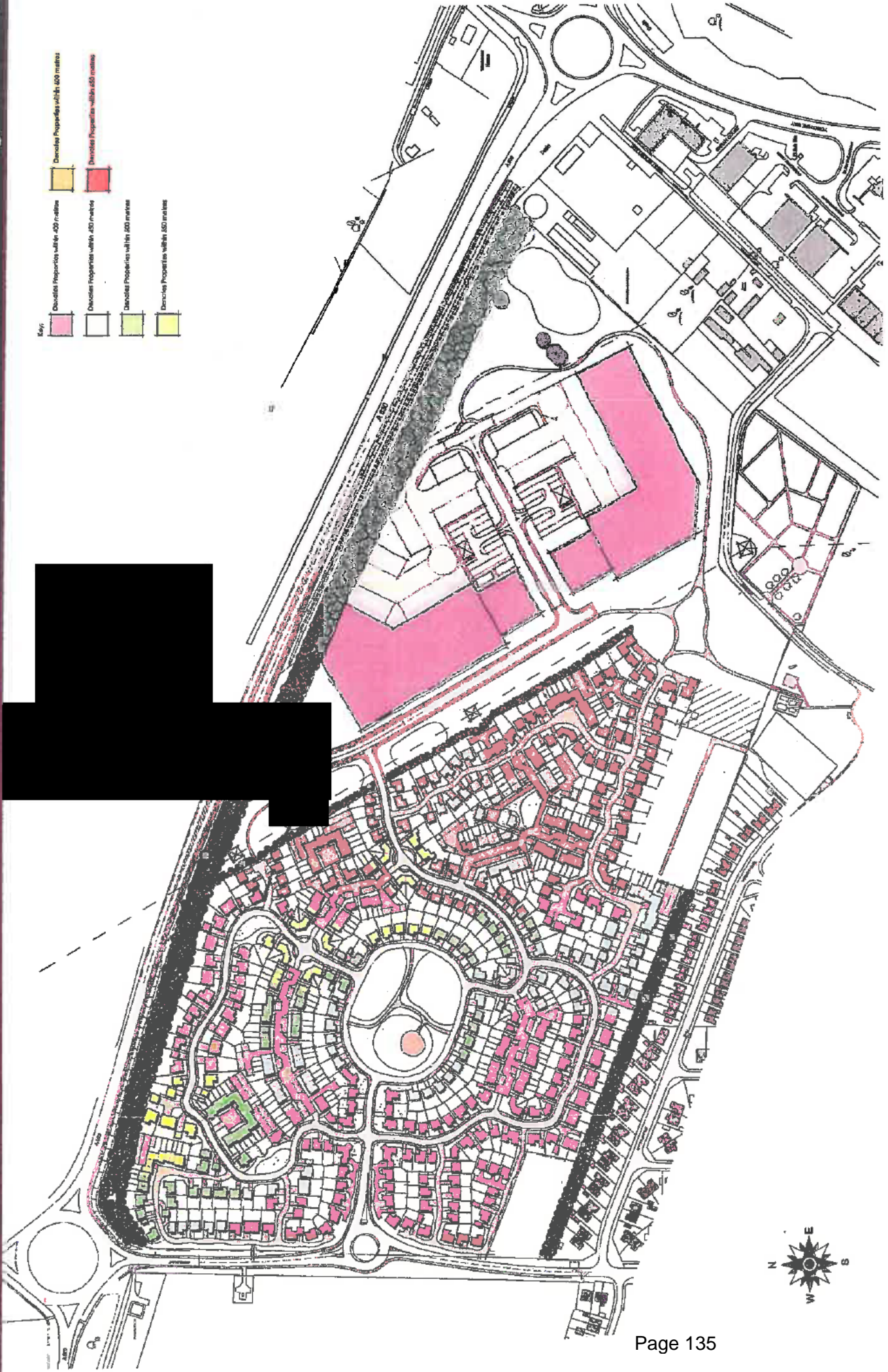
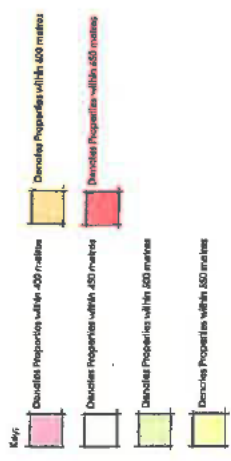
--- Certain journeys

← Bus runs in direction of arrow

Appendix D - 2km Isochrone Plan



Appendix E – Pedestrian Travel to Bus Stops



5.9. Flexible Hours/ Teleworking

Occupying companies will be encouraged to promote flexible working hours that will provide scope for staff to avoid peak traffic times when travel is least efficient. It will also provide the opportunity for those travelling by public transport to tailor their working hours to match public transport services. Encouragement will also be given to the provision of facilities that enable employees to work from home if practicable.

The Occupiers will be encouraged to use electronic network systems to disseminate information on sustainable travel opportunities amongst their staff. Employers will also encourage the use of teleconferencing to reduce the need for work related journeys.

5.10. Timescales

All of the measures aimed at reducing single occupancy car use will be available on the first day of occupation. Some, such as the car sharing database and the Travel Plan website will be set up prior to occupation to ensure that they are available to employees from the first day of occupation.

Appendix 4

***Proposed Employment
Development, Armthorpe,
Doncaster***

Strategic Travel Plan

July 2011

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Appendix A – Site Location Plan

Appendix B – Site Layout Plan

Appendix C – Details of Bus Services

Appendix D – Pedestrian Travel to Bus Stops

1. INTRODUCTION

This Strategic Travel Plan has been prepared as part of the supporting documentation for a proposed employment development at a site situated to the north of Armthorpe near Doncaster. The site, which extends to almost 30 hectares, is bordered to the north by West Moor Link, to the west by Hatfield Lane, to the south by Mercel Avenue and to the east by Rands Lane and existing industrial units forming part of the West Moor Park employment area. A site location plan is presented as Appendix A.

The site is split by power lines that mark the divide between the proposed employment and residential developments. The residential development, which sits on the western part of the site, is expected to deliver 500 dwellings with access being taken from a new roundabout on Hatfield Lane. A separate Travel Plan has been prepared for the proposed residential development and will be submitted as part of the supporting documentation for a planning application.

Access to the employment site will be taken directly from West Moor Link by means of a left in/ left out junction and this part of the site is expected to deliver 240,000 sq.ft. (22,297m²) of mixed employment uses in two separate units. MPSL Planning and Design Ltd. has indicated that the expectation is for both units to be occupied by B8 users (warehousing and distribution). However to retain an element of flexibility in terms of prospective occupiers it is assumed for assessment purposes that there will be an equal split between B1(c)/ B2 (light and general industry) and B8. The proposed site layout plan, which also shows the residential development, is presented as Appendix B.

It is envisaged that this Strategic Travel Plan (STP) will provide a framework within which the occupiers of the two units on the site will produce detailed Travel Plans following occupation. The STP is a "live" ongoing document, which will in turn be influenced by the content and performance of the individual site Travel Plans in an iterative way. The occupying companies will be required to adhere to the sustainable transport requirements set out in the STP.

2. POLICY CONTEXT

The Government's Integrated Transport White Paper *New Deal for Transport: Better for Everyone* was published in July 1998. The White Paper highlights the importance of transport in the consideration of developments within the planning system. It outlines the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport is being encouraged. The White Paper states that,

We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion.

Planning Policy Guidance Note 13 Transport (PPG13) was subsequently published in March 2001. In essence the objectives contained within PPG13 are to integrate planning and transport to promote more sustainable transport choices and reduce the need to travel, especially as a single car occupant. Key themes within PPG13, which are of direct relevance to the Travel Plan process include:

- The need to ensure accessibility and promote travel by public transport, walking and cycling;
- The need to control parking;
- The need for appropriate traffic management; and
- The adoption of travel plans.

PPG13 also suggests that Travel Plans should support the delivery of sustainable transport objectives through:

- Reducing car usage (particularly single occupancy trips);
- Promoting walking, cycling and use of public transport;

- Reduced traffic speeds and improve road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

Further emphasis is given on the accessibility to jobs, shopping, leisure and services. The Government considers that travel plans should be submitted alongside planning applications in order to help mitigate the effects of development. For example, they can assist in reducing traffic congestion and pollution, make a real contribution to the achievement of sustainable transport objectives, and have the potential for employer and employee benefits in site facilities and travel options.

In terms of the Travel Plan, a document titled *Using the Planning Process to Secure Travel Plans* was published by the Office of the Deputy Prime Minister (ODPM) and the Department for Transport (DfT) in July 2002 to set out best practice guidance on securing travel plans through the planning process. This document provides guidance to local authorities and applicants with respect to both speculative and committed development. It highlights the need for a consistent but flexible approach to travel plans and recommends a staged process, in which framework travel plans inform the more detailed travel plans once the end-user is confirmed.

In its publication Circular 02/2007 '*Planning and the Strategic Road Network*' the DfT gives further emphasis to the importance of demand management techniques in order to minimise the amount of traffic generated by new development. Paragraph 33 of Circular 02/2007 states that,

Demand management covers the range of techniques used to reduce traffic generation. Having regard to the guidance set out in PPG13, paragraph 89, developers, working in partnership with local authorities (where appropriate), must submit plans for the implementation and maintenance of measures that will minimise the traffic generated by their development. This is likely to through Travel Plans. These will include, but will not be limited to, measures to manage car use, particularly by single occupants. Examples of such techniques may

include tailored provision of public transport, car sharing/ pooling, parking control, and the encouragement of cycling and walking.

South Yorkshire Local Transport Plan (LTP) is jointly prepared by four South Yorkshire local authorities and the South Yorkshire Local Passenger Transport Authority. Referred to as the Second LTP, the plan covers a five year period from 2006 to 2011. Travel Plans are seen as key to contributing to the objectives of the LTP. The LTP sets out measures to address four main objectives which are:

- Tackling congestion;
- Addressing accessibility;
- Better road safety; and
- Improving air quality and respecting other quality of life issues.

DMBC has prepared a Commuter Plan. The targets set in this document aim to help achieve the overall modal shift targets set in the LTP. The Commuter Plan offers strategies to encourage alternative modes of travel to single occupancy car journeys. It considers information and advice as key to raising awareness about sustainable modes of travel and notes that the Internet is instrumental in this process. The Commuter Plan is also used as a tool by the Council to encourage local businesses to adopt similar sustainable methods of travel, whilst emphasising the importance of travel issues when planning new developments.

3. OBJECTIVES

This STP has been prepared in support of the proposed development to the north of Armthorpe near Doncaster. It will act as a framework within which occupiers of the units will prepare detailed Travel Plans and co-operate with each other in order to create sustainable transport patterns for the site as a whole. The STP will secure a co-ordinated approach to transport policy and will provide potential occupiers with the standards that will be required of them.

This Plan demonstrates the commitment of the Developer and occupiers to take all reasonable steps to minimise the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel, to do so in a more environmentally friendly way.

The aim of the Travel Plan is to promote greener, cleaner travel choices, reducing reliance on the private car. The Travel Plan is primarily aimed at the journey to and from work or journeys made during the course of the working day. It also considers travel issues relating to visitors.

The principal objectives of the Travel Plan are:

Objective 1 – to increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives.

Objective 2 – to develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private motorised vehicles.

Through changes in travel habits this Travel Plan will provide benefits for:

- **Individuals** - through improved health, reduced stress and potential cost savings;
- **The Businesses** - through healthier and more motivated staff, reduced congestion and improved access to the site for employees and visitors; and

- **The Environment** - through improved air quality with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems such as photochemical smog and global warming.

4. SITE CONTEXT

4.1. Site Details

The proposed development site sits to the north of Armthorpe, a suburb of Doncaster and is located some 5km to the north east of the town centre. It is a greenfield site currently in arable use and has a total site area of almost 30 hectares. There is an existing field access approximately half way along the site frontage on Hatfield Lane. Hatfield Lane marks the western border of the site and is the main route into Armthorpe from the north.

An existing residential area joins the site to the south along Mercei Avenue while to the north the site boundary is formed by West Moor Link. West Moor Link, which joins the M18 at Junction 4 approximately 1km to the east, is a major radial route into Doncaster. Rands Lane forms the eastern border of the site and this is part of the West Moor Park employment area.

There are allotments in the south east corner of the site. These are outside the application boundary and are to be retained. Also outside the application boundary and abutting the allotments to the south east are a children's play area and a temporary site compound. The allotments, the play area and the site compound are all accessed from Mercei Avenue.

Further to the west and south of the site are the main urban areas of Doncaster and Bessacarr respectively. Further north are the smaller urban areas of Edenthorpe, Kirk Sandell, Dunsville, Hatfield and Stainforth. Areas to the east beyond the M18 are largely agricultural in nature.

4.2. Existing Public Transport, Pedestrian and Cycle Facilities

The proposed development site is currently served by two bus services. Routes 81 and 82, which are part of the Over Ground network operated by First, run between Doncaster town centre and Armthorpe. A route map and the relevant timetables are presented in Appendix C while the main features of both services are summarised in the table below.

Table 4-1: Summary of Routes 81 and 82 – Monday to Friday

Service	Frequency			First Bus	Last Bus
	AM Peak	PM Peak	Daytime		
Route 81	3	3	3	05:06	22:40
Route 82	3	3	3	06:53	23:30

Within Armthorpe Routes 81 and 82 travel on a loop in opposite directions before returning via a common route to Doncaster town centre via Intake. In Armthorpe Route 81 operates in a clockwise direction while Route 82 provides the same service in a counter clockwise direction. With both Routes operating at a 20-minute frequency, this effectively provides the residents of Armthorpe with a 10-minute service into Doncaster throughout the day. In the vicinity of the site both services operate on Hatfield Lane and Mercel Avenue. They also serve the West Moor Park Employment area, Armthorpe town centre and the primary and secondary schools situated on Mere Lane.

There are two pairs of bus stops located within comfortable walking distance of the site. One pair is on Mercel Avenue just to the east of Sycamore Avenue where a shelter is provided for westbound services. The other pair is on Hatfield Lane just to the south of Hawthorne Avenue and here there is a shelter provided for southbound services. There is also a bus turn around situated at the junction of Mercel Avenue and Rands Lane and this also benefits from a shelter. This stop is approximately 350 metres from the centre of the proposed employment development.

During the week Route 81 operates between 5am and 11pm and up until 6pm maintains a 20-minute frequency. During the evening the frequency reduces to between one or two buses per hour. Route 81 serves the West Moor Park employment area and as such is scheduled to provide for the needs of people working shifts with shift changeovers typically occurring at 6am, 2pm and 10pm.

Route 82 operates a similar service to Route 81 during the week although services begin operating approximately two hours later between 7am and 8am.

From then a 20-minute frequency is maintained until 6pm from when the frequency reduces to one service per hour until the last service between 11pm and midnight.

The operating schedules for Routes 81 and 82 are designed to complement one another so that during the week a 10-minute service is maintained between Armthorpe and Doncaster town centre. Routes 81 and 82 also operate on Saturday and Sunday. Saturday services operate a similar service pattern to the weekday schedule and although there is a reduced timetable on Sunday there are still up to four buses per hour between 9am, when the service begins, and 6pm. After 6pm an hourly service is maintained until around 11pm.

Trains serving Doncaster railway station, located in the town centre, provide opportunities for multi modal public transport journeys to and from Armthorpe. The station is served by several operators including, National Express East Coast trains, Northern Trains, Cross County Trains and First TransPennine Express. These operators provide regular daily services to a range of local, regional and national destinations including many suburbs of Doncaster, Sheffield, York and Leeds, and London, Glasgow and Edinburgh. Travel by train is possible for people travelling to and from Armthorpe because the 81 and 82 bus services depart from the Interchange, which is located immediately adjacent to the railway station. The scheduled journey time between Armthorpe and the Interchange varies between 20 minutes and half an hour.

When considering the distance over which walking is an effective mode of transport, PPG13 states that, *'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres'*.

A two-kilometre catchment from the centre of the site includes large parts of Armthorpe including the town centre and the West Moor Park Employment area. It also includes the residential area to the west of Hatfield Lane which is significant in that it contains the two closest schools to the site. The bus stops on Mercel Avenue and Hatfield Lane are also comfortably within the two-kilometre catchment.

The local road network provides a fully integrated system of footways that combine to provide direct and safe links to the facilities described in the paragraph above. There are footways on both sides of most roads in the built up area of Armthorpe. Street lighting is provided throughout and convenient crossing points including the provision of dropped kerbs are provided to encourage safe pedestrian behaviour. There is a pedestrian refuge on Hatfield Lane between Mercel Avenue and Hawthorne Avenue.

Cycling is an important mode of travel at the local level and is identified in PPG13 as having the potential to replace short car trips, especially those under five kilometres. Home to work trips are a particular target for local authorities seeking to encourage cycling as an alternative to car travel.

As well as the whole of Armthorpe, there are many areas that are within five kilometres of the site including large parts of the eastern suburbs of Doncaster, villages to the north including Edenthorpe, Kirk Sandall and Hatfield and areas to the south and east including, Auckley, Bessacarr, Branton, Cantley and Rossington. Local Transport Note 1/86 suggests an average cycling speed of 24.14km/h (15mph). With this assumption the site is a maximum of 20 minutes by bicycle from the localities listed above.

The local highway network within the vicinity of the site contains several advisory cycle routes and a traffic free cycle path that runs along the south side of West Moor Link to the Sainsbury's roundabout. The cycle facilities are presented on the Doncaster Cycling Map (4th Edition) published by DMBC.

4.3. Proposed Development

The part of the site being proposed for employment development covers an area of 10.67 hectares and is expected to deliver 240,000 sq.ft. (22,297m²) of mixed employment use in two separate units. The expectation is for both units to be occupied by B8 users (warehousing and distribution). However to retain an element of flexibility in terms of prospective occupiers it is assumed for assessment purposes that there will be an equal split between B1(c)/ B2 (light and general industry) and B8.

The number of employees in each unit will not be fixed until occupiers are finalised and their requirements in terms of the workforce are confirmed. However based on a study by Arup Economics & Planning for use by English Partnerships and the Regional Development Agencies (September 2001) an estimate of the size of the workforce based on different land use types can be provided. For the proposed development the relevant employment densities are 50 square metres per workspace for general warehousing and 34 square metres per workspace for general industry. Applying these densities to the proposed development would result in the following employee numbers. These figures are only indicative as occupiers have not been identified.

- Proposed B1(c)/ B2 development (11,149m²) – 328 employees
- Proposed B8 development (11,148m²) – 223 employees
- **Total – 551 employees**

The proposal is to access the employment development directly from West Moor Link by means of a left in/ left out junction. The form and location of the junction were agreed in principal with DMBC at the scoping meeting where it was also agreed that a deceleration lane and short length of single lane dualling would be provided to prevent the right turn out of the development.

The details of the floor area and number of car and HGV parking spaces for each unit are shown on the Site Layout Plan contained within Appendix B. Parking will not be permitted on the estate roads within the employment area and this will be stringently enforced by the Employment Park Travel Plan Co-ordinator.

In the event that one of the units remains unoccupied locked barriers will be provided to prevent unauthorised parking in either the car or HGV parking areas.

The occupiers will implement a parking management regime to ensure that the maximum permitted level of parking is not being exceeded. Each car park will also contain a certain allocation for the mobility impaired, car sharers and visitors and these spaces will be monitored on a daily basis to ensure that they are not being misused. Staff parking spaces will be allocated to ensure that only those employees with a guaranteed space arrive by car. Spaces will be allocated to

essential users in the first instance. Specific details of the parking management regime will be agreed with DMBC prior to occupation.

Focusing specifically on the buildings, two units of similar size are being proposed and these would effectively form an extension to the West Moor Park employment area which abuts the development site to the east

Unit 1 is the northernmost building on the site and has a proposed floor area of 120,000 sq.ft. (11,148m²). The floor area consists of a large warehouse and a small office located at the southern end of the building. The office will provide managerial and administrative support.

The main parking area is to the east of the office building and a total of 52 spaces are being proposed including 7 for the mobility impaired. These are conveniently located close to the office building. Access to the car park will be provided midway along the employment access road.

A cycle shelter will be provided and this is also conveniently located close to the office building. The shelter will be covered well-lit and secure. Showers will be provided within the building. Clear pedestrian routes will be provided within the site to ensure the safe movement of pedestrians through the car and HGV parking areas.

A dispatch yard is proposed along the eastern edge of the building and here 31 HGV parking spaces are proposed. A further 24 HGV spaces are proposed in an area to the east of the car park giving a total of 55 spaces. Access to the dispatch yard is taken from the eastern end of the employment access road. It will be controlled by a security gatehouse and is separate from the access to the car park.

Unit 2 also has a floor area of 120,000 (11,148m²) and as with Unit 1 the floor area consists of a large warehouse and a small office. The office, which is located in the north west corner, will provide managerial and administrative support.

The main parking area is to the east of the office building and a total of 52 spaces are proposed including 7 for the mobility impaired. These are conveniently located adjacent to the main office building. The dispatch yard for Unit 2 is to the south and east of the car park and in total 55 HGV parking spaces are proposed.

Access to the car park for Unit 2 is also midway along the employment access road where it forms a crossroads with the access to the car park for Unit 1. Access to the dispatch yard is controlled by a security gatehouse and as with Unit 1 is at the eastern end of the employment access road.

A cycle shelter will be provided and will be conveniently located adjacent to the office building. The shelter will be covered, well-lit and secure. Showers will be provided within the building. Clear pedestrian routes will be provided within the site to ensure the safe movement of pedestrians through the car and HGV parking areas.

There are several pedestrian routes that will link the employment area to the adjoining areas including three connections to the proposed residential development to the west. The first of these is just south of the main access from West Moor Link, the second is the road that links the employment and residential developments and the third is at the southern end of the development between the allotments and the cemetery.

The third route forms a part of the network of footways that link all parts of the development to the bus turn around at the eastern end of Mercel Avenue. These have been designed to minimise walk distances and an analysis of the distance to the nearest bus stops demonstrates that both employment units are within 400 metres of the bus turn around on Mercel Avenue. This is shown on the colour coded plan contained within Appendix D.

At a meeting with the South Yorkshire Passenger Transport Executive (SYLTE) it was agreed on the basis that Bus Routes 81 and 82 offer a frequent and comprehensive service (every 10 minutes during the day into Armthorpe and Doncaster town centre), passengers may be more inclined to accept walk distances that are longer than the typical 400 metre threshold. Accordingly

SYLTE indicated that it would not be appropriate to divert Routes 81 and 82 into the site and that the development could utilise existing bus stops on Mercel Avenue and Hatfield Lane providing that these are linked to the development by high quality pedestrian routes that are both direct and well-lit.

5. DELIVERING THE PLAN

5.1. Travel Plan Co-ordinator

The Developer will appoint an Employment Park Travel Plan (EPTP) Co-ordinator for the proposed development. The role of the EPTP Co-ordinator will last for a period of not less than five years from full occupation of the development.

Once the official role of the EPTPC ends, the responsibility to maintain the Travel Plans will be passed to the individual co-ordinators. After five years they will be familiar with the role and as a minimum they would be expected to maintain the travel plan website, promote and operate the car sharing scheme, organise and report the monitoring schedule (for a period to be agreed with DMBC) and hold annual meetings with DMBC to review the Travel Plan and agree ways in which it could be improved.

The EPTP Co-ordinator will have the support of senior management of the Developer and will have the authority to implement the Strategic Travel Plan. Wherever practicable, the EPTP Co-ordinator will liaise with co-ordinators serving other employment parks in the area to investigate the potential for joint initiatives.

The EPTP Co-ordinator will be responsible for liaising with new occupiers to pass on the details and objectives of the Strategic Travel Plan. Contact will be made with new companies prior to occupation and if required assistance will be provided to initiate the detailed Travel Plans.

In the first instance, the Developer proposes to nominate URS Corporation Ltd. to fulfil the EPTP Co-ordinator role. The role will start no later than six months prior to first occupation and will continue for five years following full occupation.

Each individual Occupier will also be required to appoint a Travel Plan Co-ordinator, who with the support of senior management will have the authority to implement the Travel Plan for their company. This requirement will either be secured by condition or as part of the Section 106 Agreement.

The Travel Plan Co-ordinators for each individual company will be based on site and their contact details will be provided to DMBC and the EPTP Co-ordinator. Each individual Travel Plan Co-ordinator will be required to become a member of the Travel Plan Committee with responsibility for site-wide initiatives to help generate ideas and assist in implementing the Plan. The Committee will normally be chaired by the EPTP Co-ordinator.

The Travel Plan Committee will meet at least once a year with representatives of DMBC and the Highways Agency to review progress in achieving the objectives of the Travel Plans and consider actions, which may be necessary. If targets are not being met and a need for corrective action is identified the Travel Plan Committee may meet more regularly. Targets will only be modified with prior written agreement of DMBC in consultation with the HA.

The EPTP Co-ordinator will also develop links with the Travel Plan Co-ordinator at the residential development through invitations to all formal and informal meetings. This will help to maximise the potential for joint initiatives and to ensure that the measures being provided at both sites complement one another.

In summary the EPTPC will have a strategic role with overall responsibility for the development and continual promotion of the sustainable transport initiatives at the site. Specific responsibilities of the EPTPC will be to:

- liaise with co-ordinators serving other employment parks in the area to investigate the potential for joint initiatives;
- liaise with new occupiers to pass on details of the Strategic Travel Plan;
- normally chair the Travel Plan Committee;
- develop links with the co-ordinator of the residential development to maximise the potential for joint initiatives;
- administer the overall monitoring framework for the site as a whole; and
- implement and update the Travel Plan website.

By contrast each individual co-ordinator will be responsible for organising, delivering and reporting the detailed aspects of their own Travel Plan. For instance the individual co-ordinators will:

- be responsible for the monitoring of the progress achieved by their own companies and reporting this to the Travel Plan Committee;
- be responsible for the creation and maintenance of a database of car sharers within their own company;
- provide guaranteed and convenient spaces for car sharers;
- provide an emergency 'get you home' service;
- promote Car Share South Yorkshire;
- provide practical advice on car sharing; and
- provide spaces on general notice boards for potential car sharers to communicate.

There are certain other roles that will have dual responsibility and at this stage it is best not to be too prescriptive about the roles, as once the occupiers are in situ it will soon become apparent who is best placed to provide individual functions. Responsibilities may also switch between the EPTPC and the individual co-ordinators depending upon workload and availability. The important thing is to ensure that the funds are in place to provide all the necessary measures to fulfil the co-ordinator role regardless of who provides it. This will be secured through the Hatfield Lane Travel Plan Account with the amount being agreed with DMBC prior to the signing of the Section 106 Agreement or will be a condition of tenancy upon future occupiers. The EPTP Co-ordinator and individual Co-ordinators will therefore be jointly responsible for:

- Securing the commitment and support of senior management, other employees and union representatives (where applicable);
- Promoting the objectives and benefits of the Travel Plan;

- Administering and promoting the car sharing scheme;
- Assisting with the establishment of clear, realistic and monitorable targets for the use of alternative modes of travel;
- Monitoring the success of the travel policy against the targets;
- Providing feedback to the Occupiers on the success of the Plan; and
- Acting as the point of contact for information and for exchanging ideas and best practice with other organisations including the EPTP Co-ordinator.

The individual Travel Plan Co-ordinators will be responsible for the monitoring of the progress achieved by their own companies and reporting this to the Travel Plan Committee. The nature of the monitoring process will be developed on occupation and set out in individual Travel Plan's, although the EPTP Co-ordinator will administer the overall monitoring framework for the site as a whole. Monitoring is expected to consist of an independent vehicle counting mechanism at each occupied unit.

5.2. Travelling by Car

In recognition of the fact that travelling by car is sometimes the only realistic option, particular attention will be given to the encouragement of car sharing. A database of car sharers will be created and employees at the site will be encouraged to submit their names for car sharing on occupation. All new employees will be given the opportunity to join the scheme and the database will be reviewed on a regular basis to ensure it is kept up to date. The database will identify individual travel patterns and make the opportunity for car sharing more visible.

The location of the site also provides the opportunity to extend the car sharing database to include existing businesses in West Moor Park and where practicable this opportunity will be explored.

The individual Travel Plan Co-ordinators will be responsible for the creation and maintenance of a database of car sharers within their own company. the EPTP Co-ordinator will explore with individual Travel Plan Co-ordinators the potential to

create a supplementary database that includes other businesses at West Moor Park.

There is also an established car sharing scheme in the area called Car Share South Yorkshire. This scheme is part of the national Liftshare network and is supported by the councils of Barnsley, Doncaster, Rotherham and Sheffield and by the South Yorkshire Passenger Transport Executive. Individuals can register as a member and provide their journey details on the website for free. This will provide scope for car sharing to take place with individuals employed at other locations.

To maximise the potential for car sharing at the proposed development the following measures will be undertaken by the individual Travel Plan Co-ordinators unless otherwise indicated.

- Maintenance of a database of car sharers, including postcode and shift patterns; the potential to expand the database to include other businesses at West Moor Park will be explored; this would provide a more comprehensive database and maximise the possibility of making car sharing more viable for some people;
- Provide guaranteed and convenient spaces for car sharers;
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff not travelling to work in their own car;
- Promote Car Share South Yorkshire and provide the website address and details of membership registration to employees;
- Provide practical advice on car sharing;
- Promote the potential financial savings that employees will make by sharing their car;
- Provide space on general notice boards for potential car sharers to communicate; and
- Agree clear and realistic targets for car sharing.

The Occupiers will be encouraged to offer incentives to those who participate in the car-sharing scheme.

Car parks will also be laid out to provide allocated spaces for those who participate in the car sharing scheme. These will be conveniently located close to the main entrance and will be monitored on a daily basis to ensure compliance with the scheme. The number of spaces set aside for car sharers will be confirmed once Occupiers are identified when there will be greater certainty on the number of employees likely to participate in the scheme. However as a minimum the number of spaces allocated to car sharers will be five per cent of the total parking provision at each unit.

The opportunity will exist for the number of car sharing spaces to increase in the event that a higher number of employees join the car sharing scheme than was expected at the outset. This would be achieved by converting general spaces into allocated spaces for car sharers.

5.3. Public Transport

At a meeting with the SYPTTE to discuss public transport provision, it was agreed that the development could be served by existing services operating on Hatfield Lane and Mercel Avenue. Routes 81 and 82 offer a frequent and comprehensive service and the three employment units are considered to be within acceptable walking distance of the closest bus stops.

It was also agreed at the meeting that the bus stops will be linked to the development by high quality pedestrian routes that are both direct and well-lit. Where appropriate it was also agreed that existing bus stops will be upgraded which could include the provision of shelters where they are not already provided and the provision of level boarding facilities to enhance accessibility.

Real time information will be provided within each employment unit if this information is readily available from either DMBC or SYPTTE. The information will be displayed in reception areas and other communal areas as appropriate.

The SYPTTE also indicated that travel advisors are now available who can assist in developing personalised travel plans. Salary sacrifice to assist in the

purchasing of public transport ticketing products is one example of where advice and incentives can be provided and occupying companies will be encouraged to make this initiative available to all employees.

The Travel Plan Co-ordinators will:

- Publicise existing local transport services and travel information for staff;
- Provide details for internet access of public transport information and identify sites that have local information;
- Where practicable provide access to real time bus information;
- Produce maps showing recommended walking routes from local bus stops;
- Encourage Occupiers to participate in a salary sacrifice scheme to assist in the purchase of ticketing products;
- Encourage Occupiers to provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff travelling by public transport.

5.4. Personal Travel Planning

It is recognised that Personal Travel Planning techniques, in which individuals receive customised advice tailored to their journey needs, can encourage more sustainable travel patterns. A new development provides an opportunity to offer personal travel advice during the early stages of occupation. At this point, new travel habits are being established and information about services and facilities in the area are essential to achieving sustainable travel choices. The EPTPC will encourage all new employees to participate in personal travel planning upon occupation.

5.5. Cycling

As part of the development of the site, the following will be provided on occupation of the new buildings:

- Secure and well lit cycle parking facilities for employees; and
- Changing/showering facilities.

As stated previously, the number of cycle spaces will be in accordance with the most up to date guidance from DMBC (currently the UDP) and their location will be finalised once individual Occupiers and hence site layouts are confirmed.

In addition, in order to encourage cycling, the following measures will be considered:

- Set up a bicycle user group;
- Promote "bike to work" days;
- Provide interest free loans or subsidies for employees to purchase a bicycle;
- Publicise the health benefits of cycling; and
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff travelling to work by bicycle.

5.6. Walking

To encourage walking the following actions will be undertaken:

- Publicise the health benefits of walking;
- Produce maps showing recommended walking routes from local bus stops and nearby residential areas; and
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff walking.

5.7. Travel Plan Website

One of the most important aims of a detailed Travel Plan is to provide information to staff and visitors of the alternatives to using the car on their own to travel to the site. In order to provide detailed information in an easy to use and accessible format, the EPTP Co-ordinator will be responsible for implementing and updating the website, which will include the following:

- Travel Plan news;
- Information on Travel initiatives;

- Public transport timetable information and links to public transport ticket ordering websites;
- Details of safe walking and cycling routes to the site;
- Portal to the site's car sharing database;
- A link to the Car Share South Yorkshire website;
- Links to shopping at work websites;
- Links to local cycling groups; and
- Details of flexible working practices including examples and potential benefits; and
- Details of local taxi companies and if appropriate, links to their websites.

This information will be available to staff through their computer terminals and, where appropriate, via communal IT facilities located in reception or rest areas. A communal IT facility would also offer the opportunity for visitors to obtain information on sustainable travel to the site. Beyond five years, if the role of the EPTPC Co-ordinator no longer exists, it will be the responsibility of the individual Travel Plan Co-ordinators to maintain the website.

5.8. New Employees

The Occupiers of the proposed development will make known the existence of the Travel Plan to all new employees who will be issued with an induction pack on or before the first day of working at the site and will be encouraged to submit their names to the car sharing scheme. The induction pack will include details of the Travel Plan and information on sustainable travel. The EPTPC will be responsible for assembling all the relevant information to be included in the induction packs. Individual co-ordinators will have the opportunity to review the information and add any information that is company specific.

6. TARGETS

One of the prime objectives of an active Travel Plan is to set clear and realistic targets. This will be achieved through the Occupiers of the site undertaking a travel survey of all its employees prior to occupation. The travel survey will provide the baseline information from which mode share targets can be established. A summary of the main findings will be available within three months of completion of the survey.

Once the results of the travel survey are known the target will be reviewed for the number of employees travelling to work as single occupancy car drivers. In setting the targets a balance will need to be struck between local circumstances, including likely employee residence locations, public transport accessibility and the achievability of each target. The targets will be set in consultation with DMBC and will be included within the final Travel Plan produced by each occupier and relate to the targets set out in this document.

At this stage an indicative target has been set to ensure that there is a commitment from the developer and the Occupiers to achieve a reduction in single occupancy car trips. This target will be reviewed once the results of the travel survey are known.

The target has been informed by the mode split information, which is included in the Transport Assessment. Table 6-1 displays the initial modal split and the target modal split for the proposed development. Over the first five years of occupation the target is to achieve a 10% reduction in single occupancy car trips measured against the initial modal split. After this point these levels will at least be maintained unless a new target is agreed with DMBC.

Table 6-1: Initial and Target Modal Splits for the Proposed Development

Mode of Travel	Initial Modal Split	Target Modal Split
Car Driver	71.80%	64.60%
Car Passenger	8.10%	10.20%
Bus	4.90%	6.10%
Motorcycle	0.40%	0.50%
Bicycle	3.40%	4.30%
On Foot	11.40%	14.30%
Total	100%	100%

The initial modal split indicates a reliance on single occupancy car trips for journeys to work. The target modal split proposes a reduction in single car occupancy trips and a redistribution of the methods of journeys to work to show an increase in the use of sustainable modes of transport. This target will be achieved through measures including those outlined in Section Five above.

Occupiers will be required to provide detailed modal targets for their employees' travel to work, within their individual company travel plans. This will allow each individual plot the required level of flexibility and at the same time provide assurance that the overall trip generation assumptions will not be exceeded. This will be secured through the Section 106 Agreement.

To provide a trigger for appropriate corrective action an upper threshold has been set based on the target trip rates presented in the Transport Assessment. The trip rates plus the maximum permissible level of trip generation to each unit is presented in the tables below. To maintain an element of flexibility in terms of prospective occupiers, three options are presented:

Option 1 – Both units occupied by B1(c)/ B2 uses;

Option 2 - Both units occupied by B8 uses; and

Option 3 - One unit occupied by B1(c)/ B2 and one by B8.

The level of trip generation relates to the number of cars arriving at and departing from each unit during the traditional peak hours (8am to 9am and 5pm to 6pm). The procedure for monitoring is set out in the following section.

Table 6-2: Peak Hour Baseline and Target Trips – Cars Only

Option	AM Peak Baseline		PM Peak Baseline		AM Peak Target		PM Peak Target	
	Arrs.	Deps.	Arrs.	Deps.	Arrs.	Deps.	Arrs.	Deps.
1	116	21	15	108	105	18	14	98
2	25	6	8	25	21	6	8	21
3	70	14	12	68	64	12	11	60

Should either or both of the units be developed for B8 purposes, very low peak hour flows are predicted and an increase in flows as low as five vehicles per hour could lead to the thresholds being exceeded. This could occur as a result of daily variations in traffic flows. Therefore, before any corrective measures are considered, the level of activity at the units developed for B8 uses should be viewed in the light of the collective performance of both units on the site rather than focusing on a single unit in isolation. The peak hour thresholds not to be exceeded are therefore the combination of the individual unit performance and the site as a whole.

In the event that observed traffic flows exceed the figures given above during the five years beginning with the first occupation of units on the development, then the actions described in the following section will be taken.

7. MONITORING, REVIEW AND RESOURCING

Upon occupation for trading purposes of the first unit on the application site, the Developer will deposit with DMBC a sum of money to be placed in a separate interest bearing account. The amount will be agreed with DMBC prior to the signing of the Section 106 Agreement. This account is to be designated the Hatfield Lane Travel Plan Account (HLTPA). Drawings from the account will require the authority of a specified officer of DMBC and the EPTP Co-ordinator.

The HLTPA will be applied as follows:-

- (i) to cover the costs required for annual trip monitoring;
- (ii) Costs associated with the annual staff travel surveys;
- (iii) For measures to be introduced in the event that the peak hour trips specified in section 6 above are exceeded.

It is important that each Travel Plan is monitored on a regular basis to ensure that the key objectives are being met; that each Travel Plan evolves to adapt to changing circumstances; and that realistic targets are being set. The success of the actions contained within the Travel Plans can also be reviewed and modified as necessary.

The staff travel survey carried out prior to occupation will be repeated on an annual basis in order to measure the success of the Travel Plans and the progress achieved towards the targets. The organisation of the surveys will be the responsibility of the EPTPC in consultation with each individual Travel Plan Co-ordinator and the results, and if appropriate the need for any corrective action, will be discussed with DMBC, the Highways Agency and with the Travel Plan Committee. Results of the travel survey will be displayed in communal areas for the interest of employees. Costs associated with the annual staff travel surveys will be met by the HLTPA.

Vehicle counts will also be undertaken on an annual basis to assess performance against the trip generation thresholds set out in Section 6. The

expectation is that DMBC will undertake the traffic surveys with the cost being met by the HLTPA.

The results of the staff travel survey and the vehicle monitoring can then be used to modify the targets and actions contained within the Travel Plans to ensure that each Travel Plan is an ongoing process. By continually reviewing the Plans it will help to develop and improve them and ensure that the measures introduced are consistent with the Occupiers requirements. Any modification to targets would be subject to prior written agreement of DMBC in consultation with the HA.

Monitoring will continue for a five year period from occupation of each unit and the Occupiers will prepare a report on an annual basis summarising the main findings from the monitoring and identifying the main issues that have arisen during the previous year. Results of the monitoring process will be displayed in communal areas at the site for the interest of employees and will be shared with DMBC and the HA.

The monitoring process will be agreed and carried out in consultation with DMBC and the EPTP Co-ordinator. Monitoring will take place within six months of occupation and then at regular intervals to be agreed between all interested parties.

The EPTP Co-ordinator will also prepare an annual review of performance against targets for the development as a whole. The review will be issued to all Travel Plan Co-ordinators and to the sustainable travel contact at DMBC. The review will, where appropriate, include revised targets for the use of sustainable transport to reflect changing patterns of work and transport options.

In the event that the targets in section 6 above are not being met the following will apply:

- An action plan will be prepared by the individual Travel Plan Co-ordinator of the company that is not meeting the targets;

- This will then be discussed with the EPTP Co-ordinator prior to meeting with DMBC within two months of the review being issued to the sustainable travel contact at DMBC;
- The need for an additional monitoring survey to assess the effectiveness of the agreed action plan will be discussed with DMBC

In consultation with the Travel Plan Committee referred to in section 5.1 drawings may be made from the HLTPA to fund measures to achieve the objectives of the Travel Plans.

If as the result of monitoring additional measures are required to achieve the targets set out in the Travel Plans further drawings may be authorised from the HLTPA to meet or contribute towards the cost of measures such as:

- The provision of subsidies for public transport users;
- The provision of incentives to encourage registration to the car sharing scheme; and
- The provision of additional cycle parking should a demand be identified;

Any funds remaining in the Travel Plan Account after the 5-year period commencing with occupation of the last unit on the application site will be returned to the Developer.

In the event that the implementation of additional measures is not working and targets are still being exceeded the Travel Plan Co-ordinator will organise a more detailed survey to examine attitudes and influences that are preventing a shift to sustainable travel modes. This will allow the introduction of more focused measures that may include a reduction in the level of parking provision and/ or an adjustment to working practices. Incentives specifically targeted at problem areas may also be introduced. The implementation of any corrective measures will be funded by the HLTPA.

In summary the role of the EPTPC will be to oversee the monitoring and review process and to offer guidance and support where necessary. One of the specific

roles of the EPTPC will be to prepare an annual review of performance against targets for the development as a whole. The review will, where appropriate, include revised targets for the use of sustainable transport to reflect changing patterns of work and transport options. The EPTPC will also be responsible for liaising with the sustainable travel contact at DMBC to discuss the performance of the Travel Plan and where necessary to agree the need and nature of any corrective actions. The EPTPC will be responsible for organising the traffic counts and annual travel surveys in consultation with the individual Travel Plan Co-ordinators.

8. OCCUPIER EXPECTATIONS

This STP provides a framework within which the occupiers of each of the units will produce detailed Travel Plans and co-operate with each other in order to create sustainable transport patterns for the site as a whole. The STP will secure a co-ordinated approach to transport policy and will provide occupiers with the standards that will be required of them.

The implementation of the STP will be secured through a Section 106 Agreement, the obligations of which will be imposed on all future occupiers.

The measures which the occupying companies will be required to perform are summarised below:

- To appoint a Travel Plan Co-ordinator to be responsible for the monitoring of the progress achieved by their own company and reporting this to the Travel Plan Committee;
- To encourage membership of the car sharing scheme and if appropriate offer incentives to join the scheme;
- To ensure that all new employees are issued with an induction pack on or before the first day of working advising on the package of measures that are available to encourage travel by sustainable modes;
- To encourage flexible working hours and where practicable provide facilities to enable employees to work from home;
- To encourage the use of electronic network systems to disseminate information on sustainable travel opportunities amongst their staff;
- To encourage the use of teleconferencing to reduce the need for work related journeys;
- To organise, administer and report the annual travel survey and vehicle counts and where appropriate amend targets in consultation with DMBC; and
- Assess the need for any corrective action in the event that targets are not being met.

9. TIMESCALES

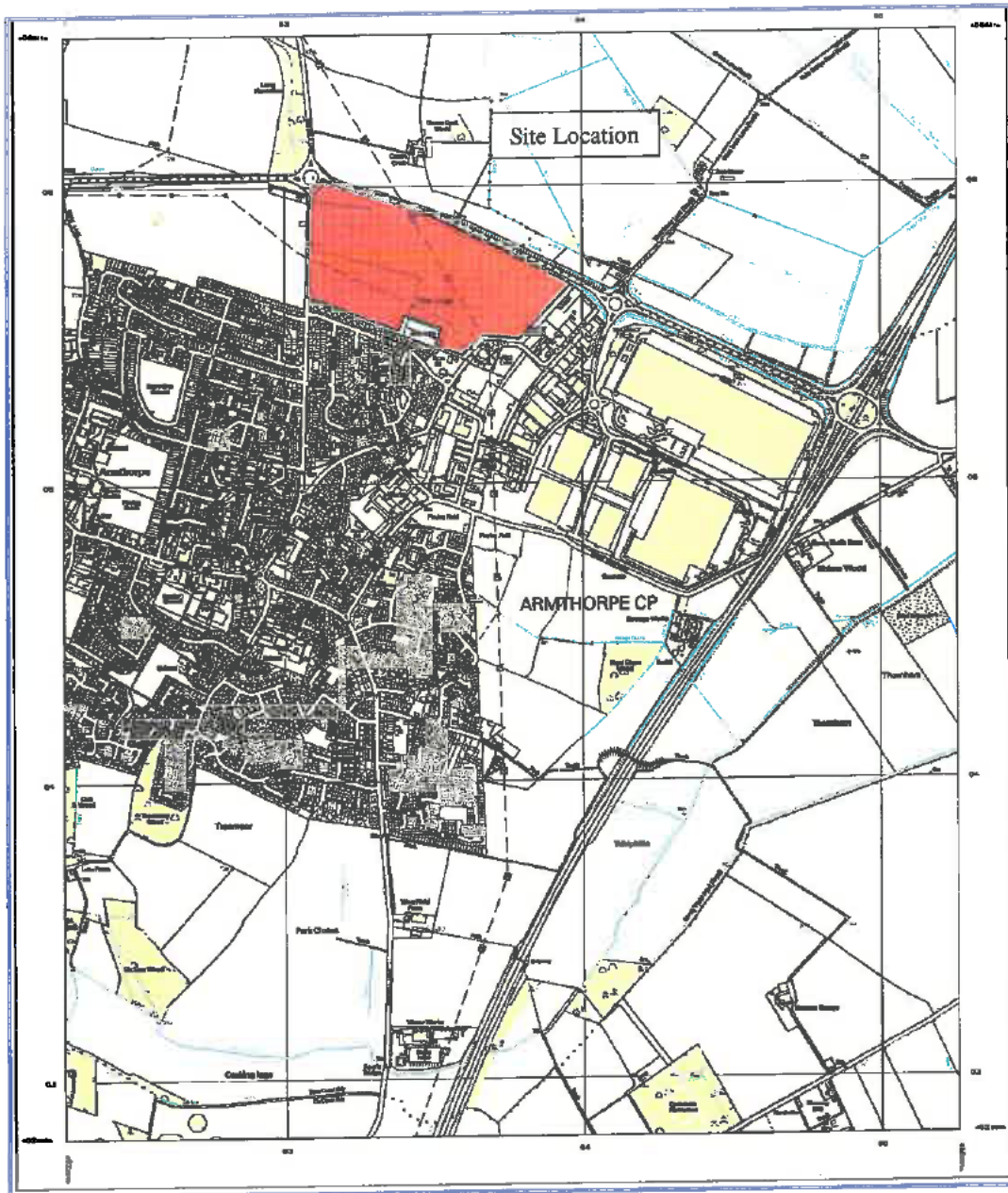
Although the Occupiers of the site are not yet known, an outline timetable for the production and ongoing monitoring and review of each Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown in Table 9-1 below.

Table 9-1: Travel Plan Timetable

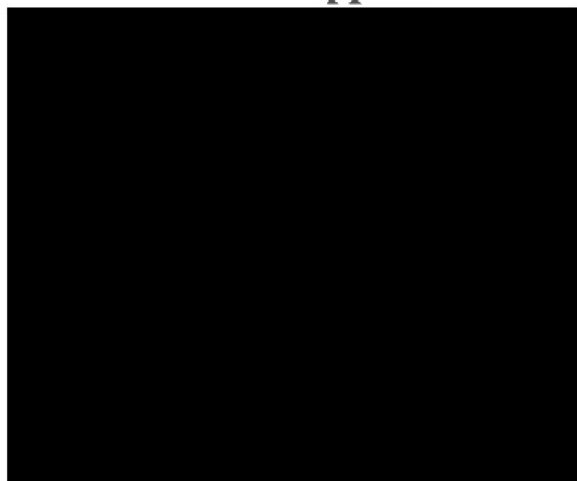
Action	Timescale
Appoint Travel Plan Co-ordinators	Prior to Occupation
Undertake staff travel surveys	Prior to Occupation
Produce baseline staff travel information	3 months after Occupation
Develop Travel Plan in consultation with DMBC and STP Co-ordinator	4 months after Occupation
Finalise and adopt Travel Plans	6 months after Occupation
Monitor success of Travel Plans actions and progress towards targets. Amend Travel Plans if necessary	Ongoing following adoption of Travel Plans; monitoring intervals to be agreed in consultation with DMBC and EPTP Co-ordinator
Undertake staff travel surveys to measure success of Travel Plans and discuss findings with DMBC and EPTP Co-ordinator. Review Travel Plans and amend if necessary	Ongoing. Every 12 months following adoption of Travel Plans

As with all elements of the Travel Plan process, these timescales are not prescriptive, but should be modified according to circumstances to ensure that they allow the end occupiers to produce Travel Plans that benefit their company and all employees, and remains relevant throughout.

Appendix A – Site Location Plan

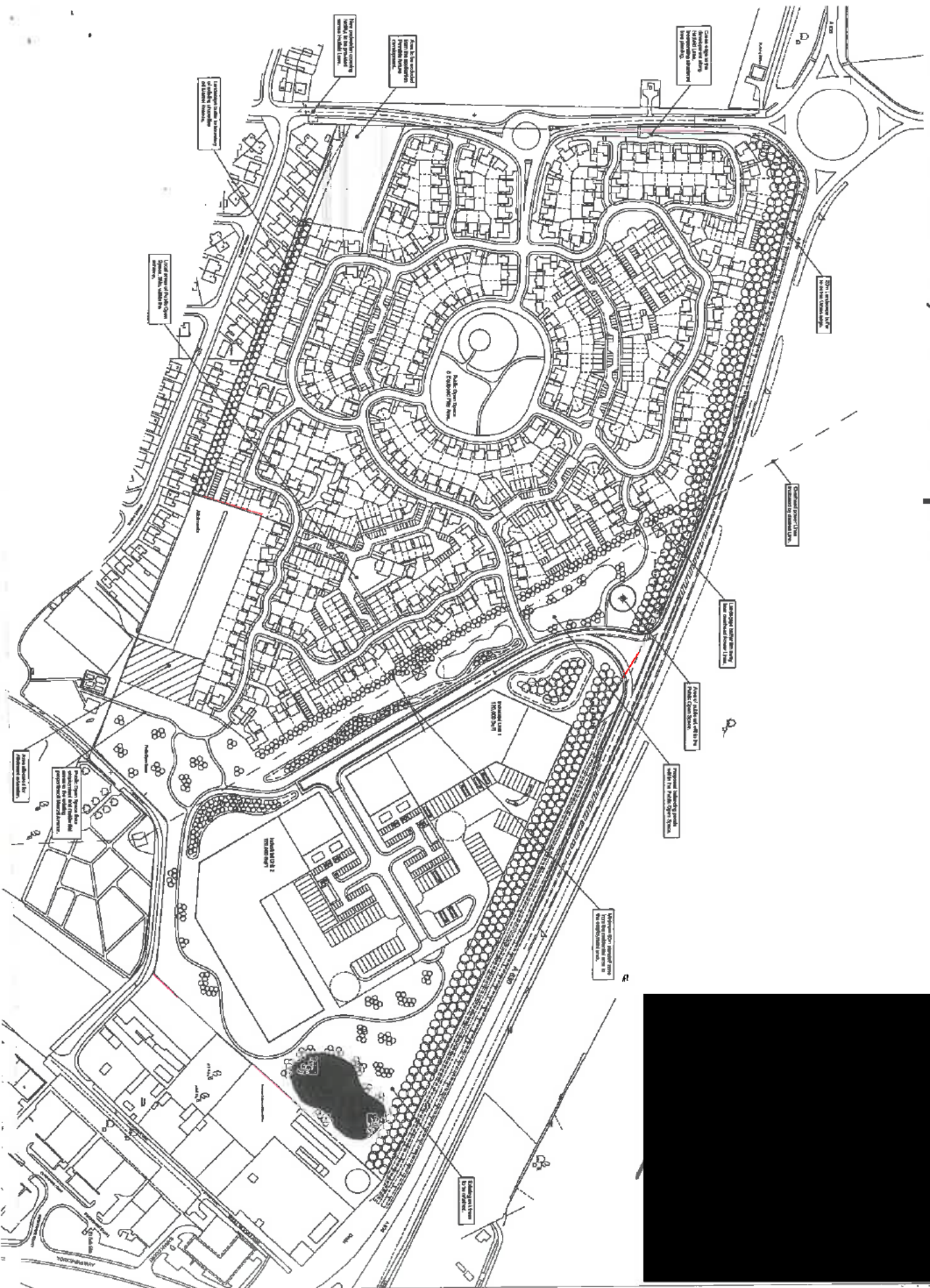


Appendix A – Site Location Plan



Appendix B — Site Layout Plan

Hatfield Lane, Armthorpe.



PROPOSED INFANTIVE SITE
L1 (N1)

Proposed Hatfield Lane & Greenfield
Development, Hatfield Lane, Armthorpe

Scale: 1:1000

Author: [Name]

Date: [Date]

Project No: [Number]

North Arrow

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Appendix C – Details of Bus Services

Timetables for Service Number: 81/82



Mondays To Fridays
Valid from: 25/04/2010
Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular**
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular**
Via Doncaster Royal Infirmary

Service No.:	81	81	81	81	81	82	81	82	81	82	81	82	81	82	81	
Notes:																
Doncaster Frenchgate Interchange [B4]	---	0520	0535	0555	0615	---	0645	---	0705	---	0725	---	0745	0755	0805	
Doncaster Royal Infirmary	---	0528	0544	0604	0624	---	0655	---	0715	---	0735	---	0755	0805	0815	
Armthorpe, Briar Road	---	---	---	---	---	---	---	---	---	---	---	---	---	0814	---	
Armthorpe, Roundabout	0506	0536	0553	0613	0633	0653	0705	0718	0725	0738	0745	0758	0805	0818	0825	
West Moor Park Industrial Estate arr	0511	0541	0559	0619	0640	0702	0712	0727	0732	0747	0752	0807	0812	0827	0832	
West Moor Park Industrial Estate dep	0511	0541	0601	0621	0643	0705	0715	0730	0735	0750	0755	0810	0815	0830	0835	
Armthorpe, Roundabout	0519	0549	0609	0629	0652	0712	0724	0737	0744	0757	0804	0817	0824	0837	0844	
Armthorpe, Briar Road	0522	0552	0612	0632	0655	---	0727	---	0747	---	0807	---	0827	---	0847	
Doncaster Royal Infirmary	0530	0600	0620	0641	0704	0721	0736	0746	0758	0808	0818	0828	0838	0848	0858	
Doncaster Frenchgate Interchange	0542	0612	0632	0654	0717	0734	0749	0802	0814	0824	0834	0844	0854	0904	0914	

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82	
Notes:																
Doncaster Frenchgate Interchange [B4]	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035	
Doncaster Royal Infirmary	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035	1045	
Armthorpe, Briar Road	0834	---	0854	---	0914	---	0934	---	0954	---	1014	---	1034	---	1054	
Armthorpe, Roundabout	0838	0845	0858	0905	0918	0925	0938	0945	0958	1005	1018	1025	1038	1045	1058	
West Moor Park Industrial Estate arr	0847	0852	0907	0912	0927	0932	0947	0952	1007	1012	1027	1032	1047	1052	1107	
West Moor Park Industrial Estate dep	0850	0855	0910	0915	0930	0935	0950	0955	1010	1015	1030	1035	1050	1055	1110	
Armthorpe, Roundabout	0857	0904	0917	0924	0937	0944	0957	1004	1017	1024	1037	1044	1057	1104	1117	
Armthorpe, Briar Road	---	0907	---	0927	---	0947	---	1007	---	1027	---	1047	---	1107	---	
Doncaster Royal Infirmary	0908	0916	0926	0936	0946	0956	1006	1016	1026	1036	1046	1056	1106	1116	1126	
Doncaster Frenchgate Interchange	0921	0929	0939	0949	0959	1009	1019	1029	1039	1049	1059	1109	1119	1129	1139	

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81	
Notes:																
Doncaster Frenchgate Interchange [B4]	1045	1055	1105	1115	1125	1135	1145	1155	1205	1215	1225	1235	1245	1255	1305	
Doncaster Royal Infirmary	1055	1105	1115	1125	1135	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	
Armthorpe, Briar Road	---	1114	---	1134	---	1154	---	1214	---	1234	---	1254	---	1314	---	
Armthorpe, Roundabout	1105	1118	1125	1138	1145	1158	1205	1218	1225	1238	1245	1258	1305	1318	1325	
West Moor Park Industrial Estate arr	1112	1127	1132	1147	1152	1207	1212	1227	1232	1247	1252	1307	1312	1327	1332	
West Moor Park Industrial Estate dep	1115	1130	1135	1150	1155	1210	1215	1230	1235	1250	1255	1310	1315	1330	1335	
Armthorpe, Roundabout	1124	1137	1144	1157	1204	1217	1224	1237	1244	1257	1304	1317	1324	1337	1344	
Armthorpe, Briar Road	1127	---	1147	---	1207	---	1227	---	1247	---	1307	---	1327	---	1347	
Doncaster Royal Infirmary	1136	1146	1156	1206	1216	1226	1236	1246	1256	1306	1316	1326	1336	1346	1356	
Doncaster Frenchgate Interchange	1149	1159	1209	1219	1229	1239	1249	1259	1309	1319	1329	1339	1349	1359	1409	

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82	
Notes:																
Doncaster Frenchgate Interchange [B4]	1315	1325	1335	1345	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	
Doncaster Royal Infirmary	1325	1335	1345	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	
Armthorpe, Briar Road	1334	---	1354	---	1414	---	1434	---	1454	---	1514	---	1536	---	1556	
Armthorpe, Roundabout	1338	1345	1358	1405	1418	1425	1438	1445	1458	1505	1518	1527	1540	1547	1600	
West Moor Park Industrial Estate arr	1347	1352	1407	1412	1427	1432	1447	1452	1507	1512	1528	1535	1550	1555	1610	
West Moor Park Industrial Estate dep	1350	1355	1410	1415	1430	1435	1450	1455	1510	1515	1533	1540	1555	1600	1615	
Armthorpe, Roundabout	1357	1404	1417	1424	1437	1444	1457	1504	1517	1524	1540	1549	1602	1609	1622	
Armthorpe, Briar Road	---	1407	---	1427	---	1447	---	1507	---	1527	---	1552	---	1612	---	
Doncaster Royal Infirmary	1406	1416	1426	1436	1446	1456	1506	1516	1526	1536	1549	1601	1611	1621	1631	
Doncaster Frenchgate Interchange	1419	1429	1439	1449	1459	1509	1519	1529	1539	1549	1602	1614	1624	1634	1644	

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81	
Notes:																
Doncaster Frenchgate Interchange [B4]	1545	1555	1605	1615	1625	1635	1645	1655	1705	1715	1725	1735	1745	1755	1810	
Doncaster Royal Infirmary	1555	1605	1615	1625	1635	1645	1655	1705	1715	1725	1735	1745	1755	1805	1820	
Armthorpe, Briar Road	---	1616	---	1636	---	1656	---	1716	---	1736	---	1754	---	1814	---	
Armthorpe, Roundabout	1607	1620	1627	1640	1647	1700	1707	1720	1727	1740	1747	1758	1805	1818	1830	
West Moor Park Industrial Estate arr	1615	1630	1635	1650	1655	1710	1715	1730	1735	1750	1754	1807	1812	1827	1836	
West Moor Park Industrial Estate dep	1620	1635	1640	1655	1700	1715	1720	1735	1740	1753	1757	1810	1815	1830	1838	
Armthorpe, Roundabout	1629	1642	1649	1702	1709	1722	1729	1742	1749	1800	1806	1817	1824	1836	1846	
Armthorpe, Briar Road	1632	---	1652	---	1712	---	1732	---	1752	---	1809	---	1827	---	1849	
Doncaster Royal Infirmary	1641	1651	1701	1711	1721	1731	1741	1751	1801	1809	1818	1826	1836	1844	1857	
Doncaster Frenchgate Interchange	1654	1704	1714	1724	1734	1744	1754	1804	1814	1822	1831	1839	1848	1856	1909	

Service No.:	82	81	82	81	82	81	82	81	82	81	82
Notes:											
Doncaster Frenchgate Interchange [B4]	1825	1840	1910	1940	2010	2040	2110	2140	2210	2240	2330
Doncaster Royal Infirmary	1835	1849	1919	1949	2019	2049	2119	2149	2219	2249	2339
Armthorpe, Bnir Road	1843	---	1927	---	2027	---	2127	---	2227	---	2347
Armthorpe, Roundabout	1847	1858	1931	1958	2031	2058	2131	2158	2231	2258	2351
West Moor Park Industrial Estate arr	1855	1904	1939	2004	2039	2104	2139	2204	2239	2304	2359
West Moor Park Industrial Estate dep	1857	1906	1941	2006	2041	2106	2141	2206	2241	2306	0001
Armthorpe, Roundabout	1903	1914	1947	2014	2047	2114	2147	2214	2247	2314	0007
Armthorpe, Briar Road	---	1917	---	2017	---	2117	---	2217	---	---	---
Doncaster Royal Infirmary	1911	1925	1955	2025	2055	2125	2155	2225	2255	---	---
Doncaster Frenchgate Interchange	1923	1937	2007	2037	2107	2137	2207	2237	2307	---	---

Timetables for Service Number: 81/82



Saturdays

Valid from: 25/04/2010

Valid to: 24/07/2010

- 81 Doncaster - Armthorpe Circular
Via Doncaster Royal Infirmary
- 82 Doncaster - Armthorpe Circular
Via Doncaster Royal Infirmary

Service No.:	81	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	---	---	---	---	---	0700	---	0730	0745	0800	0815	0825	0835	0845	0855
Doncaster Royal Infirmary	---	---	---	---	---	0709	---	0739	0755	0810	0825	0835	0845	0855	0905
Armthorpe, Briar Road	---	---	---	---	---	---	---	---	0804	---	0834	---	0854	---	0914
Armthorpe, Roundabout	0506	0606	0633	0648	0703	0718	0736	0748	0808	0820	0838	0845	0858	0905	0918
West Moor Park Industrial Estate arr	0511	0611	0641	0654	0711	0724	0744	0755	0817	0827	0847	0852	0907	0912	0927
West Moor Park Industrial Estate dep	0511	0611	0643	0656	0713	0726	0746	0758	0820	0830	0850	0855	0910	0915	0930
Armthorpe, Roundabout	0519	0619	0649	0704	0719	0734	0753	0807	0827	0839	0857	0904	0917	0924	0937
Armthorpe, Briar Road	0522	0622	---	0707	---	0737	---	0810	---	0842	---	0907	---	0927	---
Doncaster Royal Infirmary	0530	0630	0657	0715	0727	0745	0802	0819	0836	0851	0906	0916	0926	0936	0946
Doncaster Frenchgate Interchange	0542	0642	0709	0727	0739	0758	0815	0832	0849	0904	0919	0929	0939	0949	0959
Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115	1125
Doncaster Royal Infirmary	0915	0925	0935	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135
Armthorpe, Briar Road	---	0934	---	0954	---	1014	---	1034	---	1054	---	1114	---	1134	---
Armthorpe, Roundabout	0925	0938	0945	0958	1005	1018	1025	1038	1045	1058	1105	1118	1125	1138	1145
West Moor Park Industrial Estate arr	0932	0947	0952	1007	1012	1027	1032	1047	1052	1107	1112	1127	1132	1147	1152
West Moor Park Industrial Estate dep	0935	0950	0955	1010	1015	1030	1035	1050	1055	1110	1115	1130	1135	1150	1155
Armthorpe, Roundabout	0944	0957	1004	1017	1024	1037	1044	1057	1104	1117	1124	1137	1144	1157	1204
Armthorpe, Briar Road	0947	---	1007	---	1027	---	1047	---	1107	---	1127	---	1147	---	1207
Doncaster Royal Infirmary	0956	1006	1016	1026	1036	1046	1056	1106	1116	1126	1136	1146	1156	1206	1216
Doncaster Frenchgate Interchange	1009	1019	1029	1039	1049	1059	1109	1119	1129	1139	1149	1159	1209	1219	1229

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	1135	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	1325	1335	1345	1355
Doncaster Royal Infirmary	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	1325	1335	1345	1355	1405
Armthorpe, Briar Road	1154	---	1214	---	1234	---	1254	---	1314	---	1334	---	1354	---	1414
Armthorpe, Roundabout	1158	1205	1218	1225	1238	1245	1258	1305	1318	1325	1338	1345	1358	1405	1418
West Moor Park Industrial Estate arr	1207	1212	1227	1232	1247	1252	1307	1312	1327	1332	1347	1352	1407	1412	1427
West Moor Park Industrial Estate dep	1210	1215	1230	1235	1250	1255	1310	1315	1330	1335	1350	1355	1410	1415	1430
Armthorpe, Roundabout	1217	1224	1237	1244	1257	1304	1317	1324	1337	1344	1357	1404	1417	1424	1437
Armthorpe, Briar Road	---	1227	---	1247	---	1307	---	1327	---	1347	---	1407	---	1427	---
Doncaster Royal Infirmary	1226	1236	1246	1256	1306	1316	1326	1336	1346	1356	1406	1416	1426	1436	1446
Doncaster Frenchgate Interchange	1239	1249	1259	1309	1319	1329	1339	1349	1359	1409	1419	1429	1439	1449	1459

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625
Doncaster Royal Infirmary	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635
Armthorpe, Briar Road	---	1434	---	1454	---	1514	---	1534	---	1554	---	1614	---	1634	---
Armthorpe, Roundabout	1425	1438	1445	1458	1505	1518	1526	1538	1545	1558	1605	1618	1625	1638	1645
West Moor Park Industrial Estate arr	1432	1447	1452	1507	1512	1527	1532	1547	1552	1607	1612	1627	1632	1647	1652
West Moor Park Industrial Estate dep	1435	1450	1455	1510	1515	1530	1535	1550	1555	1610	1615	1630	1635	1650	1655
Armthorpe, Roundabout	1444	1457	1504	1517	1524	1537	1544	1557	1604	1617	1624	1637	1644	1657	1704
Armthorpe, Briar Road	1447	---	1507	---	1527	---	1547	---	1607	---	1627	---	1647	---	1707
Doncaster Royal Infirmary	1456	1506	1516	1526	1536	1546	1556	1606	1616	1626	1636	1646	1656	1706	1716
Doncaster Frenchgate Interchange	1509	1519	1529	1539	1549	1559	1609	1619	1629	1639	1649	1659	1709	1719	1729

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:															
Doncaster Frenchgate Interchange [B4]	1635	1645	1655	1705	1715	1725	1735	1745	1755	1810	1825	1840	1910	1940	2010
Doncaster Royal Infirmary	1645	1655	1705	1715	1725	1735	1745	1755	1805	1820	1835	1849	1919	1949	2019
Armthorpe, Briar Road	1654	---	1714	---	1734	---	1754	---	1814	---	1843	---	1927	---	2027
Armthorpe, Roundabout	1658	1705	1718	1725	1738	1745	1758	1805	1818	1830	1847	1858	1931	1958	2031
West Moor Park Industrial Estate arr	1707	1712	1727	1732	1747	1752	1807	1812	1827	1836	1855	1904	1939	2004	2039
West Moor Park Industrial Estate dep	1710	1715	1730	1735	1750	1755	1810	1815	1830	1838	1857	1906	1941	2006	2041
Armthorpe, Roundabout	1717	1724	1737	1744	1757	1804	1817	1824	1836	1846	1903	1914	1947	2014	2047
Armthorpe, Briar Road	---	1727	---	1747	---	1807	---	1827	---	1849	---	1917	---	2017	---
Doncaster Royal Infirmary	1726	1736	1746	1756	1806	1816	1826	1836	1844	1857	1911	1925	1955	2025	2055
Doncaster Frenchgate Interchange	1739	1749	1759	1809	1819	1829	1839	1848	1856	1909	1923	1937	2007	2037	2107

Service No.:	81	82	81	82	81	82
Notes:						
Doncaster Frenchgate Interchange [B4]	2040	2110	2140	2210	2240	2330
Doncaster Royal Infirmary	2049	2119	2149	2219	2249	2339
Armthorpe, Briar Road	---	2127	---	2227	---	2347
Armthorpe, Roundabout	2058	2131	2158	2231	2258	2351
West Moor Park Industrial Estate arr	2104	2139	2204	2239	2304	2359
West Moor Park Industrial Estate dep	2106	2141	2206	2241	2306	0001
Armthorpe, Roundabout	2114	2147	2214	2247	2314	0007
Armthorpe, Briar Road	2117	---	2217	---	---	---
Doncaster Royal Infirmary	2125	2155	2225	2255	---	---
Doncaster Frenchgate Interchange	2137	2207	2237	2307	---	---

Timetables for Service Number: 81/82



Sundays

Valid from: 25/04/2010

Valid to: 24/07/2010

81 Doncaster - Armthorpe Circular (Blue Line)

Via Doncaster Royal Infirmary

82 Doncaster - Armthorpe Circular (Blue Line)

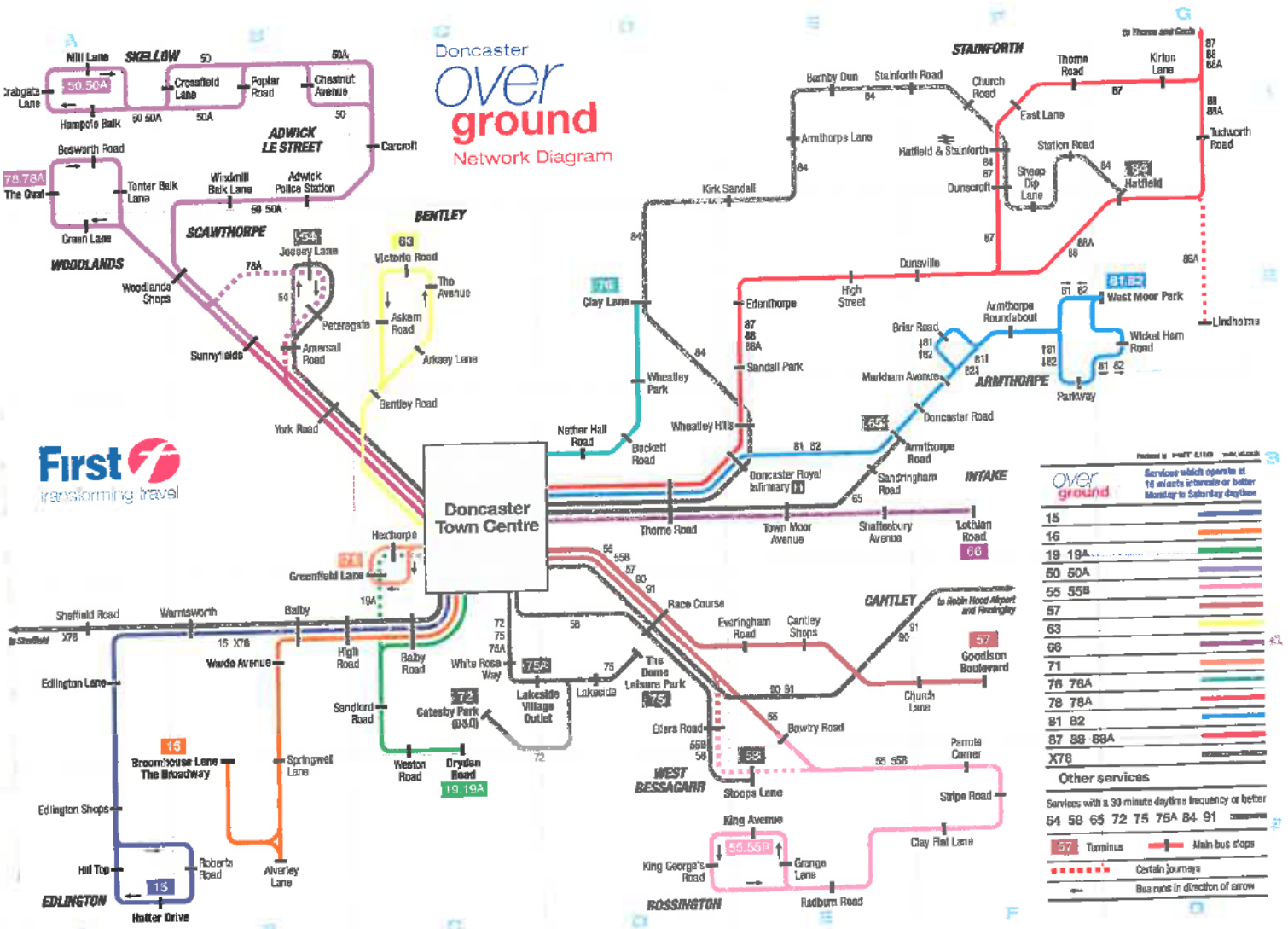
Via Doncaster Royal Infirmary

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:				0955		1025		1055	1110	1125	1140	1155	1210	1225	1240
Doncaster Frenchgate Interchange [B4]				0955		1025		1055	1110	1125	1140	1155	1210	1225	1240
Doncaster Royal Infirmary				1004		1034		1104	1119	1134	1149	1204	1219	1234	1249
Armthorpe, Briar Road				1012		1042		1112		1142		1212		1242	
Armthorpe, Roundabout	0843	0916	0943	1016	1028	1046	1058	1116	1128	1146	1158	1216	1228	1246	1258
West Moor Park Industrial Estate arr	0849	0924	0949	1024	1034	1054	1104	1124	1134	1154	1204	1224	1234	1254	1304
West Moor Park Industrial Estate dep	0851	0926	0951	1026	1036	1056	1106	1126	1136	1156	1206	1226	1236	1256	1306
Armthorpe, Roundabout	0859	0932	0959	1032	1044	1102	1114	1132	1144	1202	1214	1232	1244	1302	1314
Armthorpe, Briar Road	0902		1002		1047		1117		1147		1217		1247		1317
Doncaster Royal Infirmary	0910	0940	1010	1040	1055	1110	1125	1140	1155	1210	1225	1240	1255	1310	1325
Doncaster Frenchgate Interchange	0922	0952	1022	1052	1107	1122	1137	1152	1207	1222	1237	1252	1307	1322	1337

Service No.:	82	81	82	81	82	81	82	81	82	81	82	81	82	81	82
Notes:					1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625
Doncaster Frenchgate Interchange [B4]	1255	1310	1325	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625
Doncaster Royal Infirmary	1304	1319	1334	1349	1404	1419	1434	1449	1504	1519	1534	1549	1604	1619	1634
Armthorpe, Briar Road	1312		1342		1412		1442		1512		1542		1612		1642
Armthorpe, Roundabout	1316	1328	1346	1358	1416	1428	1446	1458	1516	1528	1546	1558	1616	1628	1646
West Moor Park Industrial Estate arr	1324	1334	1354	1404	1424	1434	1454	1504	1524	1534	1554	1604	1624	1634	1654
West Moor Park industrial Estate dep	1326	1336	1356	1406	1426	1436	1456	1506	1526	1536	1556	1606	1626	1636	1656
Armthorpe, Roundabout	1332	1344	1402	1414	1432	1444	1502	1514	1532	1544	1602	1614	1632	1644	1702
Armthorpe, Briar Road		1347		1417		1447		1517		1547		1617		1647	
Doncaster Royal Infirmary	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625	1640	1655	1710
Doncaster Frenchgate Interchange	1352	1407	1422	1437	1452	1507	1522	1537	1552	1607	1622	1637	1652	1707	1722

Service No.:	81	82	81	82	81	82	81	82	81	82	81	82	81	82	81
Notes:															
Doncaster Frenchgate Interchange [B4]	1640	1655	1710	1725	1740	1810	1840	1910	1940	2010	2040	2110	2140	2210	2255
Doncaster Royal Infirmary	1649	1704	1719	1734	1749	1819	1849	1919	1949	2019	2049	2119	2149	2219	2304
Armthorpe, Briar Road	—	1712	—	1742	—	1827	—	1927	—	2027	—	2127	—	2227	—
Armthorpe, Roundabout	1658	1716	1728	1746	1758	1831	1858	1931	1958	2031	2058	2131	2158	2231	2313
West Moor Park Industrial Estate arr	1704	1724	1734	1754	1804	1839	1904	1939	2004	2039	2104	2139	2204	2239	2319
West Moor Park Industrial Estate dep	1706	1726	1736	1756	1806	1841	1906	1941	2006	2041	2106	2141	2206	2241	2321
Armthorpe, Roundabout	1714	1732	1744	1802	1814	1847	1914	1947	2014	2047	2114	2147	2214	2247	2329
Armthorpe, Briar Road	1717	—	1747	—	1817	—	1917	—	2017	—	2117	—	2217	—	—
Doncaster Royal Infirmary	1725	1740	1755	1810	1825	1855	1925	1955	2025	2055	2125	2155	2225	2255	—
Doncaster Frenchgate Interchange	1737	1752	1807	1822	1837	1907	1937	2007	2037	2107	2137	2207	2237	2307	—

Doncaster
over
ground
Network Diagram



over ground

Services which operate at 15 minute intervals or better Monday to Saturday daytime

15	Blue
16	Orange
19 19A	Green
50 50A	Purple
55 55A	Yellow
57	Red
63	Light Blue
66	Light Green
71	Light Purple
76 76A	Light Orange
78 78A	Light Yellow
81 82	Light Blue
87 88 88A	Light Red
X78	Light Purple

Other services

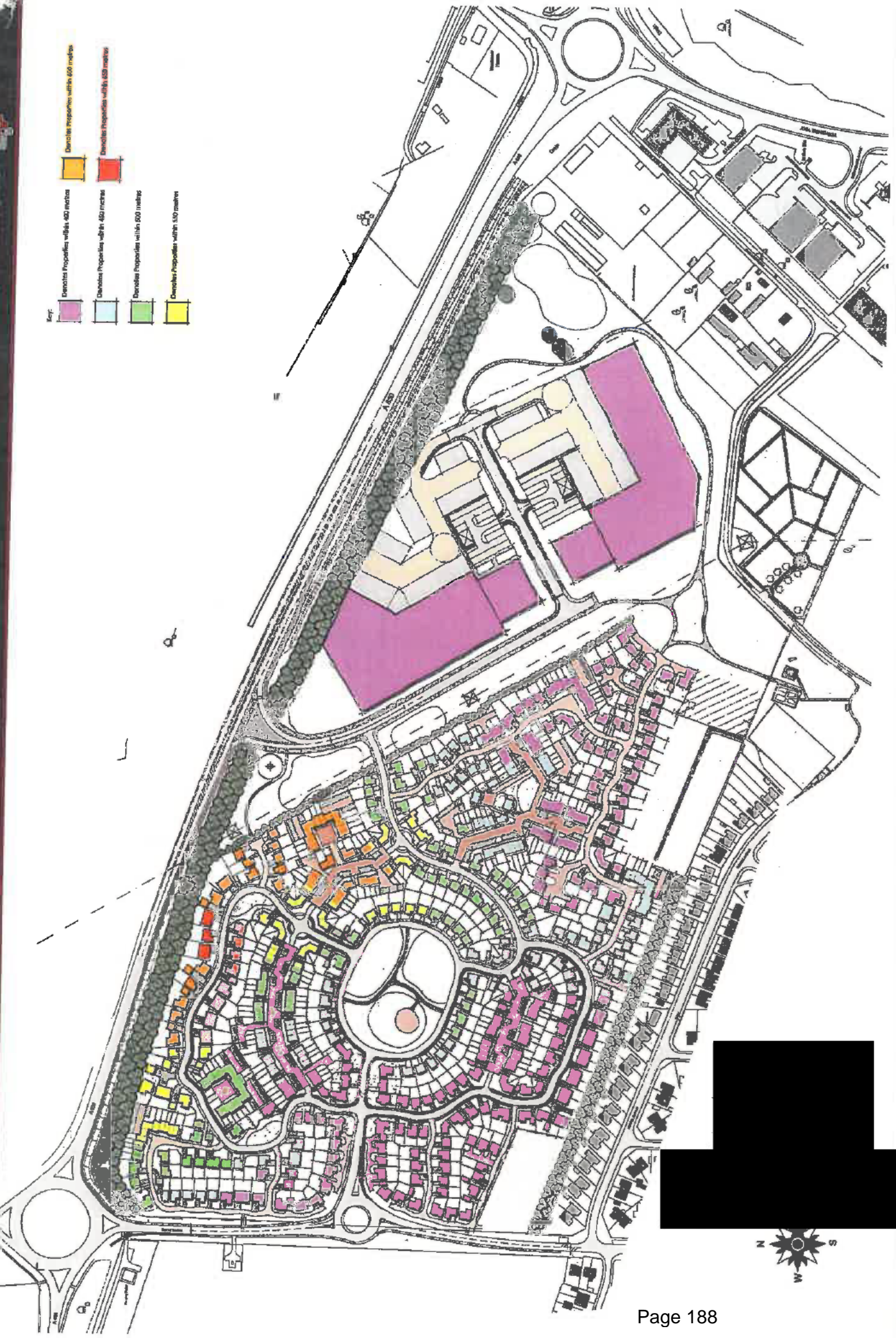
Services with a 30 minute daytime frequency or better

54 58 65 72 75 75A 84 91	Light Blue
57	Light Red

Legend:
57 Taxis
57 Main bus stops
 Certain journeys
 Bus runs in direction of arrow

Appendix D – Pedestrian Travel to Bus Stops

- Key:
- Denotes Properties within 400 metres
 - Denotes Properties within 450 metres
 - Denotes Properties within 480 metres
 - Denotes Properties within 600 metres
 - Denotes Properties within 650 metres
 - Denotes Properties within 680 metres
 - Denotes Properties within 700 metres
 - Denotes Properties within 750 metres



Appendix 5



MPSL Planning And Design Ltd
14 Commercial House
West Point Enterprise Park
Clarence Avenue
Trafford Park
Manchester
M17 1QS

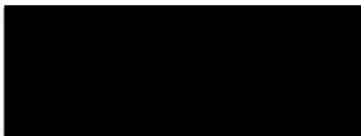
The Council has signed up to a Government backed initiative, this being the Planning Quality Framework. This framework requires the Local Planning Authority to make a commitment to ensure we are delivering a quality, value for money service and ensuring that we are delivering what our customers want.

The Council will contact our Planning customers asking your opinion about our service. To find out more information and how to opt out of future surveys please log on to

<http://www.doncaster.gov.uk/services/planning/pgf-planning-quality-framework>

Please note that the full version of this document cannot be viewed on all devices. If this document does not include the Doncaster Council crest and an electronic signature please contact tsi@doncaster.gov.uk

12/00188/OUTM



Scott Cardwell
Assistant Director of Development

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Development Management Civic Office, Waterdale, Doncaster, DN1 3BU

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING PERMISSION GRANTED

Application **12/00188/OUTM**

Proposal **Proposed residential and commercial/employment (B1, B2 and B8) development (being resubmission of application 10/01725/OUTM, refused on 18/10/11)**

Location **Land On The East Side Of Hatfield Lane Armthorpe Doncaster**

Dated:

Doncaster Metropolitan Borough Council acting as the Local Planning Authority, has considered your application described above and has decided to **GRANT PERMISSION** subject to the following **CONDITIONS/DIRECTIVES** as set out below. Your further attention is drawn to any informatives attached thereafter.

THIS DECISION IS SUBJECT TO THE TERMS OF THE AGREEMENT MADE UNDER SECTION 106, OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED).

01. The development to which this permission relates must be begun not later than whichever is the later of the following dates:- i) The expiration of three years from the date of this permission or ii) The expiration of two years from the final approval of the reserved matters or in the case of different dates the final approval of the last such matter to be approved.



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REASON

Condition required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.

02. In the case of the reserved matters, application for approval must be made not later than the expiration of three years beginning with the date of this permission.

REASON

Condition required to be imposed by Section 92(as amended) of the Town and Country Planning Act 1990.

03. Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter referred to as reserved matters) shall be obtained from the Local Planning Authority before the commencement of any works.

REASON

The application is in outline and no details having yet been furnished of the matters referred to in the outline they are reserved for subsequent approval by the Local Planning Authority.

04. The reserved matters shall be prepared in accordance with the proposed indicative master plan and in particular the same proportion of green wedge as indicated along the northern part of the site.

REASON

To ensure that the development is carried out in accordance with the application as approved.



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05. Access to the site shall be in accordance with the details shown on the approved plans referenced 9118:01 C dated February 2010 and 49325065/P/001 REV C.

REASON

To ensure that the development is carried out in accordance with the application as approved.

06. No residential development shall take place until a scheme for the mitigation of traffic noise has been submitted to and approved in writing by the local planning authority. The residential development shall be carried out in accordance with the approved scheme.

REASON

To ensure that residential properties are not affected by noise.

07. No development shall take place, 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) - measures to be taken within the curtilage of the site to prevent the deposition of mud or debris on the public highway.
- vi) - measures to control noise and the emission of dust and dirt during construction
- vii) - a scheme for recycling/disposing of waste resulting from demolition and construction works


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Development Management Civic Office, Waterdale, Doncaster, DN1 3BU



REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

08. Prior to the commencement of development, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the following measures, all of which shall be implemented prior to the first occupation of the site or in an alternative timescale to be approved in writing with the local planning authority:
- Roosting features for Pipistrelle bat species to be incorporated into buildings adjacent to the landscaped buffers.
 - The wildlife friendly design principles that will be used within the balancing ponds.
 - The inclusion of two bee and wasp banks.
 - A species rich hedgerow to be planted along the eastern boundary of the site and a species rich hedgerow and/or tree line along the western boundary.
 - The native species mix to be used within all buffer planting.
 - The wildflower species mix to be included within the design.

REASON

To ensure the ecological interests of the site are maintained in accordance with policy 16 of the Doncaster Core Strategy.

09. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:
- i) Residential development to be located on land greater than 5mAOD as demonstrated by the site layout plans and the topographic survey.

REASON

To reduce the risk of flooding to the proposed development and future users.

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Development Management Civic Office, Waterdale, Doncaster, DN1 3BU



10. No development shall take place until a scheme for the provision of drainage works has been submitted to and approved in writing by the local planning authority. The scheme shall include measures to control the infiltration and discharge of surface water to the ground. None of the dwellings shall be occupied until the drainage scheme has been implemented in respect of the residential part of the development. None of the employment units shall be occupied until the drainage scheme has been implemented in respect of the employment part of the development.

REASON

To ensure that the water environment and the public water supply are protected.

11. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.

a) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.

b) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the


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identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

c) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

d) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework. This is required prior to commencement to ensure that the necessary mitigation measures can be put in place should any contamination be found.

12. The development shall not begin until a scheme for the provision of public open space on site has been submitted to and approved in writing by the local planning


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authority. The scheme shall provide for at least 15 per cent of the site area as public open space. The public open space shall be provided in accordance with the approved scheme and this shall include:

- i details showing the location and type of public open space and how the open space is to be landscaped;
- ii details of the provision of a Locally Equipped Area of Play and children's football pitch on site.
- iii the timing of the provision of the public open space and arrangements for its future maintenance.

REASON

To ensure the satisfactory provision of public open space in accordance with policy RL4 of the Doncaster Unitary Development Plan and the Council's Supplementary Planning Guidance on Adoption and Maintenance of Public Open Space in New Developments.

13. No development shall take place until a scheme for the extension of the allotments has been submitted to and approved in writing by the local planning authority. The scheme shall include the timescale for provision and arrangements for management. The extension to the allotments shall be provided in accordance with the approved scheme.

REASON

There is a need for allotments in the area and this development will create additional demand.

14. Development shall not commence until a detailed scheme for the realigned carriageway between Mercel Avenue and the West Moor Link roundabout has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the design of the new roundabout to ensure capacity of a 4th arm to serve land to the west of Hatfield Lane, a new footway, a pedestrian crossing


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- 8) Hard and soft landscape- including street surfacing, junction treatments, street furniture, signage, management and maintenance,
- 9) Boundary treatments- details of front, side, rear and plot division boundaries for each street type / character area.
- 10) Building for Life Statement- how BFL principles are to be met by the development.

REASON

To ensure a consistent and co-ordinated design approach, in the interests of the satisfactory function and appearance of the development.

- 16. Before the development is brought into use, sight lines shall be rendered effective by removing or reducing the height of anything which obstructs visibility at any height greater than 900mm above the level of the nearside channel of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing by the Highways Authority.

REASON

In the interest of road safety.

- 17. The development hereby approved shall not exceed 400 dwellings.

REASON

To ensure that the development accords with policies ANP1 and ANP10 of the Armthorpe Neighbourhood Plan.

- 18. The proposed development shall not include any B1(a) uses within the final layout.

REASON



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Development Management Civic Office, Waterdale, Doncaster, DN1 3BU



To control office uses outside of town centre locations, in accordance with the provisions of Policy CS2 of the Core Strategy.

19. Before the development commences, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met for the employment element of the application. Unless otherwise agreed in writing with the local planning authority, the development will take place in accordance with the approved assessment. Prior to the occupation of any of the industrial buildings, a post construction review shall be carried out by a licensed assessor and submitted for approval.

REASON

To accord with policy CS14 of the Core Strategy and in the interests of sustainability and to minimise the impact of the development on the effects of climate change.

20. Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then implemented.

REASON

To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with policy ENV38 of the Doncaster Unitary Development Plan.



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Development Management Civic Office, Waterdale, Doncaster, DN1 3BU



01. INFORMATIVE

Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980. The agreement must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas on 01302 735110 as soon as possible to arrange the setting up of the agreement.

Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans at Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement. Street lighting design and installation is generally undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with Mel Malee on Tel 01302 735109 as soon as possible.

Further information on the selected DNO / IDNO together with the energy supplier will also be required as soon as possible as they directly affect the adoption process for the street lighting assets.

Access arrangements including shared private drives should conform to Approved Document B Volume 1 Part B5 Sect. 11.2 to 11.5 inc. They should be constructed to withstand a minimum carrying capacity of 26 Tonnes without deflection.

The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. The deposition of


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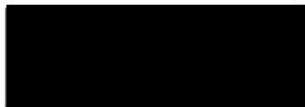


material on the public highway is an offence under the Road Traffic Act. In the event that material is deposited on the public highway, the operator should note that only licenced operators are permitted to carry out the cleaning of the public highway. At present DMBC can remove such deposits and the operator responsible can be charged for this.

Any trees to be provided in the public highway require a commuted sum for maintenance purposes of £1500 per tree (£300 pounds per annum for a period of 5 years) to be paid to the Council, prior to the issue of the Part 2 Certificate.

A commuted sum of £5000 to be used towards the future maintenance costs of each highway drain soakaway, shall be paid to the Council, prior to the issue of the Part 2 Certificate.

DRAFT



Scott Cardwell
Assistant Director of Development

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Appendix 6

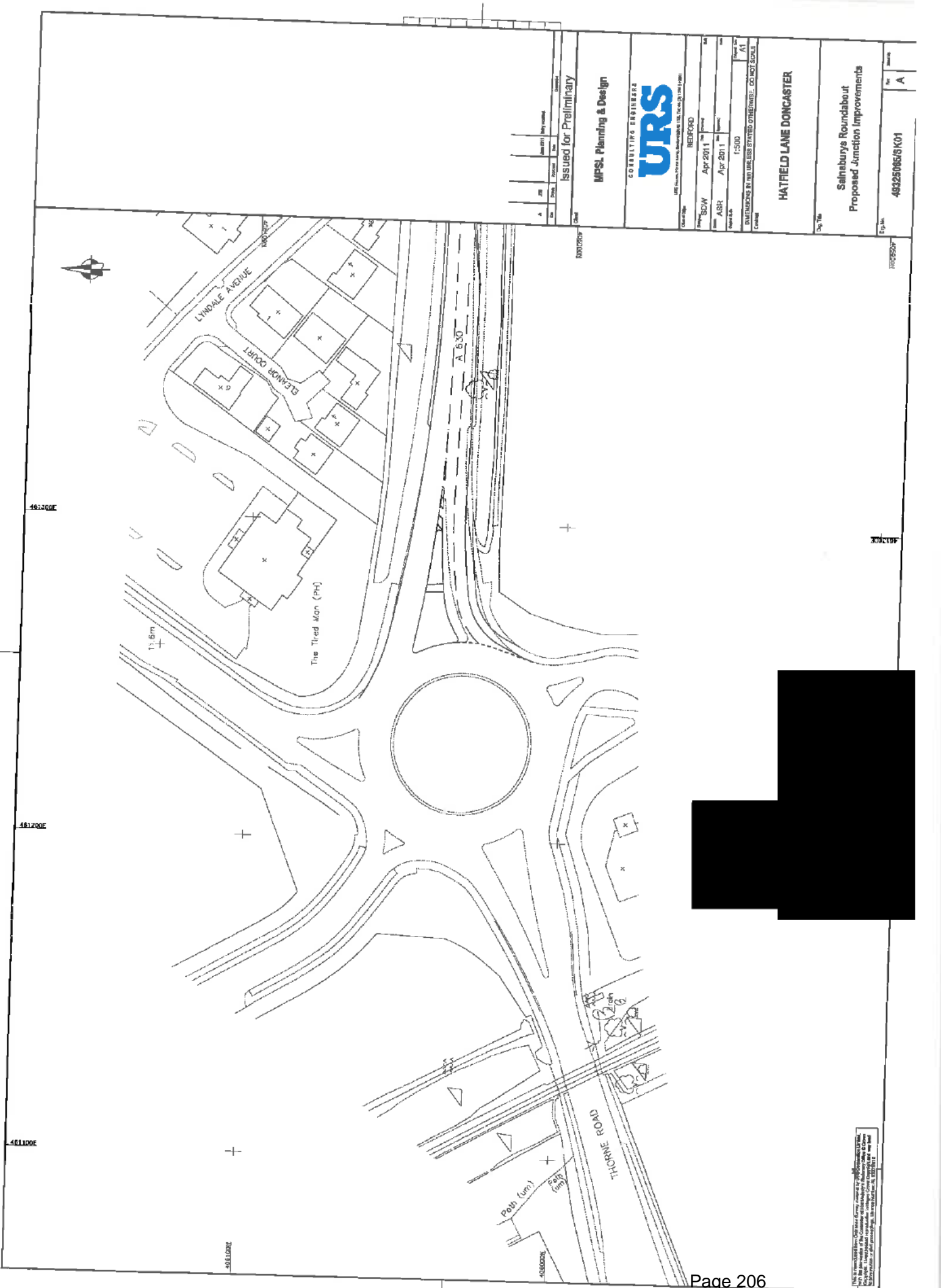


<table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>10/01/10</td> <td>Issue for Preliminary</td> </tr> <tr> <td>2</td> <td>10/01/10</td> <td>Issue for Preliminary</td> </tr> <tr> <td>3</td> <td>10/01/10</td> <td>Issue for Preliminary</td> </tr> </table>	REV	DATE	DESCRIPTION	1	10/01/10	Issue for Preliminary	2	10/01/10	Issue for Preliminary	3	10/01/10	Issue for Preliminary	<p>Issued for Preliminary</p> <p>MPSL Planning & Design</p> <p>CONSULTING ENGINEERS</p> <p>URS</p> <p>URS World Wide Limited, Suite 4000 170, St-Jacques Street West, Montreal, Quebec H3R 1V1, Canada</p>	<p>Client: BEUFORD</p> <p>Project: S10W</p> <p>Issue: Apr 2011</p> <p>Drawn: ASR</p> <p>Checked: Apr 2011</p> <p>Scale: 1:500</p> <p>Project No: 463200E/463100N</p> <p>Sheet No: B</p>
REV	DATE	DESCRIPTION												
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2	10/01/10	Issue for Preliminary												
3	10/01/10	Issue for Preliminary												

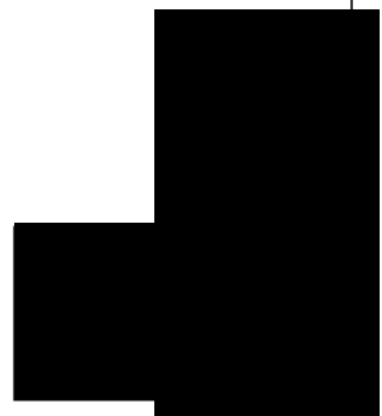
HATFIELD LANE DONCASTER

West Moor Link / Hatfield Lane Roundabout Proposed Junction Improvements

URS, its consultants, and subcontractors warrant that the information contained in this drawing was prepared by URS and its consultants and subcontractors in accordance with the standards of professional practice and applicable laws and regulations. URS, its consultants, and subcontractors warrant that the information contained in this drawing was prepared by URS and its consultants and subcontractors in accordance with the standards of professional practice and applicable laws and regulations. URS, its consultants, and subcontractors warrant that the information contained in this drawing was prepared by URS and its consultants and subcontractors in accordance with the standards of professional practice and applicable laws and regulations.



Drawn	Checked	Issue	Date	By	Reason
Issued for Preliminary					
MPSL Planning & Design					
CONSULTING ENGINEERS					
URS					
URS Limited, 1000 Westborough Road, Westborough, MA 01581 USA					
Client	REDFORD				
Project	SDW				
Issue	ASR	Apr 2011	Issue	ASR	Apr 2011
Scale	1:500				
DIMENSIONS IN RED UNLESS STATED OTHERWISE: GO NOT SCALE					
HATFIELD LANE DONCASTER					
Salisbury Roundabout Proposed Junction Improvements					
Drawn	A				
Drawn No	48325086/5/K01				



This is a preliminary drawing. It is not to be used for construction. It is for information only. It is not to be used for any other purpose. It is not to be used for any other purpose. It is not to be used for any other purpose.

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE – 17th October 2017

Application

Application Number:	12/00188/OUTM	Application Expiry Date:	27 th April 2012
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Application Type:	Outline Planning Major
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Proposal Description:	Proposed residential and commercial/employment (B1, B2 and B8) development (being resubmission of application 10/01725/OUTM, refused on 18/10/11)
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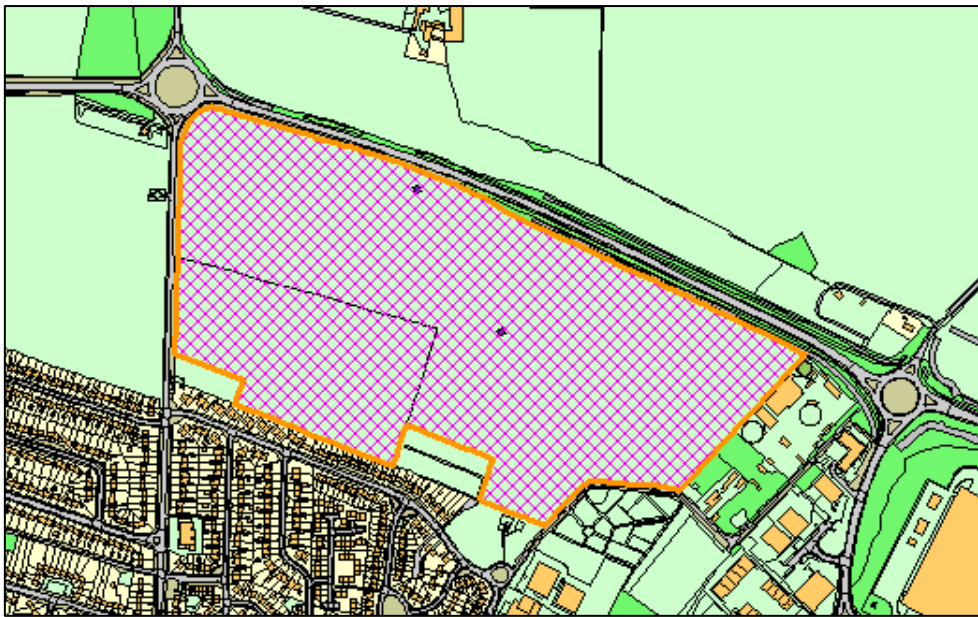
At:	Land on the east side of Hatfield Lane, Armthorpe
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For:	MPSL Planning and Design
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Third Party Reps:	20	Parish:	Armthorpe Parish Council
		Ward:	Armthorpe

Author of Report	Mel Roberts
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MAIN RECOMMENDATION:	GRANT SUBJECT TO A SECTION 106 AGREEMENT
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1.0 Reason for Report

1.1 This application is being referred to planning committee due to the level of public interest shown.

2.0 Proposal and Background

2.1 This is an outline application for a mixed use residential and commercial/employment development on a site of just over 29 hectares. All matters are reserved apart from the means of access to the site and an indicative masterplan has been submitted.

2.2 The original application indicated a scheme of 500 dwellings and 2 large industrial units. The residential part of the scheme has been amended to show 400 dwellings to fall in line with the provisions of the emerging Armthorpe Neighbourhood Development Plan. The industrial element has been amended to show 4 smaller units; the change to the industrial units came as a response to advice from the Council's Inward Investment team, who felt that there was likely to be more demand for smaller units. The industrial element would likely comprise mainly distribution uses to complement the adjoining West Moor Park employment area.

2.3 It is intended that the residential and commercial/employment components of the development would take place to the west and east respectively of a central strip of open space along the route of a major electricity transmission line. The indicative layout shows the site divided roughly in the proportion of 60:40 residential and employment development. Access to the residential development will be provided via a new roundabout off Hatfield Lane. Access will be provided via a left in/ left out junction off the West Moor Link to serve the proposed employment site. This junction will also provide a second access to the residential development. In addition, alterations are proposed to the layout of the roundabouts at the junction of West Moor Link and Hatfield Lane and the junction of West Moor Link and Thorne Road (Sainsbury's roundabout) to increase capacity. A pedestrian crossing is proposed across Hatfield Lane to the north of the junction with Mercel Avenue.

2.4 Although the proposed layout is indicative at this stage, a number of principles have been set out in the submitted masterplan that would inform any reserved matters application. There will be a landscaped buffer between the residential and employment uses along the route of the overhead power line that crosses the site. There will be a large area of open space (including play area) and landscaped buffer along the northern boundary of the site to soften the impact of the development to the wider countryside. There will also be a landscaped buffer along the southern boundary to create separation with the existing residential properties on Mercel Avenue. It is also proposed to extend the existing allotments that are situated on the southern boundary of the site. Balancing ponds are proposed to the east of the industrial units and on the open space land between the industrial units and the residential element.

2.5 The residential part of the development will comprise mostly 2 storey properties with focal buildings at 2.5/3 storeys and the industrial units will be about 12m high. It is proposed that the dwellings on the southern boundary will be single storey to avoid any overlooking of existing properties on Mercel Avenue.

2.6 The site is an open area of land on the northern edge of Armthorpe. The M18 motorway runs to the east of Armthorpe and the site is about 1km from junction 4. Residential properties on Mercel Avenue and allotments bound the site to the south. At the south-eastern end of Mercel Avenue is an area of public open space. Part of the south-east boundary of the site follows Rands Lane, on the opposite side of which is Armthorpe Burial Ground. To the north and west, the site is bounded by the West Moor Link and Hatfield Lane, beyond which is agricultural land. To the east, the site bounds a number of small holdings, access to which is provided via West Moor Lane. Further east, beyond West Moor Lane, is West Moor Business Park.

2.7 The site comprises two fields, which are in agricultural use. The land rises gently from the north-east to the south-west. It is crossed by two electricity transmission lines. The major line is carried by pylons and crosses the site diagonally from the south-east corner by Rands Lane to the West Moor Link. A lower secondary line runs across the southern part of the site between Hatfield Lane and Rands Lane. There are hedgerows of varying height and extent on the frontages to Hatfield Lane and West Moor Link.

2.8 The Council has issued a screening opinion to confirm that although the proposal falls within Schedule 2 of the Regulations, an Environmental Impact Assessment is not required for this proposal.

3.0 Relevant Planning History

3.1 An almost identical outline application (albeit for 500 houses) was refused under planning reference 10/01725/OUTM on 18th October 2011 and was dismissed on appeal on 4th October 2012. The appeal was dismissed by the Secretary of State because the housing component of the proposal would be premature in respect of the emerging Sites and Policies DPD, especially given the size of the development and the fact that the development plan strategy did not envisage housing allocations in Armthorpe prior to 2016. The Secretary of State also acknowledged that the Council had proven a five year housing land supply.

3.2 Outline planning permission was granted for Commercial/Employment development (Class B1, B2 and B8) on approximately 12.83ha of land on 20th June 2014 under reference 13/00796/OUTM. This industrial consent is in the same position as that indicated on this current outline application.

3.3 An outline application for Commercial/Employment development (Class B1, B2 and B8) on approx. 12.83ha of land being variation of condition 30 of 13/00796/OUTM (variation of maximum floorspace of units) was approved on 30th March 2017 under reference 15/02597/OUTM.

3.4 An outline application for 400 houses was submitted on 23rd May 2016 under reference 16/01358/OUTM. This application has been appealed on non-determination and is scheduled for a hearing on October 18th 2017.

3.5 Details of appearance, landscaping, layout and scale for Commercial/Employment development (Class B1, B2 and B8) on approx. 12.83ha of land (being matters reserved in outline application 15/02597/OUTM granted on 30/03/17) was approved on 29th August 2017 under reference 17/01528/REMM.

4.0 Representations

4.1 A public exhibition was held on two days at the end of April 2010 at Armthorpe Community Centre to allow members of the public to view the scheme and make comments on the proposals prior to the submission of the original application under reference 10/01725/OUTM. A total of 120 people visited the exhibition over the two days and 49 comments were made. Some of the views expressed included a desire for bungalows on the boundary with properties on Mercel Avenue, increased traffic generation, lack of provisions such as doctors and schools, need for more affordable housing and potential flood risk. Following the public consultation event, the plans were amended to provide bungalows along the Mercel Avenue boundary and to include a pedestrian crossing across Hatfield Lane.

4.2 The current application has been advertised in the press, on site and with letters to neighbouring properties on Mercel Avenue. 20 letters of objection have been submitted and these can be summarised as follows:

- i) the application does not comply with planning policy.
- ii) there will be an increase in congestion and pollution from the additional traffic generated from the development.
- iii) there will be a loss of important countryside and agricultural land.
- iv) there are a lack of facilities in Armthorpe to cope with the increase in people.
- v) there is no need for the additional industrial units, as there are some already vacant on the West Moor Park site.
- vi) the housing is too close to the electricity pylons and this will bring about health risks.
- vii) there will be a loss of wildlife.
- viii) there will be a loss of privacy to the properties on Mercel Avenue.

4.3 White Young Green (WYG) has submitted an objection to the application. WYG is acting for Miller Homes who currently have an application in for 264 houses on land at Grange Farm (south of West Moor Link and to the east of Sainsbury's) under reference 12/02133/FULM. WYG has carried out a technical review of the highways solution and in their view this raises road safety and capacity concerns at the two proposed site access junctions and two off-site junctions (West Moor Link/Hatfield Lane roundabout and West Moor Link/Thorne Road/Sainsbury's roundabout). In summary, WYG is of the view that the results of the technical review highlight the following issues:

- i) the residential layout should include restrictions to prevent HGV access through the site.
- ii) a priority junction is not appropriate on the West Moor Link due to the high volumes of traffic on the link
- iii) short sections of dual carriageway to incorporate a junction on an otherwise single carriageway should not be provided.
- iv) the available link lengths on the West Moor Link do not provide suitable overtaking opportunities prior to the proposed site access junction.
- v) the layout of the proposed West Moor Link site access junction does not comply with TD42/95.
- vi) the modified splitter islands at West Moor Link/Hatfield Lane Roundabout do not meet the central island tangentially.

- vii) the proposed modification at the West Moor Link/Thorne Road/Sainsbury's roundabout does not mitigate the impact of the development during the PM peak period.
- viii) the AM peak period analysis of the West Moor Link/Thorne Road/Sainsbury's roundabout shows that the junction operates significantly over capacity.
- ix) the proposed auxiliary lane at the West Moor Link/Thorne Road/Sainsbury's roundabout cannot accommodate the predicted queuing at the junction.
- x) the modified splitter island at the West Moor Link/Thorne Road/Sainsbury's roundabout does not meet the central island tangentially.

5.0 Parish Council

5.1 Armthorpe Parish Council has raised no objections, because it has allocated this land for housing and employment development in the emerging Armthorpe Neighbourhood Development Plan.

5.2 Edenthorpe Parish Council has been consulted and has not responded.

6.0 Consultations

6.1 Transportation has responded and has raised no objections.

6.2 Highways (Development Control) have responded and have raised no objections, subject to conditions.

6.3 The Highways Agency (now Highways England) has responded and has raised no objections.

6.4 Public Rights of Way has raised no objections, as no footpaths are affected by the development.

6.5 The Urban Design Officer has raised no objections in principle. The indicative density is appropriate to the area, the movement hierarchy is logical and legible and the scheme will be outward looking towards the proposed open space.

6.6 The Architectural Liaison Officer has raised a few suggestions that are more relevant to a detailed application.

6.7 The Open Space Officer has raised no objections, providing that an area open space equivalent to 15 per cent of the site area is provided together with a Locally Equipped Area of Play (LEAP) and arrangements for its future maintenance.

6.8 The Ecology Officer has raised no objections subject to conditions.

6.9 Natural England has responded and has raised no objections.

6.10 The Tree Officer has raised no objections, but has pointed out that the mature trees on the eastern half of the site have been felled.

6.11 South Yorkshire Archaeology Service has raised no objections subject to a condition requiring further archaeological evaluation of the site.

6.12 South Yorkshire Mining Advisory Service has responded and has raised no objections.

6.13 The Environment Agency has raised no objections subject to a condition that the development is carried out in accordance with the Flood Risk Assessment.

6.14 Yorkshire Water has requested further information that can be provided through the use of appropriate conditions.

6.15 Armthorpe Internal Drainage Board has raised no objections subject to conditions.

6.16 Hatfield Chase Internal Drainage Board has responded and has raised no objections.

6.17 The Internal Drainage Officer has raised no objections subject to conditions.

6.18 The Contaminated Land Officer has raised no objections subject to a condition requiring further investigation into ground conditions. A full gas risk assessment is recommended because of the presence of a former pond adjacent to the site.

6.19 Air pollution has responded and has raised no objections. An air quality assessment has been submitted with the application. The results indicate that the effect of the development on local air quality is negligible and all predicted values are below UK air quality objectives. A Construction Management Plan is to be required as a condition of any consent and this will ensure that any dust arising during construction is controlled.

6.20 Environmental Health has been consulted and has raised no objections. A Noise Assessment has been submitted and this indicates that noise levels are such that acceptable internal ambient noise levels in the development can be achieved using conventional thermal double glazing.

6.21 The Housing Officer has raised no objections subject to the provision of 26 per cent affordable housing.

6.22 The Education department has requested a contribution towards educational facilities.

6.23 National Grid has been consulted and has not responded.

7.0 Relevant Policy and Strategic Context

National Planning Policy Framework

7.1 The National Planning Policy Framework (NPPF) confirms that planning law requires that applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date plan should be approved and

proposed development that conflicts should be refused unless other material considerations indicate otherwise. At the heart of the NPPF is a presumption in favour of sustainable development.

7.2 The NPPF states that the government is committed to ensuring that the planning system does everything it can to support sustainable growth and therefore significant weight should be placed on the need to support economic growth through the planning system.

7.3 The NPPF states that the intrinsic character and beauty of the countryside should be recognised. It states that decisions on applications that generate significant amounts of movement should take account of; whether the opportunities for sustainable transport modes have been taken up; safe and suitable access to the site can be achieved; and improvements can be undertaken within the transport network that costs effectively limit the significant impacts of the development. Other areas are covered by the NPPF including the need for good design, flooding and ecology.

7.4 One of the core planning principles is that planning should be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. It states that neighbourhood plans will be able to shape and direct sustainable development in their area.

7.5 Paragraph 216 states that from the day of publication, decision-takers may give weight to relevant policies in emerging plans according to:

- i) the stage of preparation of the emerging plan (the more advanced the preparation, the greater weight that may be given);
- ii) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater weight that may be given); and
- iii) the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

National Planning Policy Guidance

7.6 The National Planning Policy Guidance (NPPG) states that neighbourhood planning provides the opportunity for communities to set out a positive vision for how they want their community to develop over the next ten, fifteen, twenty years in ways that meet identified local need and make sense for local people.

7.7 The NPPG states that an emerging Neighbourhood Plan may be a material consideration. Paragraph 216 of the NPPF sets out the weight that may be given to relevant policies in emerging plans in decisions taking. Factors to consider include the stage of preparation of the plan and the extent to which there are unresolved objections to relevant policies. Whilst a referendum ensures that the community has the final say on whether the neighbourhood plan comes into force, decision makers should respect evidence of local support prior to the referendum when seeking to apply weight to an emerging neighbourhood plan.

7.8 The NPPG states that arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:

- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Plan; and
- b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

7.9 Refusal of planning permission on the grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.

Doncaster Core Strategy

7.10 Policy CS2 states that outside the Main Doncaster Urban Area, the Principal Towns (including Armthorpe) will be the focus for growth and regeneration. It identifies a need for between 646 and 923 houses to be built at Armthorpe. It identifies the M18/M180 corridor at junctions close to settlements (including Armthorpe) as suitable for distribution warehousing and identifies a need for an additional 290 hectares of land.

7.11 Policy CS3 states that Doncaster's countryside will be protected and enhanced. It cites a number of examples of development that would be acceptable in the countryside and these do not include large scale housing and industrial development. Proposals which are outside of development allocations will only be supported where they would: retain and improve key green wedges; not be visually detrimental; not create or aggravate highway or amenity problems; and preserve the openness of the Countryside Protection Policy Area.

7.12 Policy CS4 seeks to direct development to areas of lowest flood risk.

7.13 Policy CS5 states that sufficient land will be allocated for employment for the creation of 36,000 jobs.

7.14 Policy CS9 states that new developments will provide, as appropriate, transport assessments and travel plans to ensure the delivery of travel choice and sustainable opportunities for travel.

7.15 Policy CS10 states that new allocations will be distributed according to policy CS2 with allocation priority afforded to well-located brownfield urban sites, followed

by other well located urban sites, followed by sustainable urban extension sites. It states that new urban extensions to Principal Towns can come forward from 2016 onwards.

7.16 Policy CS12 states that 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.

7.17 Policy CS14 relates to design and sustainable construction and states that 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.

7.18 Policy CS16 seeks to protect Doncaster's natural environment, particularly where protected species may be affected.

7.19 Policy CS17 states that Doncaster's green infrastructure network (including green wedges) will be protected, maintained, enhanced and where possible extended. In the supporting text, the policy states that green wedges will be identified where development allocations need to be sensitive to strategic rural gaps between settlements and these will include land between Armthorpe and Edenthorpe.

7.20 Policy CS18 states that Doncaster's air, water and land resources will be conserved, protected and enhanced both in terms of quantity and quality, including the need to protect high quality agricultural land.

Unitary Development Plan

7.21 Policy ENV2 states that the Council will maintain a Countryside Policy Area in the eastern part of the borough, covering all countryside outside the Green Belt.

7.22 Policy ENV4 establishes the purposes for which development in the Countryside Policy Area is likely to be permitted. Large mixed use employment and residential developments do not fall into any of the identified categories of development.

7.23 Policy EMP17 sets out a series of requirements which new industrial and commercial development should satisfy. These include the provision of a satisfactory access, a higher standard of design where new buildings would be directly visible from main roads and proposals for screening where sites adjoin open countryside.

7.24 Policy ENV38 seeks to protect archaeological interest on a site.

7.25 Policy ENV53 states that the scale of new development must have regard to its wider visual impact. It should not have a significant adverse visual impact on views from major transport routes; or views across open countryside; or views of important landmarks.

7.26 Policy RL4 seeks the provision of local public open space and requires 15% of the total site area of new developments of over 20 dwellings to be laid out as public

open space, where the site falls within an area of existing public open space deficiency.

Armthorpe Neighbourhood Development Plan

7.27 An Armthorpe Neighbourhood Development Plan is being prepared by the Parish Council. The Examiner has made his suggestions including the recommendation that the green wedge does not extend to this site (because in his view it is not needed given that there is open countryside to the north). The Council is likely to accept all of the modifications apart from the one which removes the green wedge from the northern part of this application site. The Council will therefore need to advertise for 6 weeks that we are not accepting the removal of the green wedge, and following this, will move the Neighbourhood Plan to a referendum. The following policies are those as recommended by the Examiner:

7.28 Policy ANP1 allocates land for a total of between 700 and 800 houses during the period 2011 and 2028. It states that permission will be given for new housing on two sites: the Lings, West Moor Link Road for between 350 and 400 dwellings (this application site) and west of Hatfield Lane for between 350 and 400 dwellings.

7.29 Policy ANP2, states proposals for new housing must be well integrated with the existing village and surrounding environment and services. Subject to viability and land ownership considerations, they will need to incorporate good connections to the rest of the village and the village centre in particular, be good quality design and provide new facilities that can be shared with adjacent areas – e.g. open space.

7.30 Policy ANP5 requires all new housing to be of high quality and designed to reflect local character. They must demonstrate how they meet policy CS14 of the LDF Core Strategy. The policy sets out a number of principles which will help achieve the requirements of the policy.

7.31 Policy ANP7 states proposals for new housing of 15 units or more should provide affordable housing as required by Policy CS12 of the Doncaster Core Strategy. Such housing must visually indistinguishable from the market housing.

7.32 Policy ANP10 allocates land at 'The Lings, West Moor Link Road' (the application site) for housing and is expected to deliver between 350 and 400 dwellings, of which 26% will be affordable, subject to viability. The development is to provide education facilities or contributions to serve the future residents; open space in accordance with Doncaster Council's policy; a design and layout which protects the residential amenity of the existing residential properties to the south of the site; recognition of the role that the site plays in establishing a gateway to Armthorpe village; connections to existing local services and facilities; prioritise sustainable local connections and access for pedestrians and cyclists; a highway design which minimises traffic impact on the existing highway network; the inclusion of a landscape and open space buffer designed to protect the residential amenity of dwellings in close proximity to the employment area.

7.33 Policy ANP12 allocates sites for employment use and this includes the area shown on this application for industrial development.

7.34 Policy ANP17 states that each site allocated for employment or residential development and/or the provision of educational facilities will need to provide a full Transport Impact Assessment.

7.35 Policy ANP18 states that developers shall take account of the location and nature of electricity installations and transmission equipment, pipelines and other infrastructure owned or operated by or on behalf of statutory utility companies and ensure that any proposed buildings will comply with statutory safety clearances.

7.36 Policy ANP19 states developers will be encouraged to improve better planning of public transport. Measures to mitigate the adverse impacts of housing and employment development to promote the use of public transport will be encouraged.

7.37 Policy ANP21 states that where appropriate, necessary and subject to viability, developer contributions will be required to mitigate the impacts of any development and contribute to infrastructure where proposals require: direct provision to be made on-site (e.g. affordable housing and open space); off-site works to ensure that the development can be delivered in line with other policy objectives (including highway improvements). Where infrastructure is to be provided either on or off site, provision for its long-term maintenance will be required.

7.38 Policy ANP28 states that subject to the limits imposed by pooled contributions, developers will be expected to meet the contributions as published from time to time by Doncaster MBC, reflecting the appropriate costs of mitigating the impact of residential development having regard to the pupil yield on a per pupil cost basis in respect of appropriate contributions towards the provision of school buildings and the serviced land cost for the provision of school buildings and associated playing fields and related facilities of appropriate size. These contributions shall be calculated and made on a per pupil yield and taking into account any surplus capacities within the catchment area. These calculations shall be made for each planning application for residential development, for both primary and secondary school provision within Armthorpe.

7.39 Policy ANP32 states that developers must provide publicly accessible open space in accordance with the site-specific policies on housing allocations and windfall sites. Where feasible, open space should connect to other open spaces and provide links to new and existing pedestrian/cycle routes.

7.40 Policy ANP34 requires sustainable urban drainage to be incorporated into new development as part of the overall proposals for drainage.

7.41 Policy ANP36 states development on the edge of Armthorpe should maintain and where possible make allowances for the visual openness and connections with and to the surrounding countryside.

8.0 Planning Issues and Discussion

8.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for consideration of this application is the development plan. All decisions should be made in accordance with the development plan unless material considerations indicate otherwise.

8.2 In this case, the main issues relate to the principle of the development, prematurity and weight to be attached to the emerging Neighbourhood Plan, character and appearance, economy, highways, site layout and design, flooding, ecology, archaeology and agricultural land.

Principle of the Development

8.3 The proposal falls into two distinct elements, namely the commercial/employment part and also the residential element. The principle of developing the eastern part of the site for commercial/employment uses is acceptable on the basis that there is an extant reserved matters approval under reference 17/01528/REMM. The eastern part of the site is also allocated for employment in the emerging Armthorpe Neighbourhood Development Plan and is therefore in accordance with policy ANP12. The issue at stake therefore is whether the housing element of the proposal is acceptable, having regard to the development plan and all other material considerations.

8.4 An area of open countryside extends to the north of Armthorpe and includes the application site. This tract of open land is part of the Countryside Policy Area designated under policy ENV2 of the UDP. Protection of the countryside in the east of the borough is taken forward in the Core Strategy by policy CS3, which is concerned with the Countryside Protection Policy Area.

8.5 The proposal does not fall within any of the categories which may be acceptable in the Countryside Policy Area under policy ENV4. Policy CS3 does make reference to new urban extensions, but only by way of allocations. Otherwise it provides support for proposals which would be appropriate to a countryside location or which have particular locational requirements. The proposal would represent a significant extension to the urban area of Armthorpe, but it is not yet a formal allocation, and it does not, therefore arguably meet the specific provisions of policy CS3 of the Core Strategy. The site is however allocated for residential development in the emerging Armthorpe Neighbourhood Development Plan and significant weight can now be attached to this document given that it has passed its independent examination stage (and this is further discussed in paragraphs 8.13 and 8.14 of the report).

8.6 Armthorpe is designated in the Core Strategy as a Principal Town. In accordance with policy CS2 of the Core Strategy, Principal Towns should be the main local focus for housing and other development. Policy CS2 acknowledges that urban extensions will be required to accommodate the proposed growth at Armthorpe of between 646 and 923 dwellings. Policy CS10 states that new urban extensions to Principal Towns can come forward from 2016 onwards.

8.7 The explanation to policy CS3 of the Core Strategy makes it clear that urban extensions onto land previously designated as Countryside Policy Area will be required for housing purposes in Doncaster. The explanation to policy CS2 of the Core Strategy points out that urban extensions will be needed at several principal towns, including Armthorpe to accommodate the growth proposed there. Not only is there clear support in the Core Strategy for extending Armthorpe, but it is acknowledged that such expansion should take place notwithstanding the protection afforded to the surrounding countryside by policies ENV4 and CS3. This approach is consistent with the core planning principles set out in the NPPF, which recognise the character and beauty of the countryside, but also seek to proactively drive and

support sustainable economic development to deliver, amongst other things, the homes that the country needs.

8.8 The proposal would conflict with the specific provisions of policy ENV4 of the UDP and policy CS3 of the Core Strategy in terms of development in the Countryside Policy Area and Countryside Protection Policy Area. However, policy CS3 is more up-to-date in recognising the importance of extensions to the growth and regeneration strategy and it is more closely aligned with the NPPF which seeks to support economic development whilst recognising the value of the countryside. Policy CS3, therefore, carries greater weight and the proposal would not be inconsistent with the objectives of this policy which seeks to minimise the extent of urban extensions. The site is relatively sustainable given that it is located on the edge of Armthorpe and within access to a range of facilities for pedestrians, cyclists and public transport users. There are two bus services operating in close proximity to the site that runs between Armthorpe and Doncaster town centre. The nearest bus stops are located on Hatfield Lane and Mercel Avenue and are within walking distance of the site.

Prematurity and weight to be attached to the emerging Armthorpe Neighbourhood Plan

8.9 The Secretary of State refused a similar application under application reference 10/01725/OUTM. The appeal was dismissed on the basis that the housing element of the application was premature to the Sites and Policies DPD. Although the Inspector acknowledged that the DPD was at an early stage such that (in accordance with guidance set out in the document 'The Planning System: General Principles') it would seldom be appropriate to refuse permission on prematurity grounds, he felt that there were particular circumstances in that case to justify a refusal. Firstly, the scale of the housing proposal was such that it would account for a substantial proportion of the housing intended for Armthorpe (54 to 77%). Secondly, the Core Strategy (under policy CS10) did not envisage housing allocations in Armthorpe prior to 2016 and at the time of the planning inquiry, it was anticipated that the DPD would be in place by 2014. The Inspector also attached importance to his findings that there was no pressing need to release housing land at that time given that there was a 5 year supply and this was a further important factor allowing the Inspector to give weight to the prematurity argument. The Inspector did not consider that a prematurity argument carried any weight with respect to the Neighbourhood Plan because it was at such an early stage and there was no indication as to the scope or content of such a plan.

8.10 The issue of prematurity must now be considered against the guidance in the National Planning Policy Guidance (NPPG) rather than that in 'The Planning System: General Principles.' Although there are differences between the guidance in the previous document and that in the NPPG, in common they identify essentially two issues with respect to prematurity (a) whether the proposal has such a significant impact upon the draft plan as to pre-determine or undermine the plan process, and (b) whether the relevant draft plan has reached a sufficiently advanced stage for it to carry sufficient weight to found a prematurity argument. In effect the first issue has to be present to give rise to any potential prematurity issue, but even if it is present then consideration has to be given to the second issue.

8.11 With respect to the first issue, the Secretary of State concluded that a development of 500 houses in Armthorpe in the context of a potential allocation of 646 to 923 new dwellings would be so substantial as to pre-determine the plan process. The current proposals are of a reduced scale (400 houses), but they still remain substantial. This proposal would provide between 43 to 62 per cent of the proposed dwellings in Armthorpe and it remains of such a scale as to satisfy the first issue.

8.12 With respect to the second issue, the Inspector concluded that the application was premature to the Sites and Policies DPD, because it was anticipated that allocations would be in place two years before the intended release of these sites in 2016 and there was no pressing need to release sites in advance of the allocations due to an identified 5 year housing land supply. The prematurity issue is still relevant with this application because the Armthorpe Neighbourhood Development Plan (which allocates this site for development) has not yet been formally adopted. The NPPG makes it clear that an application can be considered premature if the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

8.13 Whilst the Armthorpe Neighbourhood Development Plan has reached an advanced stage such that any decision before its adoption could be considered premature, conversely the plan is now at a stage where significant weight can be attached to it. The site is allocated for development in the Neighbourhood Plan and policy ANP10 states that permission will be given for new housing on this site of between 350 and 400 dwellings. Paragraph 216 of the NPPF offers guidance on the weight that decision-makers can give to relevant policies in emerging plans. The decision-maker must have regard to 3 issues: the stage of preparation of the emerging plan; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

8.14 In terms of the first issue, the Armthorpe Neighbourhood Development Plan is at an advanced stage in that it has been checked by an independent examiner. The NPPF makes it clear that the more advanced the preparation of the Neighbourhood Plan then the greater weight that may be given. In terms of the second issue, the objections received against the Neighbourhood Plan have been considered by the examiner and he has found the plan to be sound and so the objections made can arguably be considered to be resolved. The NPPF states that greater weight can be attached to the Neighbourhood Plan where unresolved objections are less significant. In terms of the third issue, the examiner is satisfied that the relevant policies in the Neighbourhood Plan are consistent with the policies in the Framework. The NPPF states that the closer the policies in the emerging plan to the policies in the Framework then the greater the weight that may be given.

8.15 This application site has consistently been allocated for development in the Neighbourhood Plan. Extensive consultation has been carried out with the local community through the preparation of the Neighbourhood Plan. The most recent consultation exercise involved the publication of the second draft of the Neighbourhood Plan. In addition to 10 consultation responses from developers/landowners/agents/statutory consultees, email replies were submitted by 5 local residents and a further 28 written ones (33 in total). The 17 residents who opposed the second draft raised issues such as no need for more houses, impact on

traffic, countryside and local services and so on rather than any specific objection to the allocation of the site for development. The 17 residents who supported the Neighbourhood Plan agreed that the sites west and east of Hatfield Lane (this application site) were the best. Guidance in the NPPG states that 'Whilst a referendum ensures that the community has the final say on whether the neighbourhood plan comes into force, decision makers should respect evidence of local support prior to the referendum when seeking to apply weight to an emerging neighbourhood plan.' There is evidence of support for the Neighbourhood Plan and the allocation of this site for development and there is also no suggestion that the community at large is opposed to this allocation and this adds to the argument that significant weight can now be attached to the Neighbourhood Plan.

Character and appearance

8.16 The introduction of the proposed housing and warehouse units would extend urban development onto the site, change its character and result in a reduction in openness on this part of the northern edge of town. The development as a whole would however relate well to the existing urban form, given the spread of the built-up area on two sides of the site. Development would extend up to the West Moor Link Road, which marks the limit of the built-up area to the south-east and which is a distinct physical feature close to Armthorpe. The proposal would represent a natural extension of the settlement and it would not fundamentally alter the pattern of built development and open land in the locality. Significantly it does not form part of the green wedge in the strategic gap between Armthorpe and Edenthorpe as identified in policy CS17 of the Core Strategy.

8.17 The intended approach to open space and landscaping has been set out in this application. A green wedge (incorporating a play area and football pitch) runs along the northern part of the site and this carries on to form a strip of open space that separates the residential and employment areas in accordance with the plan provided in the Armthorpe Neighbourhood Plan. If the Council decides to retain the need for a green wedge on this site in the Neighbourhood Plan, despite the Examiner's recommendation that it be removed, then this proposal would still conform to the Neighbourhood Plan by providing this green wedge as part of the layout. Other areas of open space are shown on the masterplan that would assist in breaking up the extent of the built form. A landscape buffer, incorporating a mound and tree cover, is proposed along the West Moor Link frontage in accordance with policy EMP17 of the UDP and tree planting would also form part of the landscaping proposed along Hatfield Lane and to the rear of the existing dwellings on Mercel Avenue. The extent and nature of the landscaping proposed would assist in assimilating the development into its surroundings.

8.18 Other key design themes have been included in the masterplan including adequate separation between the residential and industrial uses and a density that reflects the site's location on the edge of a settlement.

8.19 The access into the site from Hatfield Lane has been designed to ensure that the dwellings adjacent to the roundabout are used to frame the access, fronting onto Hatfield Lane and thereby creating a gateway into the site. The second access from the West Moor Link is well landscaped with public open space either side of the entrance. Within this open space there is a focal area of public art which then leads

onto the tree lined entrance road. The indicative masterplan indicates that dwellings will front onto the areas of open space to ensure that there is overlooking.

8.20 The application therefore accords with the guidance set out in the NPPF, policy CS14 of the Core Strategy, policies ENV17 and ENV53 of the Doncaster UDP and policies ANP2, ANP5, ANP10, ANP32 and ANP36 of the Armthorpe Neighbourhood Development Plan.

Transport

8.21 The applicant has submitted a Transport Assessment (TA) to consider the transportation impacts of the proposed development. The TA is based on a development of up to 500 dwellings (as originally proposed) and 22,297 square metres of employment use.

8.22 The TA concludes that with the addition of the development traffic, Junction 4 of the M18 is predicted to continue to be operating within capacity. The TA highlights the need for mitigation works to accommodate the extra traffic generated by the development. Mitigation measures are therefore proposed for the West Moor Link/Hatfield Lane and Sainsbury's roundabouts. The works to the roundabouts are to be secured through a planning obligation and are to be completed prior to the occupation of the second industrial unit or the 176th dwelling, whichever is the earlier.

8.23 The applicant has also agreed to pay a contribution of £349,961 towards the West Moor Link improvement scheme, given that this development will increase the amount of traffic along this route. The West Moor Link improvement scheme is a Sheffield City Region Investment Fund (SCRIF) to dual the West Moor Link from the M18 to the Shaw Lane Roundabout. The applicant has submitted a draft Unilateral Undertaking which states that the West Moor Link contribution will be made at various stages of the development. Should the West Moor Link improvements be carried out before the works to the roundabouts are required then the obligation to carry out works to the roundabout will be removed, as these works will form part of the West Moor Link improvement scheme.

8.24 The applicant has also submitted Travel Plans for both the residential and employment developments to reduce the impact of single occupancy car trips and whilst they are acceptable in principle, further detailed work would be required. The development site is well located to encourage trips by public transport with the nearest bus stops located on Hatfield Lane and Mercel Avenue. It has been demonstrated that 40 per cent of the residential development is within 400 metres of a bus stop and that 80 per cent is within 500 metres. It is therefore not necessary to divert bus routes into the site. To enhance pedestrian safety, a pedestrian crossing is proposed across Hatfield Lane to the north of the junction with Mercel Avenue. This will link the development to the footway on the western side of Hatfield Lane and form part of a safe pedestrian route to the schools on Mere Lane. The three bus stops on Mercel Avenue and Hatfield Lane are to be upgraded or replaced.

8.25 The highway network has been designed to reduce traffic speeds and incorporates a primary route with footpaths each side and secondary shared surface roads linking primary routes. The road network ensures ease of access for all plots to areas of public open space and footpath routes. Footpaths are provided within the

areas of open space with a footpath link through to Mercel Avenue, ensuring ease of access to local bus routes and the existing public open space.

8.26 In terms of the highway objections raised by WYG, there is no requirement to design the residential layout to include restrictions to prevent Heavy Goods Vehicle (HGV) access through the site. HGV traffic is expected to predominately approach the site from the M18, with roughly 10 per cent along the West Moor Link from the direction of Doncaster. The proposed masterplan does not show a direct route through the residential part of the site and this together with the relatively narrow carriageway and the presence of parked cars is likely to dissuade HGV drivers from driving through the residential part to access the industrial units.

8.27 The “left in left out” priority controlled junction onto the West Moor Link (including the introduction of a kerbed central reserve and associated modifications to existing lining and signing) has been the subject of Stage 1 / 2 Road Safety Audits in accordance with HD 19/03 “Road Safety Audit” that forms part of volume 5 of the Design Manual for Roads and Bridges. The subsequent design has received technical approval from the Council’s Highways and Street Lighting Design team and construction works on site will be subject to a Section 278 Legal Agreement. It should also be noted that the same access arrangements have previously been granted planning permission as part of the consent for the commercial element of the proposal under reference 17/01528/REMM.

8.28 The Sainsbury’s roundabout is already over capacity without the development traffic and the additional development traffic will make the operation of the junction worse, but not severe. The increase in queue of 2 vehicles in the PM peak hour on Thorne Road West is not considered severe. The proposed development mitigation works to the A630 West Moor Link/Hatfield Lane and A630 West Moor Link / A18 Thorne Road roundabouts will be subject to Section 278 Agreements, Road Safety Audits and requisite technical approvals by the Councils’ Highways and Street Lighting Design team. The application therefore accords with the guidance set out in the NPPF, policy CS9 of the Core Strategy, policy EMP17 of the Doncaster UDP and policies ANP10, ANP17, ANP19 and ANP32 of the Armthorpe Neighbourhood Development Plan.

Flooding

8.29 The employment part of the site (which benefits from an extant permission) falls within Flood Zone 3. The residential part of the site lies within Flood Zone 1, which is the least likely to flood. A full Flood Risk Assessment has been submitted with the application. This shows that the development is suitable for this location and can be safely developed to mitigate all identified long term flood risks in this area. Furthermore, it is demonstrated that the layout may be developed to incorporate elements of drainage incorporating SuDS that will not only provide adequate runoff protection, but will also provide an improvement in the runoff quality. The application therefore accords with the guidance set out in the NPPF, policy CS4 of the Core Strategy and policy ANP34 of the Armthorpe Neighbourhood Development Plan.

Ecology

8.30 An ecological survey has been submitted with the application. The survey shows that the site is intensively managed, predominantly arable and improved

grassland crop. No records of any amphibians came to light during the survey. A bat survey has also been submitted and this shows that none of the trees on site have any cracks, raise bark or broken limbs that would provide bat roost potential and no bats were recorded within the body of the site during the survey. Biodiversity enhancement measures could be incorporated into the scheme to include wildflower grassland and amphibian wildlife ponds (this is to be secured by a planning condition). The application accords with the guidance set out in the NPPF and policy CS16 of the Core Strategy.

Archaeology

8.31 An archaeological assessment has been submitted with the application. The assessment identifies that while no heritage assets are recorded within the site boundary itself, crop mark evidence does indicate the presence of possible field systems within the proposed development site and there is extensive evidence for Iron Age and Romano-British activity in the immediate vicinity, as well as more limited evidence of Neolithic, Bronze Age, Medieval and Post-Medieval archaeological deposits. A review of historic mapping indicates that the site has remained largely unchanged for the last 150 years and therefore there is a high potential for archaeological deposits to exist on the site, especially as archaeological remains having been found to the west and east of the site. A planning condition will ensure that further archaeological evaluation of the site is carried out. The application accords with policy ENV38 of the Doncaster Unitary Development Plan.

Loss of agricultural land

8.32 Local, regional and national policies seek to protect the best and most versatile agricultural land. In the UDP inquiry on this site, the Ministry of Agriculture, Food and Fisheries (MAFF) considered that the site was not the best and most versatile agricultural land due to the grading of the site and the fact that it was contained by roads. The circumstances have not changed since the UDP inquiry and so the site need not be retained for agricultural purposes. The application therefore accords with policy CS18 of the Core Strategy.

Economic impacts

8.33 The provision of 240,000 square feet of industrial and commercial floorspace will provide significant employment benefits to Armthorpe and Doncaster, creating approximately 700 direct jobs. The proposal will also deliver a significant number of construction jobs that will be suited to local people. Opportunities for indirect job creation will be provided for the relevant service and spin off industries which will serve the proposed development when complete e.g. waste collection, maintenance, caterers and so on. The proposal will also deliver new workers and expenditure into the local economy to support nearby shops and facilities. The application therefore accords with the need to support economic development as set out in the NPPF.

Other issues

8.34 Local residents have expressed concern about the effect of the development on facilities and services in Armthorpe. There is an identified shortage of primary school places in Armthorpe and a contribution is to be made towards this. Apart from education, there is no evidence that the development would place undue pressure on local facilities and services.

8.35 There are also concerns from local residents that development adjacent to the existing properties on Mercel Avenue would result in a loss of privacy and sunlight for their occupiers. The indicative masterplan shows that a layout can be devised with adequate separation distances between existing and proposed dwellings and with an intervening landscaped buffer. Some of the dwellings on this part of Mercel Avenue are bungalows and it is the intention that the adjacent dwellings to these properties which would be built on the application site would also be bungalows. These matters of layout and landscaping would be addressed in detail at reserved matters stage and a condition would require their preparation in accordance with the illustrative masterplan considered with the outline proposal. The proposed development would not unacceptably worsen the living conditions of nearby residents.

8.36 The proposal includes an extension to the existing area of allotments to the north of Mercel Avenue. This part of the proposal would respond to the need identified by the Parish Council for additional allotment space and is to be secured by a suitably worded condition.

8.37 Some concern has been expressed about health risks from the major electricity transmission line which runs across the site. The site would be laid out so that the line would not pass over housing or through the employment area, but would be within a linear area of open space. No specific evidence has been submitted to indicate that future residents, employees and visitors would be adversely affected by the presence of the electricity transmission line and generalised concerns do not carry weight against the proposal. The application therefore accords with policy ANP18 of the Armthorpe Neighbourhood Development Plan.

Planning Obligations

8.38 The applicant has submitted a draft Unilateral Undertaking. This includes a contribution to the West Moor Link improvement scheme of £349,961, works to the West Moor Link/Hatfield Lane and Sainsbury's roundabouts, 3 bus stops and a Transport Bond of £43,296 to be used if targets for the number and type of trips to and from the site are not met. Travel Plan measures will include the appointment of a travel co-ordinator, the provision of information about alternative means of transport to the private car and the promotion of car-sharing schemes. Additionally, under the residential travel plan each new dwelling would receive a travel pass for discounted travel by public transport for one year and a voucher towards a bicycle and/or bicycle equipment.

8.39 It also includes a contribution of 26 per cent affordable housing as per the requirements of policy CS12 of the Core Strategy and policies ANP7 and ANP10 of the Armthorpe Neighbourhood Development Plan. The delivery of a sizeable amount of affordable housing would be a significant benefit of the proposed development.

8.40 There is also to be an education contribution towards the cost of the provision of primary school places in the locality required by the development as per the requirements of policies ANP10 and ANP28 of the Armthorpe Neighbourhood Development Plan. The contribution is to be based on a formula devised by the Education Department.

9.0 Overall conclusions

9.1 The commercial/employment element of the application is acceptable given that there is an extant permission in place for a similar proposal.

9.2 In terms of the housing element of the proposal, the site is allocated as a Countryside Policy Area in the Doncaster UDP and a Countryside Protection Policy Area in the Doncaster Core Strategy and is not identified as a suitable proposal in policies ENV4 of the UDP and CS3 of the Core Strategy.

9.3 Policy CS2 of the Core Strategy however identifies the need for between 646 and 923 dwellings in Armthorpe through urban extensions. It is acknowledged by policy CS2 that such urban expansion should take place notwithstanding the protection afforded to the surrounding countryside by policies ENV4 and CS3. Policy CS10 states that these urban extensions can come forward from 2016 onwards.

9.4 Policy CS3 of the Core Strategy allows for the development of urban extensions to Principal Towns through allocations. The proposal would not be inconsistent with the objectives of this policy which seeks to minimise the extent of urban extensions. The site is allocated for development in the emerging Armthorpe Neighbourhood Plan and significant weight can be attached to the plan given that it is well advanced, is consistent with the policies in the Framework and objections (mainly by competing developers) have been resolved by the examiner; there is also evidence of support for the Neighbourhood Plan by the community.

9.5 The issue of prematurity to the Neighbourhood Plan, although still relevant, is less significant now because the Neighbourhood Plan has consistently shown this site for development and we are now at a point beyond 2016 whereby policy CS10 of the Core Strategy allows for the release of land for urban extensions. The consistency of the application with the Armthorpe Neighbourhood Plan at this advanced stage of its preparation means that the adverse impacts of granting planning permission would not outweigh the benefits and therefore the issue of prematurity in itself would not justify a refusal of planning permission. The site has consistently been allocated for development in the Armthorpe Neighbourhood Development Plan and so it is considered that the granting of planning permission would not prejudice the outcome of the plan-making process.

9.6 The site is sustainable given that it is located on the edge of Armthorpe and within access to a range of facilities for pedestrians, cyclists and public transport users. The proposed development would not have an adverse effect on the character and appearance of the area, nor would it unacceptably reduce highway safety or constrain the free flow of traffic. All other planning matters have been satisfactorily resolved.

9.7 The proposed development will bring about jobs and housing to which significant weight should be attached. The provision of affordable housing would be a significant benefit and some weight should also be given to the extension of the allotments.

9.8 In conclusion, the proposed development on an allocated site in an advanced emerging Neighbourhood Plan, together with an extant permission for employment and the support for urban extensions from 2016 onwards in countryside locations

outweigh any argument that the application is premature to the emerging Neighbourhood Plan.

Recommendation

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT, SUBJECT TO THE CONDITIONS BELOW AND FOLLOWING THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 IN RELATION TO THE FOLLOWING MATTERS:

- A) 26% affordable housing.
- B) Education contribution based on a formula.
- C) Contribution of £349,961 towards West Moor Link improvement scheme.
- D) Works to West Moor Link/Hatfield Lane and Sainsbury's roundabouts prior to the occupation of the 174th dwelling.
- E) Transport Bond of £43,296 and monitoring.
- F) The three bus stops on Mercel Avenue and Hatfield Lane to be upgraded or replaced.
- G) Travel Plan measures to include the appointment of a travel co-ordinator, the provision of information about alternative means of transport to the private car, the promotion of car-sharing schemes and a travel pass for discounted travel by public transport for one year and a voucher towards a bicycle and/or bicycle equipment.

THE HEAD OF DEVELOPMENT BE AUTHORISED TO ISSUE THE PLANNING PERMISSION UPON COMPLETION OF THE AGREEMENT.

- 1) The development to which this permission relates must be begun not later than whichever is the later of the following dates:- i) The expiration of three years from the date of this permission or ii) The expiration of two years from the final approval of the reserved matters or in the case of different dates the final approval of the last such matter to be approved.

REASON

Condition required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.

- 2) In the case of the reserved matters, application for approval must be made not later than the expiration of three years beginning with the date of this permission.

REASON

Condition required to be imposed by Section 92(as amended) of the Town and Country Planning Act 1990.

- 3) Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter referred to as reserved matters) shall be obtained from the Local Planning Authority before the commencement of any works.

REASON

The application is in outline and no details having yet been furnished of the matters referred to in the outline they are reserved for subsequent approval by the Local Planning Authority.

- 4) The reserved matters shall be prepared in accordance with the proposed indicative master plan.

REASON

To ensure that the development is carried out in accordance with the application as approved.

- 5) Access to the site shall be in accordance with the details shown on the approved plans referenced 9118:01 C dated February 2010 and 49325065/P/001 REV C.

REASON

To ensure that the development is carried out in accordance with the application as approved.

- 6) No residential development shall take place until a scheme for the mitigation of traffic noise has been submitted to and approved in writing by the local planning authority. The residential development shall be carried out in accordance with the approved scheme.

REASON

To ensure that residential properties are not affected by noise.

- 7) No development shall take place, 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) - measures to be taken within the curtilage of the site to prevent the deposition of mud or debris on the public highway.
- vi) - measures to control noise and the emission of dust and dirt during construction
- vii) - a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

- 8) Prior to the commencement of development, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the following measures, all of which shall be implemented prior to the first occupation of the site or in an alternative timescale to be approved in writing with the local planning authority:
- Roosting features for Pipistrelle bat species to be incorporated into buildings adjacent to the landscaped buffers.
 - The wildlife friendly design principles that will be used within the balancing ponds.
 - The inclusion of two bee and wasp banks.
 - A species rich hedgerow to be planted along the eastern boundary of the site and a species rich hedgerow and/or tree line along the western boundary.

- The native species mix to be used within all buffer planting.
- The wildflower species mix to be included within the design.

REASON

To ensure the ecological interests of the site are maintained in accordance with policy 16 of the Doncaster Core Strategy.

- 9) The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:
- i) Residential development to be located on land greater than 5mAOD as demonstrated by the site layout plans and the topographic survey.

REASON

To reduce the risk of flooding to the proposed development and future users.

- 10) No development shall take place until a scheme for the provision of drainage works has been submitted to and approved in writing by the local planning authority. The scheme shall include measures to control the infiltration and discharge of surface water to the ground. None of the dwellings shall be occupied until the drainage scheme has been implemented in respect of the residential part of the development. None of the employment units shall be occupied until the drainage scheme has been implemented in respect of the employment part of the development.

REASON

To ensure that the water environment and the public water supply are protected.

- 11) No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.

a) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.

b) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

c) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given

two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

d) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework. This is required prior to commencement to ensure that the necessary mitigation measures can be put in place should any contamination be found.

12) The development shall not begin until a scheme for the provision of public open space on site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for at least 15 per cent of the site area as public open space. The public open space shall be provided in accordance with the approved scheme and this shall include:

- i details showing the location and type of public open space and how the open space is to be landscaped;
- ii details of the provision of a Locally Equipped Area of Play and children's football pitch on site.
- iii the timing of the provision of the public open space and arrangements for its future maintenance.

REASON

To ensure the satisfactory provision of public open space in accordance with policy RL4 of the Doncaster Unitary Development Plan and the Council's Supplementary Planning Guidance on Adoption and Maintenance of Public Open Space in New Developments.

13) No development shall take place until a scheme for the extension of the allotments has been submitted to and approved in writing by the local planning authority. The scheme shall include the timescale for provision and arrangements for management. The extension to the allotments shall be provided in accordance with the approved scheme.

REASON

There is a need for allotments in the area and this development will create additional demand.

14) Development shall not commence until a detailed scheme for the realigned carriageway between Mercel Avenue and the West Moor Link roundabout has been submitted to and approved in writing by the local planning authority. The

scheme shall include details of the design of the new roundabout to ensure capacity of a 4th arm to serve land to the west of Hatfield Lane, a new footway, a pedestrian crossing across Hatfield Lane and details of the new highway verge. The approved scheme shall be implemented prior to the occupation of any dwellings on site.

REASON

To ensure that details of the realigned carriageway are acceptable in accordance with policy 9 of the Doncaster Core Strategy.

15) The first submission of Reserved Matters for housing shall include a Design Guide to be approved by the Local Planning Authority, which shall be applied to all subsequent Reserved Matters submissions for all other units within the site. The guide shall follow the principles established in the Design and Access Statement Ref 9118 dated December 2011. The Design Guide shall refer to and reflect the Council's existing design guidance, and cover the following key detailed design matters:

- 1) Movement hierarchy and street types- the network of streets and car free routes and how these integrate into existing networks, using street sections and plans to illustrate the hierarchy,
- 2) Urban design principles- how the development will create a permeable and secure network of blocks and plots with well-defined, active and enclosed streets and spaces,
- 3) Legibility strategy- how the scheme will be easy to navigate using gateways, views, nodes and landmarks for orientation,
- 4) Residential character areas- the different areas of housing within the site and details of the key characteristics of each zone in terms of layout, scale, siting, appearance, and landscape,
- 5) Architectural appearance, building details and materials- informed by a local character appraisal,
- 6) Open space character areas- the function, appearance and design principles for each key areas of open space,
- 7) Vehicle and cycle parking- including details of allocated and visitor parking strategies in line with the Council's parking standards,
- 8) Hard and soft landscape- including street surfacing, junction treatments, street furniture, signage, management and maintenance,
- 9) Boundary treatments- details of front, side, rear and plot division boundaries for each street type / character area.
- 10) Building for Life Statement- how BFL principles are to be met by the development.

REASON

To ensure a consistent and co-ordinated design approach, in the interests of the satisfactory function and appearance of the development.

16) Before the development is brought into use, sight lines shall be rendered effective by removing or reducing the height of anything which obstructs visibility at any height greater than 900mm above the level of the nearside channel of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing by the Highways Authority.

REASON

In the interest of road safety.

- 17) The development hereby approved shall not exceed 400 dwellings.
REASON
To ensure that the development accords with policies ANP1 and ANP10 of the Armthorpe Neighbourhood Plan.
- 18) The proposed development shall not include any B1(a) uses within the final layout.
REASON
To control office uses outside of town centre locations, in accordance with the provisions of Policy CS2 of the Core Strategy.
- 19) Before the development commences, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met for the employment element of the application. Unless otherwise agreed in writing with the local planning authority, the development will take place in accordance with the approved assessment. Prior to the occupation of any of the industrial buildings, a post construction review shall be carried out by a licensed assessor and submitted for approval.
REASON
To accord with policy CS14 of the Core Strategy and in the interests of sustainability and to minimise the impact of the development on the effects of climate change.
- 20) Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then implemented.
REASON
To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with policy ENV38 of the Doncaster Unitary Development Plan.



Masterplan for the site.

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DATED

28 July 2022

**PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND
COUNTRY PLANNING ACT 1990 RELATING TO LAND AT THE EAST
SIDE OF HATFIELD LANE, ARMTHORPE, DONCASTER, DN3
3HA**

between

DONCASTER BOROUGH COUNCIL

and

MICHAEL PARTRICK MURRAY

and

JOHN EDGAR LLOYD NICHOLSON

and

ALBEMARLE HOMES LIMITED

PLANNING REFERENCE: 20/01606/FULM

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ANNEX

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THIS DEED is dated 28 July

2022

- (1) **DONCASTER BOROUGH COUNCIL** of Civic Office Waterdale Doncaster DN1 3BU (**Council**).
- (2) **MICHAEL PATRICK MUURRAY and JOHN EDGAR LLOYD NICHOLSON** of 3 Bradford Row, Doncaster, DN1 3NF (**Owner**).
- (3) **ALBEMARLE HOMES LIMITED** incorporated and registered in England and Wales with company number 08525773 whose registered office is at Grove Barn, 11 Silica Court, Kirk Sandall, Doncaster, DN3 1EG (**Developer**).

BACKGROUND

- (A) The Council is the local planning authority for the purposes of the TCPA 1990 for the area in which the Property is situated and is the authority by whom the obligations hereby created are enforceable. .
- (B) The Owner is the freehold owner of the Property free from encumbrances.
- (C) The Developer has an interest in the Property pursuant to a contract for sale dated 10 March 2020 made between (1) the Owner and (2) the Developer
- (D) The Developer has made the Planning Application and is proposing to carry out the Development.
- (E) The Council is minded to grant planning permission subject to the Owner and the Developer entering into this Deed without which the Council would not grant the said Planning Permission.

AGREED TERMS

1. INTERPRETATION

1.1 The definitions and rules of interpretation in this clause apply in this deed:

Affordable Housing: housing provided to eligible households whose needs are not met by the market in accordance with the definition in Annex 2 of the National Planning Policy Framework (or any successor policy or legislation in respect of affordable housing).

Affordable Housing Contribution: means the Indexed Linked sum of £250,440.19 (two hundred and fifty thousand, four hundred and forty pounds and nineteen pence) in accordance with the provisions of clause 2.5 of Schedule 1 for the provision of new, or the improvement to existing Affordable Housing elsewhere within the Council's area.

Affordable Housing Units: means those 4 Dwellings to be constructed pursuant to the Planning Permission and provided as Affordable Housing comprising 3 Affordable Rented Units and 1 Shared Ownership Unit (unless otherwise agreed with the Council in writing) plot numbers to be agreed in accordance with the provisions

of Schedule 1 and “Affordable Housing Unit” shall mean a single unit of Affordable Housing.

Affordable Rent: a rent which is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80% of the local market rent or such other rent that may be permitted by Homes England (or any successor body to which the function of regulation of registered providers is transferred) including target rents (inclusive of service charges).

Affordable Rented Units: means those Affordable Housing Units which are to be let at an Affordable Rent.

Base Rate: the higher of 5% and the base rate from time to time of Barclays Bank plc.

Commencement of Development: the carrying out in relation to the Development of any material operation as defined by section 56(4) of the TCPA 1990 but disregarding for the purposes of this deed and for no other purpose, the following operations: demolition works; site clearance; ground investigations; site survey works; temporary access construction works; archaeological investigation; and erection of any fences and hoardings around the Property.

Commence and Commences shall be construed accordingly.

Commencement Date: the date Development Commences.

Construction of the Roof: means the applying of the final external roof covering to the roof timbers or structure of a Dwelling and for the avoidance of doubt this shall not include any membranes or felt.

Default Interest Rate: 4% per annum above the Base Rate.

Development: the development of the Property authorised by the Planning Permission.

Dwelling: a unit of residential occupation to be constructed pursuant to the Planning Permission.

Index Linked: increased in accordance with the following formula:

Amount payable = the payment specified in this deed x (A/B) where:

A= the figure for the Retail Prices Index (All Items) that applied immediately preceding the date the payment is due.

B= the figure for the Retail Prices Index (All Items) that applied when the index was last published prior to the date of this deed.

Occupation: occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operation and “Occupy” and “Occupied” shall be construed accordingly.

Open Market Dwelling: those Dwellings which are to be constructed pursuant to the Planning Permission and which are not Affordable Housing Units.

Plan: the plan attached as Appendix 1.

Planning Application: the application for FULL planning permission registered by the Council on 22 June 2020 under reference number 20/01606/FULM.

Planning Permission: the planning permission to be granted by the Council in respect of the Planning Application.

Practical Completion: the date upon which a certificate of practical completion is issued by the Developer's architect or such other person who is monitoring the Development on behalf of the Developer and "Practically Completed" shall be construed accordingly.

Property: the land at the East Side of Hatfield Lane, Armthorpe, Doncaster, DN3 3HA shown edged red on the Plan and registered at HM Land Registry with absolute title under title number SYK378568.

Protected Tenant: as the case may be:

- a) A tenant who has exercised the right to acquire pursuant to the Housing and Regeneration Act 2008 or any other statutory provision for the time being in force (or equivalent contractual or voluntary right) in respect of an Affordable Rented Unit; or
- b) A tenant who has exercised a statutory right to buy (or equivalent contractual or voluntary right) in respect of an Affordable Rented Unit; or
- c) Has acquired an Affordable Rented Unit from a Registered Provider through Social Homebuy funded pursuant to section 19(3) of the Housing and Regeneration Act 2008, or any amendment or replacement thereof; or
- d) Has been granted a Shared Ownership Lease by a Registered Provider (or similar arrangement where a share of the Affordable Housing Unit is owned by the tenant and a share is owned by the Registered Provider) in respect of a particular Affordable Housing Unit and the tenant has subsequently purchased from the Registered Provider all the remaining shares so that the tenant owns the entire Affordable Housing unit; and
- e) Any person or body and/or their mortgagee deriving title through or from any of the parties mentioned in paragraphs above.

Qualifying Criteria: where a person is in housing need in accordance with the relevant criteria of the Council and meets one or more of the following criteria in descending order of priority immediately prior to this proposed occupation:

- a) Has a local connection in the district of Doncaster
- b) Has a local connection in the surrounding area of the district of Doncaster.

Registered Provider: a registered provider as defined by the Housing and Regeneration Act 2008 (or as redefined by any amendment, replacement, or re-enactment of such Act) and registered under the provisions of the Housing and Regeneration Act 2008 or any company or other body approved by Homes England.

Shared Ownership Lease: such lease as shall from time to time be substantially in accordance with the Homes England model form of shared ownership lease or such other successor bodies model form of lease.

Shared Ownership Unit: those Affordable Housing Units which are to be owned and managed by a Registered Provider such that they shall be occupied on the basis of a Shared Ownership Lease.

TCPA 1990: Town and Country Planning Act 1990.

VAT: value added tax chargeable under the Value Added Tax Act 1994 and any similar replacement and any additional replacement tax.

Working Day: a day (other than a Saturday, Sunday or public holiday in England when banks in London are open for business).

- 1.2 Clause headings shall not affect the interpretation of this deed.
- 1.3 A **person** includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).
- 1.4 A reference to a **company** shall include any company, corporation or other body corporate, wherever and however incorporated or established.
- 1.5 Unless the context otherwise requires, words in the singular shall include the plural and in the plural shall include the singular.
- 1.6 Unless the context otherwise requires, a reference to one gender shall include a reference to the other genders.
- 1.7 A reference to any party shall include that party's personal representatives, successors or permitted assigns and in the case of the Council the successors to its respective statutory functions.
- 1.8 A reference to a statute or statutory provision is a reference to it as amended, extended or re-enacted from time to time ; provided that, as between the parties, no such amendment, extension or re-enactment shall apply to this deed to the extent that it would impose any new or extended obligation, liability or restriction, on, or otherwise adversely affect the rights of, any party.
- 1.9 A reference to a statute or statutory provision shall include any subordinate legislation made from time to time under that statute or statutory provision.
- 1.10 A reference to **writing** or **written** does not include faxes or e-mail.
- 1.11 A reference to "this deed" or to any other agreement or document referred to in this deed is a reference to this deed or such other document or deed as varied or novated (in each case, other than in breach of the provisions of this deed) from time to time.

- 1.12 References to clauses, plans, schedules and appendices are to the clauses, plans, schedules and appendices of this deed.
- 1.13 An obligation in this deed on a person not to do something includes an obligation not to agree or allow that thing to be done.
- 1.14 Any phrase introduced by the terms **including, include, in particular** or any similar expression shall be construed as illustrative and shall not limit the sense of the words preceding those terms.
- 1.15 Where an obligation falls to be performed by more than one person, the obligation can be enforced against every person so bound jointly and against each of them individually.

2. STATUTORY PROVISIONS

- 2.1 This deed constitutes a planning obligation for the purposes of section 106 of the TCPA 1990, section 111 of the Local Government Act 1972, section 1 of the Localism Act 2011 and any other enabling powers.
- 2.2 The covenants, restrictions and obligations contained in this deed are planning obligations for the purposes of section 106 of the TCPA 1990 and are entered into by the Owner and the Developer with the intention that they bind the interests held by those persons in the Property and their respective successors and assigns.
- 2.3 The covenants, restrictions and obligations contained in this deed are enforceable by the Council in accordance with section 106 of the TCPA 1990.

3. CONDITIONALITY

With the exception of clauses 2, 3, 11, 13, 15, 20, 21 and 25 (which take effect immediately), this deed is conditional on the grant and issue of the Planning Permission.

4. COVENANTS TO THE COUNCIL

The Owner and the Developer covenant with the Council to:

- (a) observe and perform the covenants, restrictions and obligations contained in Schedule 1.
- (b) give at least seven Working Days written notice to the Council of the intended Commencement Date.

5. INDEXATION

- 5.1 All financial contributions payable to the Council shall be Index Linked.

5.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this deed) or in the event the index is not replaced, to an alternative reasonably comparable basis or index as the Council shall advise the Owner in writing.

6. RELEASE

No person shall be liable for any breach of a covenant, restriction or obligation contained in this deed after parting with all of its interest in the Property, except in respect of any breach subsisting prior to parting with such interest.

7. DETERMINATION OF DEED

The obligations in this deed (with the exception of clause 10) shall cease to have effect if before the Commencement of Development, the Planning Permission:

- (a) expires;
- (b) is varied or revoked other than at the request of the Owner; or
- (c) is quashed following a successful legal challenge.

8. LOCAL LAND CHARGE

This deed is a local land charge and shall be registered as such by the Council.

9. COUNCIL'S COSTS

The Developer shall pay to the Council on or before the date of this deed the Council's reasonable and proper legal costs in the sum of £1,000 (one thousand pounds) in connection with the preparation, negotiation, completion and registration of this deed.

10. INTEREST ON LATE PAYMENT

Where any sum or amount has not been paid to the Council by the date on which it is due, the Owner shall pay the Council interest at the Default Interest Rate on that amount for the period from the due date to and including the date of payment.

11. OWNERSHIP

11.1 The Owner warrants that no person other than the Owner and the Developer has any legal or equitable interest in the Property.

11.2 Until the covenants, restrictions and obligations in Schedule 1 have been complied with, the Owner will give to the Council within 14 Working Days, the following details of any conveyance, transfer, lease, assignment, mortgage or other disposition entered into in respect of all or any part of the Property:

- (a) the name and address of the person to whom the disposition was made; and
- (b) the nature and extent of the interest disposed of.

12. REASONABLENESS

Any approval, consent, direction, authority, agreement or action to be given by the Council under this deed shall not be unreasonably withheld or delayed.

13. CANCELLATION OF ENTRIES

13.1 On the written request of the Owner or the Developer at any time after each or all of the obligations have been performed or otherwise discharged (and subject to the payment of the Council's reasonable and proper costs) the Council will issue a written confirmation of such performance or discharge.

13.2 Following the performance and full satisfaction of all the terms of this agreement or if this deed is determined pursuant to clause 8 (and subject to the payment of the Council's reasonable and proper costs and charges) the Council will on the written request of the Owner cancel all entries made in the local land charges register in respect of this deed.

14. DISPUTES

If any dispute arises out of this deed, the dispute shall be referred to an arbitrator appointed jointly by the parties. If the parties cannot agree on the arbitrator's identity the arbitrator shall be appointed on either party's request by the President for the time being of the Royal Institution of Chartered Surveyors. The arbitrator shall act in accordance with the Arbitration Act 1996 and the costs of the arbitration shall be payable by the parties in the proportions determined by the arbitrator (or if the arbitrator makes no direction, then equally).

15. NO FETTER OF DISCRETION

Nothing (contained or implied) in this deed shall fetter or restrict the Council's statutory rights, powers, discretions and responsibilities.

16. NO COMPENSATION PAYABLE

No compensation shall be payable by the Council as a result of the obligations contained in this deed.

17. WAIVER

No waiver (whether express or implied) by the Council of any breach or default by the Owner and/or the Developer in performing or observing any of the covenants, restrictions or obligations of this deed shall constitute a continuing waiver and no

such waiver shall prevent the Council from enforcing any of the relevant terms or conditions contained in this deed or acting on any subsequent breach or default of this deed.

18. FUTURE PERMISSIONS

Nothing in this agreement shall prohibit or limit the right to develop any part of the Property in accordance with any planning permission (other than the Planning Permission or modification, variation or amendment thereof) granted after the date of the Planning Permission.

18.1 In the event that any new planning permission(s) are granted by the Council pursuant to Section 73 of the TCPA 1990 and unless otherwise agreed by the parties:

- a) The obligations in this Deed shall relate to and bind any subsequent planning permission(s) in respect of the Site granted pursuant to Section 73 of TCPA 1990 and the Site itself; and
- b) The definitions of definitions of Application, Development and Planning Permission in this deed shall be construed to include reference to any application under Section 73 of TCPA 1990, the planning permissions granted thereunder and the development permitted by such subsequent planning permission(s).

18.2 PROVIDED THAT nothing in this clause shall fetter the discretion of the Council in determining any application(s) under Section 73 of TCPA 1990 or the appropriate nature and/quantum of Section 106 obligations in so far as they are materially different to those contained in this deed and required pursuant to a determination under Section 73 of TCPA whether by way of a new deed or a supplemental deed pursuant to Section 106 of TCPA.

19. AGREEMENTS AND DECLARATIONS

The parties agree that:

- (a) nothing in this deed constitutes a planning permission or an obligation to grant planning permission; and
- (b) nothing in this deed grants planning permission or any other approval, consent or permission required from the Council in the exercise of any other statutory function.

20. NOTICES

20.1 Any notice or other communication required to be given under this deed shall be in writing and shall be delivered personally, or sent by pre-paid first class post or recorded delivery or by commercial courier, to any person required to receive the

notice or communication at its address as set out at the beginning of this deed or as otherwise specified by the relevant person by notice in writing to each other person.

- 20.2 Any notice or other communication shall be deemed to have been duly received:
- (a) if delivered personally, when left at the address and for the contact referred to in this clause;
 - (b) if sent by pre-paid first class post or recorded delivery, at 9.00 am on the second Working Day after posting; or
 - (c) if delivered by commercial courier, on the date and at the time that the courier's delivery receipt is signed.

21. THIRD PARTY RIGHTS

No person other than a party to this deed, and their respective successors and permitted assigns, shall have any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this deed.

22. SEVERANCE

- 22.1 If any court or competent authority finds that any provision of this deed (or part of any provision) is invalid, illegal or unenforceable, that provision or part-provision shall, to the extent required, be deemed to be deleted, and the validity and enforceability of the other provisions of this deed shall not be affected.
- 22.2 If any invalid, unenforceable or illegal provision of this deed would be valid, enforceable and legal if some part of it were deleted, the parties shall amend such provision so that, as amended, it is legal, valid and enforceable, and, to the greatest extent possible, achieves the parties' original commercial intention.

23. VALUE ADDED TAX

- 23.1 All consideration given in accordance with the terms of this deed shall be exclusive of any VAT properly paid.
- 23.2 If at any time VAT is or becomes chargeable in respect of any supply made in accordance with the terms of this deed then to the extent that VAT has not been previously charged in respect of that supply the party making the supply shall have the right to issue a VAT invoice to the party to whom the supply was made and the VAT shall be paid accordingly.

24. GOVERNING LAW

This deed and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with the law of England and Wales.

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

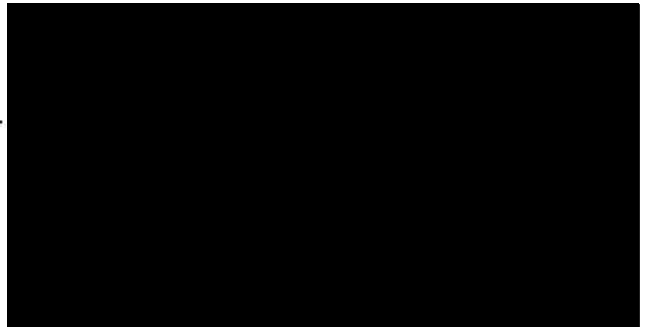
THE COMMON SEAL of)
DONCASTER BOROUGH COUNCIL)
in the presence of:-)
[Redacted])
[Redacted])



Print Name: MICHAEL MURRAY
Authorised by Assistant Director
Legal and Democratic Services

Seal No. 70555

EXECUTED as a DEED by)
MICHAEL PATRICK MURRAY)
in the presence of :)...

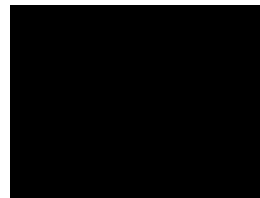


Witness [Redacted]
Name GLYN SMITH

Address 35
WILSIC ROAD
TILK HILL
DONCASTER DN11 9CF

Occupation SURVIVOR

EXECUTED as a DEED by)
JOHN EDGAR LLOYD NICHOLSON)
in the presence of :)



Witness [Redacted]

Schedule 1 Covenants to the Council

1. AFFORDABLE HOUSING PROVISIONS

- 1.1 Not to commence Construction of the Roof of more than 4 Dwellings until the plot numbers for the Affordable Housing Units have been submitted to the Council for approval.
- 1.2 Once approved, to provide the Affordable Housing Units in accordance with clause 2 of this Schedule 1.

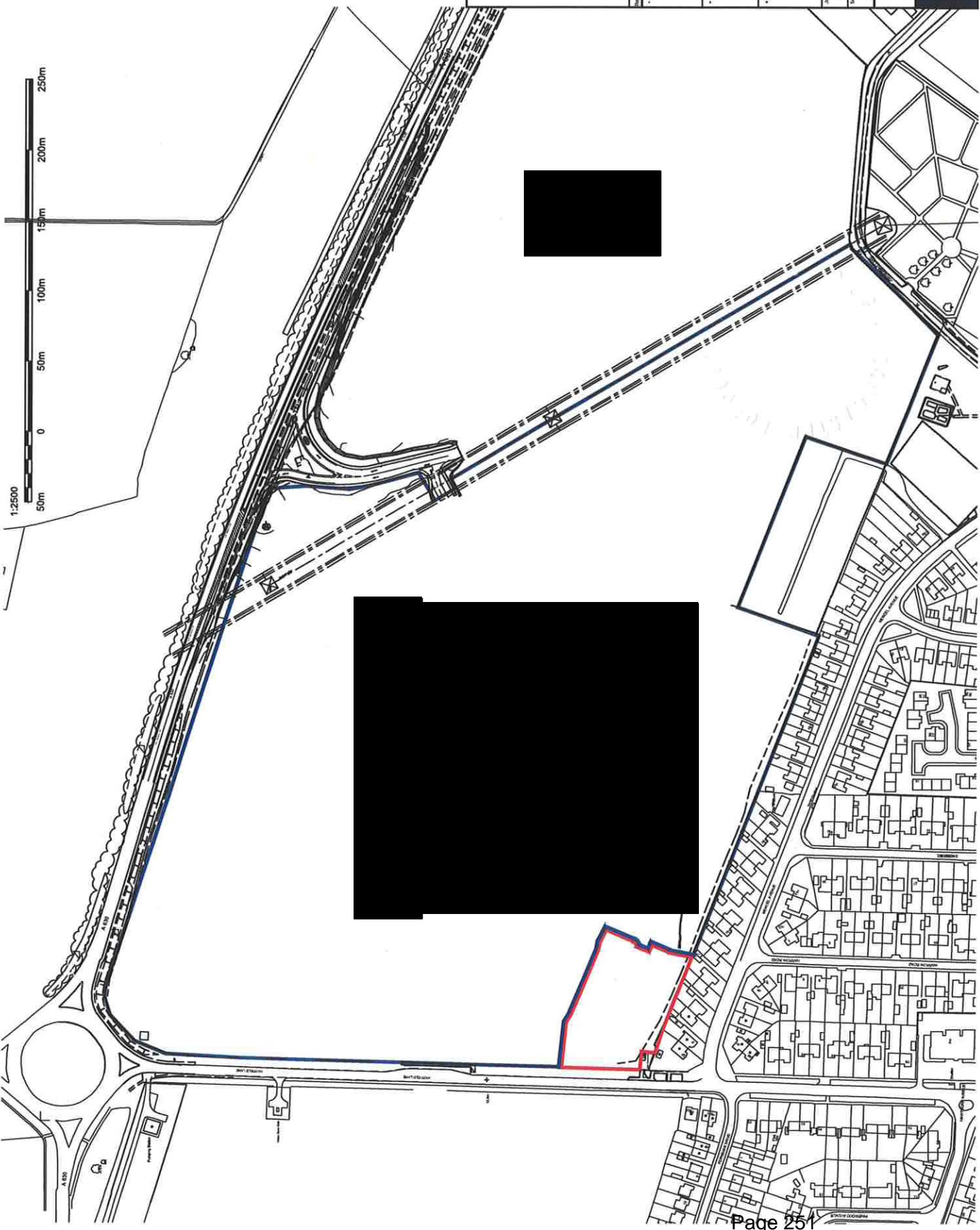
2. AFFORDABLE HOUSING- GENERAL

- 2.1. Subject to paragraph 2.3-2.5 below, not to commence Construction of the Roof of more than 60% (10 units) of the Open Market Dwellings until 50% (2 units) of the Affordable Housing Units have been Practically Completed and made available for Occupation.
- 2.2. Subject to paragraph 2.3-2.5 below, not to commence Construction of the Roof of more than 85% (12 units) of the Open Market Dwellings until the remaining 50% (2 units) of the Affordable Housing Units have been Practically Completed and made available for Occupation.
- 2.3. The Owner shall be free to market the Affordable Housing Units in full accordance with the terms of paragraphs 2.4-2.5 hereof at any point prior to the construction of such Affordable Housing Units being completed and for a period of not less than 3 months and shall use all reasonable endeavours to enter into an unconditional contract for the freehold sale of the same to a Registered Provider.
- 2.4. If after 3 months the Owner has been unable to enter into an unconditional contract for the freehold sale of the Affordable Housing Units to a Registered Provider and upon providing evidence that the Owner has made all reasonable endeavours to sell the Affordable Housing Units to such Registered Provider, the Owner shall in consultation with the Council select an alternative Registered Provider and use all reasonable endeavours to enter into an unconditional contract for the freehold sale of the Affordable Housing Units to the alternative Registered Provider.
- 2.5. If after 3 months the Owner has been unable to sell all or some of the Affordable Housing Units to the alternative Registered Provider and proves to the satisfaction of the Council that it has been unable to enter into an unconditional contract for the freehold sale of all or some of the Affordable Housing Units to the alternative Registered Provider, the Owner shall be entitled to dispose of the relevant Affordable Housing Units as Open Market Dwellings free of all restrictions within this Deed and it shall pay to the Council the Affordable Housing Contribution within 20 Working Days of notifying the Council that it has been unable to enter into a contract for the sale of the Affordable Housing Units as required in this clause.

3. DEALINGS WITH AFFORDABLE HOUSING UNITS

- 3.1. Subject to paragraphs 3.2 and 3.3 hereof upon the disposal of a unit or units of Affordable Housing Units to a Registered Provider such unit or units shall from the date of such disposal and at all times thereafter be Occupied only by individuals meeting the Qualifying Criteria or if no such individuals can be found occupied by such individuals as the Council or the Registered Provider may select.
- 3.2. None of the provisions of this planning obligation relating to Affordable Housing shall be binding upon a Chargee of one or more of the Affordable Housing Units which said Chargee may sell and dispose of the unit(s) free from the terms of this Deed and upon such sale this Deed shall become null and void in respect of that unit(s) and nor shall the terms of this Deed be binding upon any receiver appointed by such Chargee of the unit(s).
- 3.3. The transfer of the Affordable Housing Units to the Registered Provider shall include the following:
 - (a) the grant by the Owner to the Registered Provider of full and free rights of access both pedestrian and vehicular from the public highway to the Affordable Housing Units;
 - (b) the grant by the Owner to the Registered Provider of full and free rights to the passage of water soil electricity gas and other services through the pipes drains channels wires cables and conduits which shall be in the adjoining land up to and abutting the boundary to the Affordable Dwellings all such services to be connected to the mains;
 - (c) a reservation of all rights of access and passage of services and rights of entry reasonably necessary for the purposes of the Development;
 - (d) a covenant by the Registered Provider with the Owner not to use the Affordable Housing Units other than for Affordable Housing other than by any Protected Tenant or any mortgagee or chargee of the Protected Tenant or any person deriving title from the Protected Tenant or any successor in title thereto and their respective mortgagees and chargees, any Chargee, or any purchaser from a mortgagee of an Affordable Housing Unit pursuant to any default by the individual mortgagor of that Affordable Housing Unit.

Annex A. Appendix 1: Plan



Client	Albemarle Homes
Project	Hatfield Lane East, Armthorpe.
Drawn	18-00
Check	14.02.2020
Scale	1:2500 @ A3
For Approval	

ALBEMARLE HOMES
LOCATION PLAN
 Hatfield Lane East, Armthorpe.

mps planning & design
 14 Westgate Mansions Park,
 Manchester, M17 3JH
 T: 0161 773 3933
 W: www.mpsplanning.co.uk

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Development and Planning

Delegation Report

AUTHORITY UNDER LOCAL GOVERNMENT ACT 2000
DELEGATED POWERS

Application No:	20/01606/FULM
Case Officer:	Mel Roberts
Recommendation:	Planning Permission GRANTED (Sec106)
Date of Recommendation:	4th July 2022

Delegation Compliance:

1. This application is in accordance with adopted scheme of delegation.

Yes

Senior / Principal Officer Declaration

I certify that, in my opinion, the determination of the application meets the Agreed Scheme of Delegation and that the Recommendation is acceptable.

Delegation and Recommendation Authorised By:

A.Suddes

Date:

07.07.2022

This application is in accordance with adopted scheme of delegation:

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Yes

Proposal and background

This application seeks planning permission for the erection of 18 dwellings on land off Hatfield Lane, Armthorpe. The proposal comprises 9 houses and 9 bungalows, with the bungalows being situated on the southern boundary closest to the existing bungalows on Mercel Avenue. The bungalows have bedrooms in the roofspace with velux windows on the rear. This site forms part of the wider housing site to the north approved under reserved matters application 20.01421.REMM and is well under way with construction. The reason this site is being applied for separately is that it was not in the ownership of the applicant at the time the outline application was approved in October 2017 under reference 12.00188.OUTM. It still forms part of the same site and the same allocation for housing in both the Local Plan and the Neighbourhood Plan and makes up no more than 400 houses allowed under the policy of the Neighbourhood Plan (with 382 being approved under the reserved matters).

Site Description

The site is located to the east of Hatfield Lane, Armthorpe, Doncaster. The site itself comprises a small section of an improved grassland arable field. The wider housing site lies to the north and east with existing dwellings to the south on Mercel Avenue. The land to the west of Hatfield Lane benefits from reserved matters approval for 400 dwellings under 20.01694.REMM on June 2021.

Relevant Planning History

There is no planning history on this site, but the land immediately to the north has consent for 382 dwellings under reference 20.01421.REMM.

Planning Policy Context

National Planning Policy Framework

The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions and the relevant sections are outlined below.

Paragraphs 7 to 11 establish that all decisions should be based on the principles of a presumption in favour of sustainable development. One of the three overarching objectives of the NPPF is to ensure a significant number and range of homes are provided to meet the needs of present and future generations (paragraph 8b).

Paragraph 63 requires on site provision of affordable housing where a need is identified.

Paragraph 110 sets out that in assessing specific applications for development, it should be ensured that

- a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location
- b) safe and suitable access to the site can be achieved for all users
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 126).

Local Plan

The site is allocated for housing in the Doncaster Local Plan, which reflects its allocation in the Armthorpe Neighbourhood Plan.

Policy 1 identifies Armthorpe as a Main Town, which is a focus for substantial housing growth.

Policy 2 states that the Local Plan's strategic aim is to facilitate the delivery of at least 920 new homes each year over the plan period 2018 to 2035 (15,640 net homes in total), with a total settlement allocation of 1,049 for Armthorpe.

Policy 7 states that the delivery of a wider range and mix of housing types, sizes and tenures will be supported through the following

- a) New housing developments will be required to deliver a mix of house sizes, types, prices, and tenures to address as appropriate the needs and market demand identified in the latest Housing Need Assessment
- b) Housing sites of 15 or more homes (or 0.5ha or above) will normally be expected to include 23 per cent affordable homes in the borough's high value housing market areas or a lower requirement of 15 per cent elsewhere in the borough (including starter homes which meet the definition) on site.

Policy 13 sets out that new development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact to ensure that

- a) access to the development can be made by a wide choice of transport modes, including walking, cycling, private vehicles and public transport
- b) site layouts and the street environment are designed to control traffic speed through an appropriate network and street hierarchy that promotes road safety for all
- c) walking and cycling are encouraged with the development and beyond, through the design of facilities and infrastructure within the site and provision of linkages to the wider network
- d) appropriate levels of parking provisions are made and
- e) existing highway and transport infrastructure is not adversely affected by new development. Where necessary, developers will be required to mitigate (or contribute towards) and predicted adverse effects on the highway network.

Policy 16 states that the needs of cyclists must be considered in relation to new development and in the design of highways and traffic management schemes to ensure safety and convenience. Provision for secure cycle parking facilities will be sought in new developments.

Policy 17 states that an increase in walking provision in Doncaster will be sought. Walking will be promoted as a means of active travel. Proposals will be supported which provide new or improved connections and routes, which enhance the existing network and address identified gaps within that network. The needs of pedestrians will be considered and prioritised in relation to new developments, in public realm improvements and in the design of highways and traffic management schemes.

Policy 21 sets out that all new housing and commercial development must provide connectivity to the Superfast Broadband network unless it can be clearly demonstrated that this is not possible.

Policy 28 deals with open space provision in new developments and states that proposals of 20 family dwellings or more will be supported which contribute 10 or 15 per cent of the site as on site open space to benefit the development itself, or a commuted sum in lieu of this (especially where the site is close to a large area of open space).

Policy 30 seeks to protect sites and species of local, national and international importance and requires proposals to meet 10 per cent net gain for biodiversity.

Policy 32 states sets out that proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided.

Policy 41 sets out that imaginative design and development solutions will be encouraged to ensure that proposals respect and enhance identity, character and local distinctiveness. In all cases, proposals will need to demonstrate an understanding of the context, history, character and appearance of the site, neighbourhood and wider area, to inform the appropriate design approach.

Policy 42 states that high quality development that reflects the principles of good urban design will be supported. Proposals for new development will be expected to follow a best practice design process and where appropriate, use established design tools to support good urban design.

Policy 44 sets out that new housing will be supported where it responds positively to the context and character of existing areas and creates high quality residential environments through good design.

Policy 45 states that new housing proposals will be supported where they are designed to include sufficient space for the intended number of occupants and shall meet the Nationally Described Space Standard as a minimum.

Policy 48 states that development will be supported which protects landscape character, protects and enhances existing landscape features and provides a high quality, comprehensive hard and soft landscape scheme.

Policy 50 states that development will be required to contribute positively to creating high quality places that support and promote healthy communities and lifestyles, such as maximising access by walking and cycling.

Policy 54 sets out that where developments are likely to be exposed to pollution, they will only be permitted where it can be demonstrated that pollution can be avoided or where mitigation measures will minimise significantly harmful impacts to acceptable levels. This includes giving particular consideration to the presence of noise generating uses close to the site.

Policy 56 states that development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water runoff are managed appropriately and to reduce flood risk to existing communities.

Policy 65 states that developer contributions will be sought to mitigate the impacts of development through direct provision on site, provision off site, and contributions towards softer interventions to ensure the benefits of the development are maximised by local communities.

Armthorpe has a Neighbourhood Plan that was adopted in November 2018. Policy ANP1 states that permission will be given for new housing on two sites including this site (the Lings) for between 350 and 400 dwellings. Policy ANP2 states that proposals for new housing must be well integrated with the existing village and surrounding environment and services. Subject to viability and land ownership considerations, they will need to incorporate good connections to the rest of the village and the village centre in particular, be good quality design and provide new facilities that can be shared with adjacent areas e.g. open space. Policy ANP5 requires all new housing to be of high quality and designed to reflect local character. Policy ANP7 states that any development on this site shall provide for affordable housing, education contributions and open space. There should be a recognition of the role that the site plays in establishing a gateway to Armthorpe village and provide connections to local facilities. It shall include a highway design which minimises traffic impact on the existing highway network and is designed to reduce inconvenience to the users of the local road network during construction and following completion of the development. Policy ANP25 states that developers must provide publicly accessible open space in accordance with the site specific policies on housing allocations and windfall sites. Where feasible, open space should connect to other open spaces and provide links to new and existing pedestrian and cycle routes. Policy ANP27 requires sustainable urban drainage to be incorporated into new development as part of the overall proposals for drainage.

Other material planning considerations

Doncaster Council's previous suite of adopted Supplementary Planning Documents (SPDs) have been formally revoked in line with Regulation 15 of the Town and Country Planning (Local Planning) (England) Regulations 2012, following the adoption of the Local Plan. The SPDs refer to superseded development plan policies, and some provide guidance which is not in accordance with the new Local Plan. The Transitional Developer Guidance (April 2022) provides guidance on certain elements, including design, during the interim period, whilst new SPDs to support the adopted Local Plan are progressed and adopted. The Transitional Developer Guidance, Carr Lodge Design Code and the South Yorkshire Residential Design Guide (SYRDG), should be treated as informal guidance only as they are not formally adopted SPDs. These documents can be treated as material considerations in decision making, but with only limited weight.

Representations

The application has been advertised in the press, on site and with letters sent to all existing properties that border the site to the south. No objections have been received.

Parish Council

Armthorpe Parish Council was consulted, but made no comments.

Relevant Consultations

The Urban Design Officer has responded and has raised no objections.

Highways have responded and have raised no objections.

Ecology are satisfied with the amended BNG metric and the assessments now that urban gardens have been taken out. The BNG report is a well written and thorough report. It is pleasing to see included a tabulation of how the BNG Good Practice Principles are being satisfied through the proposals for on site and off site delivery of BNG and other ecological enhancements.

Trees. The phase 1 habitat survey shows that trees are not an issue. There will be unavoidable loss of the roadside hedgerow (H1) as a result of the reconfiguration of the highway. This hedge, whilst species poor, possibly derives from the 1774 Enclosure Act for the parish of Armthorpe. Regrettably, there has been much loss of hedgerows of similar heritage in Armthorpe for developments much bigger than this. This being the case, one has to be pragmatic and accept a landscape and ecology led approach to ensure for a net gain in biodiversity via landscaping. Regarding the landscaping, this is, of course, determined by wider design issues. My initial comments are that there are strong road frontage tree features and good planting of the internal POS's and of the other boundaries. However, within much of the street scene itself, the tree cover will be restricted to small trees in private gardens that will not make a long term contribution to the scheme. Strategically placed large species of trees should be considered in the highway.

Strategic Housing has raised no objection subject to the usual requirements for affordable housing provision.

Yorkshire Water has responded and has raised no objections.

Contamination. It is understood this is a standalone application, although it is linked to 12.00188.OUTM. A phase 1 has already been reviewed for this land (under 12.00188.OUTM), which recommends further risk assessment. In light of this, and to ensure consistency between applications for the same area, I strongly recommend CON 1 (without section a) is attached to any favourable permission.

Public Health has responded and has raised no objections to the HIA submitted.

Superfast South Yorkshire have asked for the standard condition.

Ward members

Councillor Tyas has written in, but his comments refer to the wider site to the north which has been approved under the reserved matters application. One comment that is relevant is his desire to see bungalows backing onto Mercel Avenue and that is the case with this application.

Assessment

Principle of Development

The site is allocated for housing both in the Armthorpe Neighbourhood Plan and the Local Plan and so is acceptable in principle. This application for 18 houses added to the 382 already approved under the reserved matters makes up the total of 400 allowed under policy ANP1 of the Armthorpe Neighbourhood Plan.

Design

The proposal has been designed to tie in with the approved development to the north. Details of materials, boundary treatments etc. have been provided and these are acceptable. The proposed dwellings all meet National Minimum Space standards. The Urban Design Officer has raised no objections. The proposal accords with policies 41, 42, 44 and 45 of the Local Plan.

Impact on Residential Amenity

The scheme has been designed to ensure that there is no loss of residential amenity, with adequate separation distances (around 25m) to existing residential properties on Mercel Avenue and also within the scheme itself. Bungalows are provided along the southern boundary to ensure that there will be no overlooking of existing dwellings.

Highways

The scheme has been designed with adequate parking provision and to ensure that there are no highway safety issues and no objections have been raised by the Highway Officer.

Ecology

An Ecology Report has been submitted with the application. The survey identifies the habitats on site as comprising improved grassland, tall ruderal, dense scrub and two young mature sycamore trees. The habitats were considered to be common and widespread and overall of low ecological value with the two trees offering the most value to wildlife. The site was considered to provide some limited opportunities for foraging and commuting bats, hedgehogs, common and widespread species of invertebrates and birds. No further surveys for these species are required due to the small scale of the site and limited habitats. A Bat Survey for the wider site showed that impact on bats is not an issue.

Mitigation measures for these species will be required to compensate for the loss of habitats. During the vegetation clearance works, the scrub areas should be hand searched for hedgehogs and be undertaken outside the bird nesting period (March to August inclusively). During the construction phase, good practice measures should be implemented to avoid mammals such as hedgehogs and badgers from becoming trapped and harmed.

The development should retain the two trees and incorporate native species planting wherever possible. Lighting spill should be avoided along the southern boundary and all new lighting should conform to best practice guidelines outlined in Bats and Artificial Lighting in the UK (2018). As mitigation for the loss of habitats, the development should contain new roosting and nesting opportunities for birds, bats and invertebrates on at least 10 per cent of the new buildings. A hedgehog highway should also be incorporated into the new gardens to maximise opportunities for this species. A BNG Assessment has been submitted. This shows a gain of 0.85 per cent. The application therefore accords with policy 30 of the Local Plan.

Flood Risk, Foul and Surface water drainage

The site falls within Flood Zone 1. Surface water onsite will be stored in an attenuation basin that is part of the wider housing development. This is shown on the engineering strategy drawings and is designed ensure the flow of water into local watercourses is at an acceptable and agreed flow rate in line with requirements from Severn Trent Water.

The FRA concludes that the development is suitable for this location and can be safely developed to mitigate all identified long term residual flood risks in this area. Furthermore, it is demonstrated that the layout may be developed to incorporate elements of drainage incorporating SuDS that will not only provide adequate runoff protection but will also provide an improvement in the runoff quality.

Planning obligations

In terms of developer contributions, the open space for this development is being provided on the larger housing site and is over and above the policy requirement even taking into consideration this site. Education have also confirmed that there is to be no education contribution for the larger development, as the data showed that there was no need. The only issue that this application needs to secure therefore is the provision of affordable housing. There is a requirement for 4 affordable units (based on 23 per cent) and this is to be secured through a 106 Agreement.

Summary

The proposal is in accordance with the Armthorpe Neighbourhood Plan and the Local Plan and all planning issues have been resolved. It is therefore recommended that planning permission be approved subject to a Section 106 Agreement that secures 4 affordable units.

Conditions / Reasons

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. U0098842 The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:
Drawing number 18-00 dated 14.02.2020 (Location plan)
Drawing number 18-01 Rev D dated 12.01.2022 (Site plan)
House type B
House type C
House type C1
House types C and C1 semi detached
House type L
Drawing number 19052_A_HT_GE_13 dated Jan 2020 (Semi detached bungalow)
Drawing number 19052_A_HT_UC_13 dated Jan 2020 (Semi detached bungalow)
Drawing number 19052_A_HT_GE_14 dated Jan 2020 (Bungalow)
Drawing number 05 dated Feb 2020 (Street scenes and sections)
Drawing number 06 Rev P2 dated 26.11.2020 (Boundary treatment plan)
Drawing number 07 dated Feb 2020 (Boundary treatment details)
Drawing number 08 Rev B dated 04.05.2021 (Materials plan)
Drawing number 02.03 Rev L dated 01.04.22 (Floor levels)
Drawing number SK01.03 dated March 2020 (Drainage Plan)
REASON
To ensure that the development is carried out in accordance with the application as approved.
03. MISC11 Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON
To ensure that all new housing and commercial developments provide connectivity to the fastest technically available Broadband network in

line with the NPPF (para. 114) and Policy 21 of the Doncaster Local Plan.

04. U0098848
- Within 2 months of the commencement of development a Management Plan for proposed onsite habitats based on the report BWB, LDP2438 April 2021 shall be submitted to the Local Planning Authority for approval in writing. The Management Plan shall detail the following:
- i) An adaptive management plan for the site detailing the management measures to be carried out over the development of the site in order to achieve the target conditions proposed for each habitat parcel.
 - ii) Objectives relating to the timescales in which it is expected progress towards meeting target habitat conditions will be achieved.
 - iii) A commitment to adaptive management that allows a review of the management plan to be undertaken and changes implemented if agreed in writing by the LPA and if monitoring shows that progress towards target conditions is not progressing as set out in the agreed objectives.
 - iv) That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 2, 5, 10, 20, 25 and 30) immediately following habitat creation.
- Once approved in writing the management measures and monitoring plans shall be carried out as agreed.

REASON

To ensure the habitat creation on site and subsequent management measures are sufficient to deliver a net gain in biodiversity as required by Local Plan policy 30B and the NPPF paragraph 174.

05. U0098849
- No development shall take place until a Biodiversity Offsetting scheme based on the report BWB, LDP2438 April 2021 containing details of the required number of Habitat Units to be delivered off-site shall be submitted to and approved in writing by the Local Planning Authority. Off-site delivery shall be provided via arrangements with a third party provider. Details of the off-site scheme shall include the following:
- i) Details of agreements and evidence of contract(s) having been entered into with third parties for the delivery of the required biodiversity net gain offsetting of 1.01 Habitat Units.
 - ii) An adaptive management plan for the site detailing the management measures to be carried out to achieve target habitats and conditions according to DEFRA metric 2.0 habitat trading rules.
 - iii) Objectives relating to the timescales in which it is expected progress towards meeting target habitat conditions will be achieved.
 - iv) A commitment to adaptive management that allows a review of the management plan to be undertaken and changes implemented if

agreed in writing by the LPA and if monitoring shows that progress towards target conditions is not progressing as set out in the agreed objectives.

v) That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 2, 5, 10, 20, 25 and 30) immediately following habitat creation.

Once approved in writing the agreed Biodiversity Offsetting scheme shall be implemented in accordance with the submitted details.

REASON.

To ensure the habitat creation on site and subsequent management measures are sufficient to deliver a net gain in biodiversity as required by Local Plan policy 30B and the NPPF paragraph 174.

06. U0098850 Within two months of the commencement of development an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall be based on the recommendations at Section 4.6 of BWB, LDP2438 April 2021, and will require the siting of bat and bird boxes on 40% all dwellings of which shall be implemented prior to the first occupation of the site or an alternative timescale to be approved in writing with the local planning authority.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan policy 29

07. U0098851 Prior to the commencement of the development hereby approved full details of a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. Unless as shall be specifically approved by the Local Planning Authority, the landscape scheme shall include a plan indicating the planting location of all trees and shrubs; a schedule including the nursery stock specification for all shrubs and trees in compliance with British Standard 3936: Part 1: 1992 Specification for Trees and Shrubs and planting density/numbers; a detailed specification for engineered tree pit construction that utilises a professionally recognised method of construction to provide the minimum rooting volume set out in the Council's Development Guidance and Requirements supplementary planning document and a load-bearing capacity equivalent to BS EN 124 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation; a maintenance specification and a timescale of implementation, which shall be within 3 months of completion of the development or alternative trigger to be agreed. Thereafter, the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified prior to backfilling any engineered tree pits to inspect and

confirm compliance and within seven days of the completion of landscape works to inspect and approve practical completion in writing. Any tree or shrub planted as part of the scheme that is removed or is found to be dying, diseased or seriously damaged within five years of practical completion of the planting works 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

These details have not been provided and are required prior to commencement of development to ensure that a landscape scheme is implemented in the interests of environmental quality.

08. U0099903

The development hereby approved shall be carried out in accordance with the Construction Method Statement Rev A dated 02.12.2020.

REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

09. U0098859

No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.

a) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.

b) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

c) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

d) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Doncaster's Local Plan Policy 54 & 55.

Informatives

01. U0016609

INFORMATIVE

Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980. The agreement must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas - Tel 01302 735110 as soon as possible to arrange the setting up of the agreement

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.

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

Ensure that the dwellings met National Space Standards

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

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Date: 9th January 2024

To the Chair and Members of the Planning Committee

APPEAL DECISIONS

EXECUTIVE SUMMARY

1. The purpose of this report is to inform members of appeal decisions received from the planning inspectorate. Copies of the relevant decision letters are attached for information.

EXEMPT REPORT

2. This report is not exempt.

RECOMMENDATIONS

3. That the report together with the appeal decisions be noted.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

4. It demonstrates the ability applicants have to appeal against decisions of the Local Planning Authority and how those appeals have been assessed by the planning inspectorate.

BACKGROUND

5. Each decision has arisen from appeals made to the Planning Inspectorate.

OPTIONS CONSIDERED






6. It is helpful for the Planning Committee to be made aware of decisions made on appeals lodged against its decisions.




REASONS FOR RECOMMENDED OPTION

7. To make the public aware of these decisions.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

8.

Great 8 Priority	Positive Overall	Mix of Positive & Negative	Trade-offs to consider – Negative overall	Neutral or No implications
 Tackling Climate Change	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Developing the skills to thrive in life and in work	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Making Doncaster the best place to do business and create good jobs	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Building opportunities for healthier, happier and longer lives for all	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Creating safer, stronger, greener and cleaner communities where everyone belongs	✓			

Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Nurturing a child and family-friendly borough	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Building Transport and digital connections fit for the future	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
 Promoting the borough and its cultural, sporting, and heritage opportunities	✓			
Comments: Quality planning decisions contribute to the Councils Great 8 Priorities				
Fair & Inclusive	✓			
Comments: Demonstrating good governance				

LEGAL IMPLICATIONS [Officer Initials AH Date 13/12/2023]

9. Sections 288 and 289 of the Town and Country Planning Act 1990, provides that a decision of the Secretary of State or his Inspector may be challenged in the High Court. Broadly, a decision can only be challenged on one or more of the following grounds:
- a) a material breach of the Inquiries Procedure Rules;
 - b) a breach of principles of natural justice;

- c) the Secretary of State or his Inspector in coming to his decision took into account matters which were irrelevant to that decision;
- d) the Secretary of State or his Inspector in coming to his decision failed to take into account matters relevant to that decision;
- e) the Secretary of State or his Inspector acted perversely in that no reasonable person in their position properly directing themselves on the relevant material, could have reached the conclusion he did;
a material error of law.

FINANCIAL IMPLICATIONS [Officer Initials BC Date 13/12/2023]

- 10. There are no direct financial implications as a result of the recommendation of this report, however Financial Management should be consulted should financial implications arise as a result of an individual appeal.

HUMAN RESOURCES IMPLICATIONS [Officer Initials CR Date 13/12/2023]

- 11. There are no Human Resource implications arising from the report.

TECHNOLOGY IMPLICATIONS [Officer Initials PW Date 13/12/2023]

- 12. There are no technology implications arising from the report

RISK AND ASSUMPTIONS

- 13. It is considered that there are no direct health implications although health should be considered on all decisions.

CONSULTATION

- 14. N/A

BACKGROUND PAPERS

- 15. Decisions on the under-mentioned applications have been notified as follows:-

Application No.	Application Description & Location	Appeal Decision	Ward	Decision Type	Committee Overturn
22/01941/FUL	Erection of 5 dwellings with associated access and landscaping (being resubmission of 21/03266/FUL withdrawn 01.02.2022). at Land Off Birch Close, Sprotbrough, Doncaster, DN5 7LF	Appeal Dismissed 08/12/2023	Sprotbrough	Delegated	No
22/01895/OUT	Outline planning application for the erection of up to 4 residential dwellings (with all matters reserved except for	Appeal Dismissed 28/11/2023	Finningley	Delegated	No

	access) at Field House, Station Road, Blaxton, Doncaster				
22/02802/TEL	Installation of telecommunications 5G telecoms H3G 20m street pole and additional equipment cabinets at Telecommunications Mast, Pinfold Lane, Fishlake, Doncaster	Appeal Dismissed 28/11/2023	Norton And Askern	Delegated	No

Copies of the appeal decisions are appended to this report.

GLOSSARY OF ACRONYMS AND ABBREVIATIONS

16. N/A

REPORT AUTHOR & CONTRIBUTORS

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Dan Swaine, Director of Place

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Appeal Decision

Site visit made on 22 November 2023

by **L Hughes BA (Hons) MSc MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 8 December 2023

Appeal Ref: APP/F4410/W/23/3317244

Land off Birch Close, Sprotbrough DN5 7LF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Idyllic Developments Ltd against the decision of Doncaster Metropolitan Borough Council.
 - The application Ref 22/01941/FUL, dated 15 August 2022, was refused by notice dated 10 October 2022.
 - The development proposed is the development of 5 dwellings with associated access and landscaping.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The appellant's appeal evidence includes revised and additional plans and technical information. This provides minor amendments and further clarity, and the Council has consulted relevant parties. In accordance with the Holborn Studios Ltd 2017 judgement, accepting this evidence as the basis for the appeal therefore meets the substantive and procedural tests, and no parties would be prejudiced in the interests of natural justice. The Council also confirmed that the reason for refusal relating to drainage is no longer upheld, following the receipt of this additional information. I see no reason to make a different conclusion.
3. The parties disagree as to the original intent of the part of Birch Close which would provide the site's access point. However, even were I to conclude that this was designed to act as the site's future access, an intent from over 15 years ago is not determinative to my decision. The access road has been used since its construction as a turning head, for parking, and to access the gardens of the adjoining dwellings. I have therefore assessed the appeal proposal against this context.

Main Issues

4. The main issues are:
 - whether the proposed development is in a suitable location for housing, having regard to its backland location including its effect on the character and appearance of the area; and
 - the effect of the proposed development on the living conditions of the occupiers of neighbouring properties with particular regard to privacy and disturbance, and on potential future occupiers with particular regard to overshadowing.

Reasons

Suitable Location for Housing

5. The site consists of the rearmost portions of the gardens of 4 properties on Park Drive, comprising scrub vegetation cover, hedgerows, lawn, and a heavily treed orchard. Some trees, including within the eastern and western boundaries, are subject to Tree Protection Orders (TPOs). Dwellings lie either side, and a TPO woodland lies adjacent to the south. The proposal is for 5 detached dwellings, accessed off the existing adopted highway of Birch Close.
6. The main parties agree that the proposal would meet the definition of backland development in the Transitional Developer Guidance (TDG) (updated August 2023). This provides supplementary guidance, being a material consideration of limited weight. Although the appellant suggests the site is not typical backland, I have not seen any circumstances which exclude it from an assessment against the relevant backland development plan policies.
7. The site is within an area of protection from further backland development, as identified by the Doncaster Local Plan (LP) (2021) Policies Map and Policy 44(C). Subject to various requirements, this policy supports backland housing, and states that modest redevelopment on backland sites may be considered acceptable. Its justification text further identifies that protection areas will generally be protected from backland development. Backland development is therefore not fully precluded as a matter of principle. A definition of 'modest' is a matter of planning judgement set against the site context. Compared to the number of dwellings to either side, and the 10 dwelling threshold for major development in the National Planning Policy Framework ('the Framework') (2023), I find 5 dwellings to be modest.
8. However, the Policy 44 intent is to retain the prevailing character of these areas, and so requires minimising the loss of rear domestic gardens due to the need to maintain local character, amenity, garden space, green infrastructure, and biodiversity. Development should generally conform to existing plot sizes and not lead to overdevelopment or a cramped appearance. This is reinforced in Policy S3 of the Sprotbrough Neighbourhood Development Plan up to 2035 (NDP) (2020), with residential development in rear gardens resisted where there would be an unacceptable impact on the character of the local area in terms of loss of openness, mature trees, and a significant increase in the density of built form. Therefore, the principle of the proposal cannot be divorced from its impact on the character and appearance of the area.
9. The proposal would result in the loss of 17 Category B trees identified as having moderate quality and value, 10 Category C trees, and 1 Category U tree. Many are protected by TPOS, indicating that they have been deemed worthy of special protection. Pruning would also be required to some retained trees due to the proximity to the new dwellings. There would be additional planting and a landscape buffer, and some tree retention including the adjacent woodland, which would result in more landscaping and natural areas than the adjacent sites. Some trees for removal are also identified as having structural issues. However, the trees have a strong positive contribution towards the area's established green and open character, and the loss of this significant green backdrop would be substantial overall.

10. Outstanding details for tree protection methods during construction could be addressed via a condition. However, it is not unreasonable to assume that due to the proximity of some of the trees by and within plots 1 to 3, future occupiers may have dissatisfaction or anxiety with shade, and falling leaves and debris. The arboricultural survey refers to this potential to some extent, as well as from potential issues with building insurers. Over time there would be a significant risk of pressure for substantial pruning or complete felling of some trees, which could be difficult for a reasonable local planning authority to resist. As a consequence, the site may become even more urbanised. I therefore find overall that the extent and potential extent of tree loss, would cause harm to the area's prevailing verdant character.
11. As such, I cannot assess the impact of the built form of the proposed development in isolation from this loss. I do find that it would generally follow the character of the more recent developments of Birch Close and Burghley Court close to either side, to which I give more precedence than the built form of the Park Drive dwellings. The new dwellings would not have abnormally short gardens in comparison, and the remaining size and length of the Park Drive gardens would still be significant. The new dwellings would also not dominate the frontage properties, as advised in the TDG.
12. However, the massing on some plots would appear overbearing in combination, and in contrast to the site's current openness. Along with the large areas of paving, this indicates an overall overdevelopment of the site. The conflict with and overshadowing from the retained trees would also give the impression of a cramped layout. It would be overdevelopment and a significant increase in the density of built form overall.
13. I thus find the proposed development unacceptable having regard to its backland location, including its harmful effect on the character and appearance of the area with particular regard to tree loss. As such, it would conflict with the LP Policies 10, 32, 41, 42, and 44, and the Sprotbrough NDP Policy S3. Together these provide tree protection, and require proposals to be high quality development which is sympathetic to the character of the area and respond positively to their context, to not be overbearing, and to be well integrated with the built and natural environment. It would also similarly conflict with the Framework paragraphs 130 and 131, and the TDG.

Living Conditions

14. The existing area of road between the side elevations of Nos. 34 and 37 Birch Close includes a pedestrian footpath to each side of the carriageway, plus a further small strip of land alongside No. 34. Each dwelling has an outwards opening kitchen window in these elevations. While relatively small, and acting as additional windows to the main elevations, they do provide ventilation, light, and outlook to the habitable room of the main kitchen/dining/family space. They are not set back behind any defensible boundary, and the windows open outwards, which for No. 37 would be fully across the pavement.
15. The more intensive use of these footpaths as part of the site's access would therefore cause issues regarding these windows which only rarely apply at present. There would be some loss of privacy, and potential physical harm from pedestrians bumping into them.

16. There would also be increased noise and disturbance to Nos. 34 and 37 due to additional vehicle movements. However, this would not be of such magnitude from 5 dwellings that I find it would be unduly harmful within the residential layout. The high brick walls to the gardens would also block some noise.
17. Paragraph 3.5.9 of the TDG does identify that backland access routes should be a minimum of 3m to the edge of the nearest house, and with appropriate boundary screening. However, the access road already exists in its current form, and the red line boundary does not include this area. I therefore do not find the guidance sufficiently material such that it would suggest a reason for refusal in this regard.
18. With regard to overlooking, the TDG states that there must be at least 10m to the boundary from rear elevation habitable room windows, to avoid harm to neighbouring gardens. Although the gardens of Plots 4 and 5 would fall slightly short of this, I cannot see that this would cause harm to the living conditions of their future occupants or those in the Park Drive dwellings. Those gardens are a minimum of 49m in length, which is more than sufficient to avoid any significant overlooking between windows, and would also allow for sufficient privacy for the vast majority of the garden areas.
19. Similarly, although the plot 4 and 5 dwelling heights would be somewhat imposing, this would rarely be perceived at close range such that they would not be dominating or overbearing. Overshadowing would only be across a very small proportion of the Park Drive gardens.
20. Although not cited within the reason for refusal, the Council's evidence also refers that tree overshadowing would cause harm to the living conditions of occupiers of plots 1-3. The arboricultural report suggests that the plot 2 tree would dominate the garden as it grows, alongside the similar potential from the other trees in those gardens and the woodlands. Although non-habitable rooms would be closest to the areas of shade, overshadowing would lead to a poor quality of external environment. The TDG as the relevant detailed guidance states that at least 50% of a private amenity area should receive unobstructed sunlight in summer, which I have not been convinced could be achieved. I note there was no objection from the Environmental Health team, but this does not indicate a lack of general harm.
21. Overall, the proposal would cause harm to the living conditions of the occupiers of neighbouring properties, with particular regard to privacy and disturbance. There would also be harmful overshadowing of the gardens for the site's future occupiers. As such, it would conflict with the LP Policies 10 and 44, which together and amongst other matters, seek to provide for an acceptable level of residential amenity for existing and future residents, and for no significant impact on living conditions including privacy. It would also conflict with the Framework paragraph 130 which requires a high standard of amenity for existing and future users, and guidance within the TDG.

Other Matters

22. A lack of appropriate mitigation for the site's proposed tree loss was a reason for refusal. The LP Policies 32 and 33, amongst other matters, require sufficient replacement planting where trees are to be removed, which can include off-site financial compensation.

23. The appellant's appeal evidence includes a signed Unilateral Undertaking (UU) to this end. However, the Council does not accept its provisions, and so has maintained its reason for refusal. Despite this, I have not considered any matters relating to this financial contribution to be a main issue in this case. This is because the main parties have agreed both the need for the contribution, and the amount of money to be paid. The only matter for determination would be whether the UU has been properly executed and would be sufficiently binding, such as to guarantee the payment. However, as I am dismissing the appeal on other grounds, the UU will not come into effect. As such, a detailed assessment to this end is not necessary.
24. The benefits of the proposed development would be 5 additional dwellings in an urban area. This is supported in general by the Framework which seeks to significantly boost the supply of homes, but I have no evidence that there is a local housing undersupply, or that the types of dwellings would meet any specific housing requirement. Therefore, the dwellings would only be a limited benefit. There would also be a short-term economic benefit from construction, and an economic benefit from the spending from new occupants, but again this would be limited. I find these to be modest benefits overall, to which I give moderate weight. The landscape buffer, tree planting, and landscaping would also provide additional habitats, alongside the off-site ecological mitigation for the tree loss. I give this biodiversity benefit limited weight.

Conclusion

25. The proposal conflicts with the development plan as a whole. With no other material considerations outweighing this conflict, for the reasons given above I conclude that the appeal is dismissed.

L N Hughes

INSPECTOR

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Appeal Decision

Site visit made on 21 November 2023

by **L N Hughes BA (Hons) MSc MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 28 November 2023

Appeal Ref: APP/F4410/W/23/3318664

Field House, Station Road, Blaxton, Doncaster DN9 3AF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr and Mrs Kevin and Julie Honcharenko against the decision of Doncaster Metropolitan Borough Council.
 - The application Ref 22/01895/OUT, dated 5 August 2022, was refused by notice dated 10 February 2023.
 - The development proposed is outline planning application for the development of up to 4 residential dwellings, with all matters reserved except for access.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The site address above is taken from the application form, albeit the site is ore proximate to the settlement of Finningley than to Blaxton.

Main Issues

3. The main issues are:
 - whether the proposed development is in a suitable location for housing, having regard to the settlement strategy; and
 - the effect of the proposed development on the character and appearance of the countryside.

Reasons

Suitable Location for Housing

4. The site is bound by fields to the north and west, a railway line to the south, and the rear of Station Road dwellings to the east. It comprises a large detached dwelling and garage, within a large garden. The proposal is for up to 4 dwellings off the access drive of the existing dwelling.
5. Policy 1 of the Doncaster Local Plan (LP) (2021) sets the settlement hierarchy, and identifies that development limits have been drawn around the various settlements. The site lies adjacent to but outside of the development limit of Finningley, which is designated as one of the 'Service Towns and Villages'.
6. Part (5) of Policy 1 and the Policies Map identify areas outside of the defined development limits as a 'Countryside Policy Area' (CPA), which therefore applies to the appeal site. Proposals for new development in the CPA will be supported where in accordance with Policy 25.

7. The remainder of Policy 1(5), including the criteria, only applies if the Council is unable to demonstrate a 5 year housing land supply (5YHLS). The appellants suggest that the vast majority of the LP housing allocations are major sites likely to take some time until delivery, but I have no detailed evidence on this basis. As the parties agree there is at least a 5YHLS, with the Council identifying a supply of over 11 years, I therefore find it clear that the second part of Policy 1(5) is not applicable. This policy must be read as a whole, and so I do not discount as only a small element this 5YHLS requirement.
8. Policy 25 sets various criteria for CPA proposals. Only Part (3) relates to new dwellings, which would only be supported if they are provided for various essential needs, exception sites, and isolated homes of exceptional design quality. As the parties agree that the proposal would not relate to any of these housing types, it would not comply with Policy 25.
9. Although the Policy 25 justification text refers to the need to avoid new isolated homes in the countryside, the policy wording itself takes precedence. This does not specify that the policy only applies to proposed isolated homes, or does not apply to locations adjacent to the development limits. It is appropriate to assess the proposal against Policy 25.
10. As the proposal would conflict with Policy 25, it follows that it would also conflict with Policy 1. Overall therefore, the proposed development is not in a suitable location for housing, having regard to the local settlement strategy, and so would conflict with the LP Policies 1 and 25.

Character and Appearance

11. The reason for refusal refers to harm to the intrinsic character and beauty of the countryside, and to the rural setting of Blaxton. Although this wording reflects criterion (D) of the LP Policy 1, which I have identified does not apply, it also reflects the National Planning Policy Framework ('the Framework') (2023) paragraph 174(b). It is appropriate to consider the general impact of the proposal on the character and appearance of the countryside. I take the Council's description of 'Blaxton' in this regard to refer to this general area of countryside, similar to its use within the address.
12. Amongst other matters, the LP Policy 41 requires proposals to respect and enhance character and local distinctiveness, including of local landscapes, and for proposals to respond positively to their context, setting, and existing site features. They should also integrate visually and functionally with the immediate and surrounding area at a settlement, neighbourhood, street and plot scale. Some form of indicative new massing on the site can therefore be considered against Policy 41, despite the matters which are reserved.
13. The proposed dwellings would have built form and development to 3 sides. However, there is a clear separation in character and density between the site and the urban form of the dwellings to the east and south, including due to the strong boundaries. To the north, the existing dwelling and garage is a protrusion behind this main pattern of development along Station Road. Although it can be glimpsed from Station Road, its large bulk and spacious layout is very different to the adjacent dwellings. Along with its garden, its village fringe location does not make it visually a part of the built up area, but forms part of the countryside setting of that built up area.

14. Furthermore, there is no strong boundary between the site and the fields to its west. Although significant screening and separation could be introduced as part of the proposal, this does not alter that at present, the site has the characteristic and function of a clearly very open garden with a strong rural aspect. As such, it contributes to the intrinsic character of the countryside, allowing for wide views across it.
15. Notwithstanding the proposal's small scale of 1 to 4 dwellings, including in relation to the size of Finningley as a whole, and including any height or size limitation, it would therefore encroach into this setting. It would not visually integrate within the local countryside character. Alongside the new dwellings there would also be additional domestic paraphernalia, hardstanding, boundary treatments, and parked cars, all of which would urbanise the open landscape.
16. Overall therefore, I find the proposed development would cause harm to the character and appearance of the countryside, and would conflict with the LP Policy 41. It would also conflict with paragraph 174(b) of the Framework, and also paragraph 130 whereby developments must add to the overall quality of the area, and be sympathetic to local character including the surrounding landscape setting. I note that although the Council has also referred to the LP Policy 44, this relates to detailed design, and is therefore not directly relevant as all matters are reserved at this stage.

Other Matters

17. The Council suggests the site is not previously developed land (PDL) because it is within the built-up area, and the Framework definition specifically excludes land in built-up areas such as residential gardens. I take account of the High Court judgement in *Dartford Borough Council vs Secretary of State for Communities and Local Government* ([2017] EWCA Civ 141). Although that case was within the Green Belt, the relevant part of the judgement concluded that residential gardens outside of designated built up areas are classified as PDL. As the site is outside of the development limit boundary, I therefore find the site to be PDL.
18. The LP Spatial Strategy identifies that development in rural areas should make the most effective use of PDL, but PDL is not referenced within the LP policies except for sites for Gypsies, Travellers, and Travelling Show People. However, I disagree with the appellants' assertion that the Framework paragraph 11(d) presumption in favour of sustainable development should therefore be applied. As identified above, I find the LP policies to be relevant for the purposes of determining the principle of development within and outside the development limits.
19. However, in accordance with the requirements of s38(6) of the Planning and Compulsory Purchase Act (2004), I am required to determine the appeal in accordance with the development plan unless material considerations indicate otherwise. The Framework is a material consideration which may provide additional policy guidance or support. Paragraphs 111, 119, and 120 provide general support for the re-use of PDL, encouraging the effective use of land in meeting the need for homes, and support for the development of under-utilised land and buildings. Although also highlighted by the appellants, the PDL reference at paragraph 85 relates to meeting local business and community needs of the rural economy, rather than for new dwellings.

20. Alongside this support, I also take account of the Framework PDL definition, which identifies that it should not be assumed that the whole of the curtilage of the developed land should be developed. As a residential garden which has not previously contained any built form, I find this to be a relevant consideration. Overall, the Framework provides limited support for the site's development solely on the basis of it being PDL, to which I give limited weight.
21. A further material consideration is that neither the 5YHLS nor the housing target in the LP acts as a ceiling to additional dwellings. The proposal would result in up to 4 additional dwellings on the edge of a service village. The Framework seeks to significantly boost the supply of homes, and so additional housing in this location is a benefit of the proposal. The resulting social and economic benefits would be the additional market housing in a relatively sustainable location, the new occupiers increasing local expenditure and demand for local services, and the economic benefits from construction. These benefits for 4 dwellings would be modest, and I give them moderate weight.
22. There may also be potential environmental benefits such as increased biodiversity, and sustainable methods of construction and eco style housing. These are not specific or certain at this stage due to the proposal being only in outline, but I have taken them into account in principle, and give them limited weight.
23. The evidence references a site at Old Cantley, where the Council's planning officers accepted a departure from the development plan including against Policy 25, albeit the proposal was ultimately refused by Committee and dismissed on appeal¹. The description of that site's positioning is sufficiently different to that before me such that I do not find it to be determinative.

Conclusion

24. The provision of up to 4 dwellings would provide various modest benefits, and the Framework also provides limited support to the development of the site as PDL. However, the Framework is also clear that good design is a key aspect of sustainable development. I have found that the proposal would cause harm to the character and appearance of the countryside. It would also harm the Borough's development strategy by providing new development in a countryside location, and there is a substantial existing housing supply.
25. Overall therefore, the proposal conflicts with the development plan as a whole. With no other material considerations outweighing this conflict, for the reasons given above I conclude that the appeal is dismissed.

L N Hughes

INSPECTOR

¹ APP/F4410/W/22/3302327



Appeal Decision

Site visit made on 21 November 2023

by F Wilkinson BSc (Hons), MRTPI

an Inspector appointed by the Secretary of State

Decision date: 28 November 2023

Appeal Ref: APP/F4410/W/23/3323218

Pinfold Lane, Doncaster DN7 5LT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Article 3(1) and Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
 - The appeal is made by CK Hutchison Networks (UK) Limited against the decision of Doncaster Council.
 - The application Ref 22/02802/TEL, dated 21 December 2022, was refused by notice dated 6 February 2023.
 - The development proposed is 5G telecoms installation: H3G 20m street pole and additional equipment cabinets.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The principle of development is established by Article 3(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (the GPDO). The provisions of the GPDO require the local planning authority to assess the proposal solely based on its siting and appearance, taking account of any representations received. I have determined the appeal on the same basis. The provisions of Schedule 2, Part 16, Class A of the GPDO do not require regard to be had to the development plan. I have nevertheless had regard to the policies of the 2021 adopted Doncaster Local Plan 2015-2035 (the Local Plan) and the 2023 National Planning Policy Framework (the Framework) only in so far as they are a material consideration relevant to matters of siting and appearance.

Main Issues

3. The main issues are:
 - the effect of the siting and appearance of the proposal on the character and appearance of the Fishlake Conservation Area (the Conservation Area) and the setting of the nearby Grade II listed building; and
 - if there is any harm, whether this would be outweighed by the need for the installation to be sited as proposed, having regard to the potential availability of alternative sites.

Reasons

Conservation Area

4. The appeal site is part of a grassed verge that sits in between the road and pavement at the junction of Pinfold Lane and Trundle Lane, and within the Conservation Area. The proposal would comprise a 20 metre high pole and three associated equipment cabinets. Notwithstanding that the cabinets may be within the size limits to be classified as permitted development without prior approval, they are shown on the plans and within the specification and would not be required if it were not for the proposed pole.
5. The Conservation Area comprises a loose grained rural village stretching from the historic core associated with the church and following the length of Pinfold Lane. A farmstead within the Conservation Area reinforces the village's rural qualities and agricultural legacy. Buildings tend to be of a relatively simple form, mainly two storeys in brown/orange brick, with clay pantile roofs. The street pattern is one of relatively straight roads with pronounced bends, which foreshortens views along them. There are several open spaces within the Conservation Area which are interspersed with the built form, resulting in a varied street scape of open and enclosed spaces. The open spaces add positively to the Conservation Area's character and appearance and serve to underline its rural setting, as do the mature trees around the edge of and within the village. The significance of the Conservation Area is in part derived from these aspects.
6. Vertical structures in the form of heritage streetlights of around six metres in height and of regular spacing are apparent in the street scape. There are also several wooden telegraph poles in the area, and two trees to the rear of the site, which the submitted plans show as around 12 and 15 metres in height.
7. The site sits on a prominent curve in the road, highly visible on approach from both directions along Pinfold Lane. Such views would not be over a long distance due to the characteristic bends on the lane. Nevertheless, views up and down Pinfold Lane are identified as key views in the Conservation Area Appraisal and the road junction where the proposal would be located acts as a focal point for these views. In such views, the pole and cabinets would be seen in front of an open area which, given its strongly rural character, contributes positively to the character and appearance of the Conservation Area. In addition, the pole would be visible in views towards the church from vantage points along Trundle Lane. The church is an important focal point within the Conservation Area, both historically and aesthetically.
8. The height of the pole has been reduced to the minimum necessary for its purpose of deploying 5G services and meeting the International Commission on Non-Ionizing Radiation Protection standard. However, it would appear as an obviously engineered feature of a greater scale and bulk than the existing vertical structures.
9. The trees to the rear would provide some screening to the lower parts of the pole from certain vantage points. However, even when the trees are in full leaf, the pole would still appear conspicuously tall. During the winter months, when the tree canopies are reduced, it would stand out further. The black colour proposed for the pole and cabinets as shown on the submitted plans would help reduce the contrast with the backdrop, although much less so for the upper

sections of the pole which would mainly be viewed against the sky. The pole would remain highly prominent in views from the surrounding area including along Pinfold Lane and towards the church. Given its location, height and uncompromisingly modern and utilitarian appearance, the pole would be dominant and discordant in this location.

10. I appreciate that efforts have been made to keep the development away from potentially sensitive receptors and to locate it on a wider area of public realm. However, the height and positioning of the proposal would stand out as an incongruous feature. The presence of some limited nearby street furniture in the form of a directional sign and street name would not result in the proposal appearing compatible.
11. For the reasons given, I conclude that the siting and appearance of the proposal would not preserve the character or appearance of the Conservation Area. Consequently, there would be harm to its significance.

Setting of the nearby Listed Building

12. The Council has raised concern about the effect on the nearby Grade II listed pinfold located on Pinfold Lane to the northeast of the site, although little explanation is given for this other than proximity. The sign on the pinfold states that it was used as a pound for confining stray animals. This tallies with my understanding of the purpose of pinfolds. The pinfold would have had a functional and historic relationship with the surrounding land, given the village's agricultural associations. The proposal would be visible in views of the pinfold along Pinfold Lane towards the rural open area to the rear of the site, where it would appear as an unduly urban and jarring feature. The proposal would appear as a visually disruptive element within the setting of the listed building and so would harm its significance.

Balance and Conclusion on Heritage Assets

13. In terms of the Framework, I assess the harm to the Conservation Area and the setting of the listed building as less than substantial. Even so, less than substantial harm does not equate to a less than substantial planning objection, especially where national policy expectations for conserving such assets have not been met. In such circumstances, paragraph 202 of the Framework states that the harm should be weighed against the public benefits of the proposal.
14. Paragraph 114 of the Framework states that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. The proposal would allow for the construction of infrastructure which would enable the roll out of 5G coverage, enhance network speeds and connectivity within the surrounding area. It would therefore contribute towards the Framework's objective of supporting high quality communications infrastructure such as 5G. Those implications may be considered public benefits and carry moderate weight in favour of the proposal.
15. Paragraph 199 of the Framework states that great weight should be given to the heritage asset's conservation. Paragraph 200 requires clear and convincing justification for any harm to or loss of significance of a designated heritage asset. Consequently, the harm I have identified to the significance of the Conservation Area and the setting of the listed building attracts considerable

weight against the proposal. Given the weight that I attach to the public benefits, these would not outweigh the harm that would be caused.

16. Consequently, insofar as they are a material consideration, the proposal would conflict with Policies 21(I), 34, 35, 36 and 37 of the Local Plan. Amongst other matters, these policies do not support proposals, including telecommunications infrastructure, that harm the significance of a conservation area or a listed building or its setting other than where that harm is outweighed by the public benefits of the development; and require proposals that affect known heritage assets to include sufficient information to gain an understanding of the potential impact that the proposals will have on the significance of any heritage assets likely to be affected. There would also be conflict with the Framework's historic environment objectives as set out in paragraphs 194, 195, 197, 199, and 202.

Alternative Sites

17. Paragraph 115 of the Framework states that the number of communications masts and the sites for such installations should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. It encourages the use of existing masts. The appellant has investigated alternative sites as required by paragraph 117 of the Framework and discounted them, due to unsuitable pavements/grass verges and/or concerns around visibility splays. Based on the submitted evidence, I am not convinced that sufficient justification has been provided to support the discounting of these sites.
18. I appreciate that the search area for the proposal is constrained. I am also mindful that there is a limit to how far an operator can reasonably be expected to go to demonstrate no other less intrusive or harmful sites are available. However, only limited information has been provided as to why the alternative sites were discounted or why these were the only possible locations within the search area. Furthermore, there is no information as to the consideration given to sites outside of the Conservation Area. Indeed, there is no recognition within the appellant's Site Specific Supplementary Information and Planning Justification Statement about the presence of the Conservation Area or listed building. I am not therefore satisfied that all alternative, potentially less harmful options have reasonably been explored and therefore that no more suitable sites are available.
19. Consequently, I conclude that the harm I have identified to the significance of the Conservation Area and to the setting of the nearby Grade II listed building is not outweighed by the need for the installation to be sited as proposed, having regard to the potential availability of alternative sites.

Conclusion

20. For the above reasons, having had regard to all matters raised, I conclude that the appeal should be dismissed.

F Wilkinson

INSPECTOR