

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 9th January 2018

Application	1
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Application Number:	17/02189/OUTA	Application Expiry Date:	11th January 2018
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Application Type:	Outline With Environmental Assessment
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Proposal Description:	Hybrid Planning Application - Change of use of land to facilitate expansion of Yorkshire Wildlife Park, creation of new access, parking and associated works with outline approval for animal enclosures, visitor hub, service compound, energy centre and connecting bridges.
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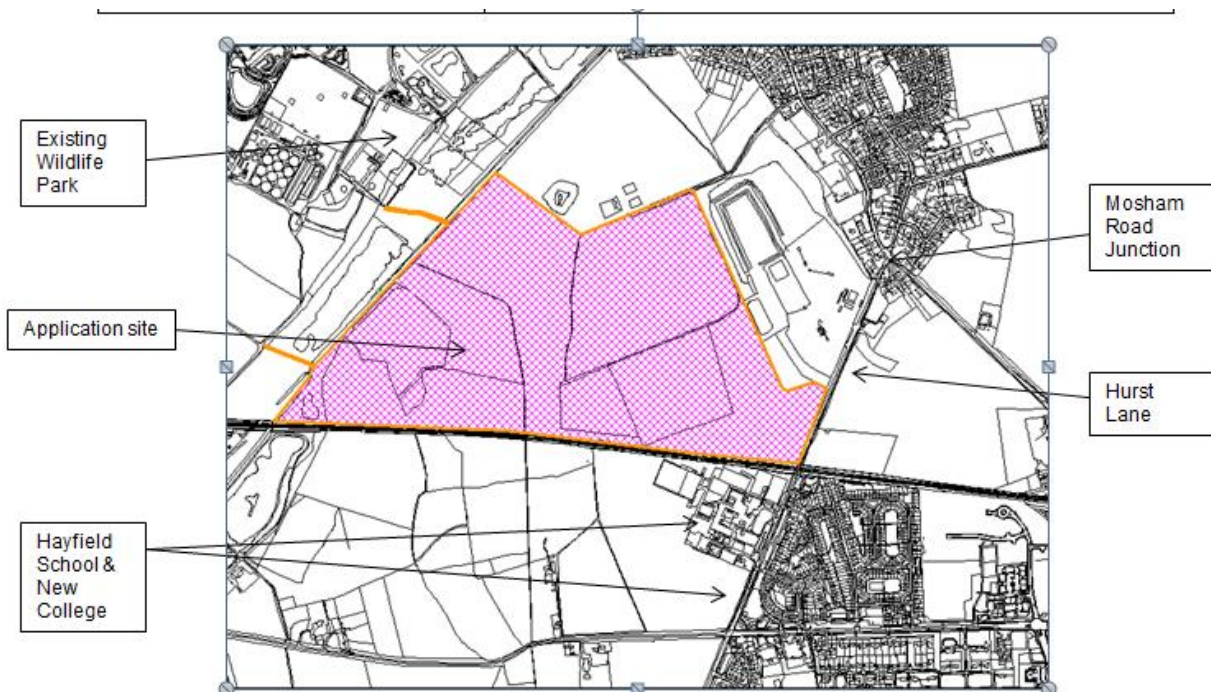
At:	Yorkshire Wildlife Park Brockholes Lane Branton Doncaster
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For:	Yorkshire Wildlife Park
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Third Party Reps:	108 In opposition. 463 Petition in support. 36 letters in support.	Parish:	Cantley With Branton Parish Council
		Ward:	Finningley

Author of Report	Garry Hildersley
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MAIN RECOMMENDATION:	APPROVE – Subject to S106 agreement
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1.0 Reason for Report

1.1 The application is being presented to Members due to the proposal being a departure from the development plan, potentially affecting a public right of way (PROW) and requiring an Environmental Impact Assessment (EIA).

1.2 In addition application has received significant interest from local residents.

2.0 Proposal and Background

2.1 The application as submitted is a hybrid planning application for the change of use of the development site on land at Hurst Lane, Doncaster for the expansion of Yorkshire Wildlife Park (YWP) including full planning permission for a proposed access on Hurst Lane and the creation of a car park in connection with the proposed use. Outline planning permission is sought for a supporting facilities hub, animal enclosures, pedestrian and vehicular bridges connecting the site with the existing site across the River Torne.

2.2 The proposed access onto Hurst Lane has generated significant public opposition. The proposal includes the construction of a roundabout on Hurst Lane and full consideration to the highways implications are outlined later within this report.

2.3 The proposal also includes the creation of a service area close to the proposed access, staff car parking an energy centre and other associated works such as internal pathways, bunding, creation of lakes and landscaping.

2.4 For clarity, the red line boundary includes one of the woodlands on site, The Insley Plantation, the other woodland is outside of the application site. During consultation with Doncaster's ecologist, a condition has been suggested dealing specifically with the management of the woodland. The red line boundary includes a section of the River Torne to reflect the connection with the existing site via two proposed bridges.

2.5 The site is located leading from Hurst Lane, to the south west of the village of Auckley and slightly south east of the existing Yorkshire Wildlife Park site. The site is around 139 acres (56.25 ha) in size and is approximately 9 miles from the centre of Doncaster Town to the west. The site has a maximum incline of around 8 metres and a maximum length of around 1.35km (1,350m).

2.6 There are a number of residential properties in close proximity to the proposed extension being 1 Crowpool Brockholes Lane Branton and Baxter Farm Bell Butts Lane Auckley. Over and above this the site boundary would lie close to properties on Hurst Lane and would be situated 310m from properties on Main Street, Auckley. The proposal is further away from settlements of Bessacarr and Branton than the existing park.

3.0 Relevant Planning History

3.1 On 17th November 2008 an application was submitted for the retention of use of land as a visitor attraction (Wildlife Park) under planning reference 08/03275/FULM.

3.2 Since this time the park has grown incrementally on an ad-hoc basis, typically reacting to conservation matters and rescue projects between the years 2010 and 2017 which has permitted the growth of additional attractions and supporting facilities. Each application has been considered on its individual merits considering principally the impact on the countryside, highways, ecological and arboricultural matters.

3.3 More recently the Wildlife Park has entered into pre application discussions with the Council which set out the principle planning considerations that any subsequent planning application would need to consider. Following from this, the applicants submitted a Screening Opinion in line with EIA regulations to establish whether an Environmental Statement (ES) was required. The Council determined that should an application be submitted, it should be accompanied by an EIA having met the thresholds contained within Schedule 2 and 3 of the EIA regulations. Following from this, a Scoping Report was submitted to the Council which asked the Council to identify the scope of work the EIA would need to take account of.

3.4 See appendix 1 for a complete planning history

4.0 Site Allocation

4.1 The site is allocated as Countryside Policy Area as defined by the Doncaster Unitary Development Plan (Proposals Map) 1998 and as Countryside Protection Policy Area as defined in the Local Development Framework Core Strategy (Key Diagram) 2012. The policies relating to the countryside in the east of the Borough are similar in the two plans and full consideration should be given to all relevant local and national policies.

Relevant, Local and National Policies

4.2 National Planning Policy Framework

Chapter 1 - Building a strong and competitive economy
Chapter 2 - Ensuring the vitality and viability of town centres
Chapter 3 - Supporting a prosperous rural economy
Chapter 4 - Promoting sustainable transport
Chapter 7 - Requiring good design
Chapter 8 - Promoting healthy communities
Chapter 10 - Meeting the challenge of climate change, flooding and coastal change
Chapter 11 - Conserving and enhancing the natural environment
Chapter 12 – Conserving and enhancing the historic environment
Chapter 13 - Facilitating the sustainable use of materials

4.3 Core Strategy 2011 - 2028

In May of 2012 the LDF Core Strategy was adopted and this replaced many of the policies of the Unitary Development Plan; some UDP policies remain in force (for example those relating to the Countryside Policy Area) and will continue to sit alongside Core Strategy Policies until such time as the Local Plan is adopted. Core Strategy policies to be considered are:

CS 1: Quality of Life
CS 2: Growth and Regeneration Strategy
CS 3: Countryside
CS 4: Flooding
CS 5: Employment Strategy
CS 7: Retail and Town Centres
CS 9: Providing Travel Choice
CS 14: Design and Sustainable Construction
CS 15: Valuing our Historic Environment

CS 16: Valuing our Natural Environment
CS 17: Providing Green Infrastructure
CS18: Air, Water and Agricultural Land
CS20: Minerals

4.4 Saved Unitary Development Plan Policies

EMP 15 - Industrial and commercial development in rural areas
ENV 2 - Countryside Policy Area Designation
ENV 4 - Countryside Policy Area
ENV 7 - Recreation and Leisure developments
ENV 11 - Industrial/Commercial Development
ENV 12 - Retail Development
ENV 36 - Sites of archaeological importance
ENV 37 - Archaeological sites of national importance
ENV 38 - Preservation of archaeology
ENV 41 - Sites of regional/local importance for nature conservation
ENV 53 - Design of new buildings
ENV 59 - Protection of trees
TO 4 - Hotel Development
M4 - Safeguarding areas and buffer zones

Other material planning considerations

- The Doncaster Green Infrastructure Strategy 2014 - 2028
- Doncaster Development and Flood Risk SPD
- Doncaster Development and Design Requirements SPD
- Doncaster's Economic Growth Plan 2013-18
- Doncaster's Borough Strategy 2014
- Doncaster Health and Wellbeing Strategy 2016- 2021
- Doncaster Growing Together

5.0 Representations

At the time of preparing this report, 108 letters of representation had been received in opposition to the proposal. The majority of the letters are from people who reside in Auckley, Branton and Blaxton. The following is a summary of the issues raised:

- o Concerns about the increase in traffic using Hurst Lane cumulatively
- o The proposal would result in a negative impact on traffic congestion, pollution and noise
- o Increased use of Hurst Lane bridge by HGV's
- o Highway Safety concerns in relation to the entrance design and junction at Mosham Road
- o The new access should be taken via the FAARS link road
- o Concerns about increase in traffic given proximity of schools and college.
- o Concerns about the road signage strategy
- o Concerns relating to the position if the proposed bus stops
- o Concerns relating to stage 1 safety audit that has been undertaken
- o Concerns over the width of the footpath adjacent to Hurst Lane
- o Impact of the development on Scout Hut entrance
- o The proposal would take food production from a productive farm
- o The proposal would remove exercise facilities for Auckley residents
- o The proposal fails to utilise brownfield land
- o Concerns in relation to drainage of the site and the effect on the wider area
- o Concerns about loss of countryside
- o Impact of the development on the aquifer
- o Impact of the development on air quality

A letter has been received by Caroline Flint MP (20.12.2017) who whilst supports the application in several respects namely employment, increased tourism, sustainability, conservation, impact on small businesses and diverting traffic away from Warning Tongue Lane, has concerns in relation entrance and its impact on schools given its proximity. Caroline Flint would like confirmation that alternative accesses have been adequately considered and discounted.

In addition, 36 letters of support have been received and the material considerations raised are summarised below:

- o The proposal would increase the local economy
- o The proposal will help in conservation efforts of endangered species
- o The proposal will result in job creation
- o The proposal has the opportunity to provide additional education to schools
- o The proposal would raise the profile of Doncaster
- o The proposal would increase visitors to Doncaster
- o The proposal has the opportunity to stimulate growth
- o The proposal would be positive for the Yorkshire Tourism sector

3 petitions in support of the application have been submitted containing a combined total of 463 signatures.

5.0 Parish Council

5.1 Auckley Parish Council have raised an objection to the proposal on the basis that the junction of Hurst Lane with the A638 (Bawtry Road) and the B1396 (Mosham Road) already suffer with severe traffic issues and congestion. It is alleged that these junctions have been subject to numerous traffic incidents involving both vehicles and pedestrians. Thus a further increase in vehicles would lead to a deteriorating situation, resulting in even worsening traffic congestion.

5.2 Concerns have been raised with regard to the proximity of the new access to bridge over the Doncaster-Lincoln railway line which reduces the sight line along Hurst Lane resulting in highway safety concerns.

5.3 Concerns have also been received in relation to the cumulative impact of other existing uses including the airport, Hanson quarry, scout hut, schools and 6th form college.

5.4 Concerns have been raised in relation to the narrow width of the footpath adjacent to Hurst Lane.

5.5 The parish clerk to Cantley with Branton Parish Council has written in support of the application.

6.0 Relevant Consultations

S Yorks Passenger Transport Executive - No objections

Ward Councillors - Concerns in relation to highway safety and suitability of access.

Counterterrorism Unit (SY Police) - No objections

Ministry Of Defence - No response received

Ramblers Association - No response received

Health and Safety Executive (HSE) - No objections

DMBC PROW - No objections

DMBC Highways Development Control - No objections subject to conditions and legal agreement

DMBC -Highways Network Management - No objections subject to conditions and legal agreement

DMBC Design Officer - No objections subject to condition

DMBC Land Contamination - No objections subject to conditions

DMBC Ecology Officer - No objections subject to conditions

DMBC Tree Officer - No objections subject to conditions

DMBC Environmental Health Officer - No objections subject to conditions

DMBC Noise Team - No objections subject to conditions

DMBC Internal Drainage - No objections subject to condition

DMBC Policy (Retail) - No objections

DMBC Air Quality Team - No objections subject to conditions

Environment Agency - No objections subject to conditions

NATS (Aviation) - No objections

Robin Hood Airport - No objections subject to conditions

Yorkshire Wildlife Trust - No objections

Natural England - No objections

Network Rail - No objections subject to conditions

South Yorkshire Archaeology Service (SYAS) - No objections subject to conditions

8.0 Planning Issues and Discussion

Introduction

8.1 Yorkshire Wildlife Park is one of the newest zoos or wildlife parks in UK and is one of the most successful, with last year's attendance of 761,000 visitors taking it to be one of the top zoos in the UK (Source British and Irish Association of Zoos).

8.2 Having grown exponentially since its establishment in 2009, the Yorkshire Wildlife Park has become one of Doncaster's leading leisure and tourist destinations and regionally offers a draw for people visiting from within Doncaster and further afield. In this time the YWP has become UK's Number 1 Walk Through Wildlife Adventure and more recently becoming in the top 6 zoos in the UK by attendance, beating the likes of the Eden Project, Chatsworth and Alton Towers.

8.3 The geographical location offers excellent connectivity by:

- o Air - Doncaster Sheffield Airport
- o Rail - Doncaster Railway Station (15 minutes away) and the potential of a new rail station at the airport 2 minutes from YWP providing a link to Kings Cross in 1.5 hours
- o Road - M18, A1M M1 and M62
- o Sheffield, York, Leeds and Bradford within an hour's drive
- o 5 minutes' drive from Junction 3 of the M18 via the new Great Yorkshire Way link road
- o 8 minutes' drive from A1/M18 junction
- o 15 minutes' drive from Doncaster Town Centre

8.4 The YWP core principles are deeply connected with conservation and the charitable objectives are to promote and advance conservation and welfare of endangered wildlife both in their natural habitat and in captivity and to educate and inspire the public, not only in Doncaster, but across the world.

8.5 In 2016 the reported visitor numbers, excluding under 3's, was 761,000. Visitors under the age of 3 totalled 72,263. The estimates provided by Yorkshire Wildlife Park are that the number of visitors will rise to 1.5 million by 2022.

8.6 The visitor survey established that visitors were broken down as follows:

- Day visitors - 94%
- Doncaster residents 37%
- Rest of South Yorkshire residents - 26%
- Resident elsewhere in the UK - 31%
- Domestic staying visitors - 5%
- Oversea visitors - 1%

8.7 YWP offers a unique view into the world of animals by self-guided education visits, ranger academy and delivering specific education sessions for primary and secondary schools, further education courses from business to animal management, such as environmental enrichment, enclosure design, conservation, roles of modern zoos, marketing business and customer services. YWP is also a multi-sensory experience and everywhere is fully accessible for disabled visitors and education sessions are adapted to the need of visitors to ensure the education offer is fully inclusive. YWP team has an award-winning education department with over 80,000 education visitors a year and over 33,000 formal education sessions in 2016.

8.8 Yorkshire Wildlife Park is connecting with Doncaster College and local universities to provide input into course requirements to ensure that the future work force is skilled in relevant areas to ensure they have the best access to opportunities to employment, not only at YWP but with employers across the borough.

8.9 It is considered that YWP core principles, creation of jobs, conservation and welfare of animals, sustainability, education and economic growth all chime with the Council and governments overall aims and objectives for creating sustainable growth, supporting business, economic prosperity, education and conservation and all of these matters weigh in favour of the application. This being said, full consideration should be given to the specific planning issues associated with the proposed development, taking into account any harm generated. The objective therefore is to balance all of the material planning considerations in order to reach a recommendation. It is considered that the principal issues for consideration are as follows:

- The acceptability of the proposal in principal
- Highways Issues
- Ecology
- Tree issues
- Flooding
- Network Rail issues
- Aviation
- Impact on neighbouring properties
- Impact on Public Rights of ways

Development in the Countryside

8.10 During the consideration of the expansion of the park, careful thought has been given to the site characteristics and broadly speaking the higher grade landscaping features are located on the western boundary, moving towards lower grade in an easterly direction. Figure 1.1 below aims to illustrate this.

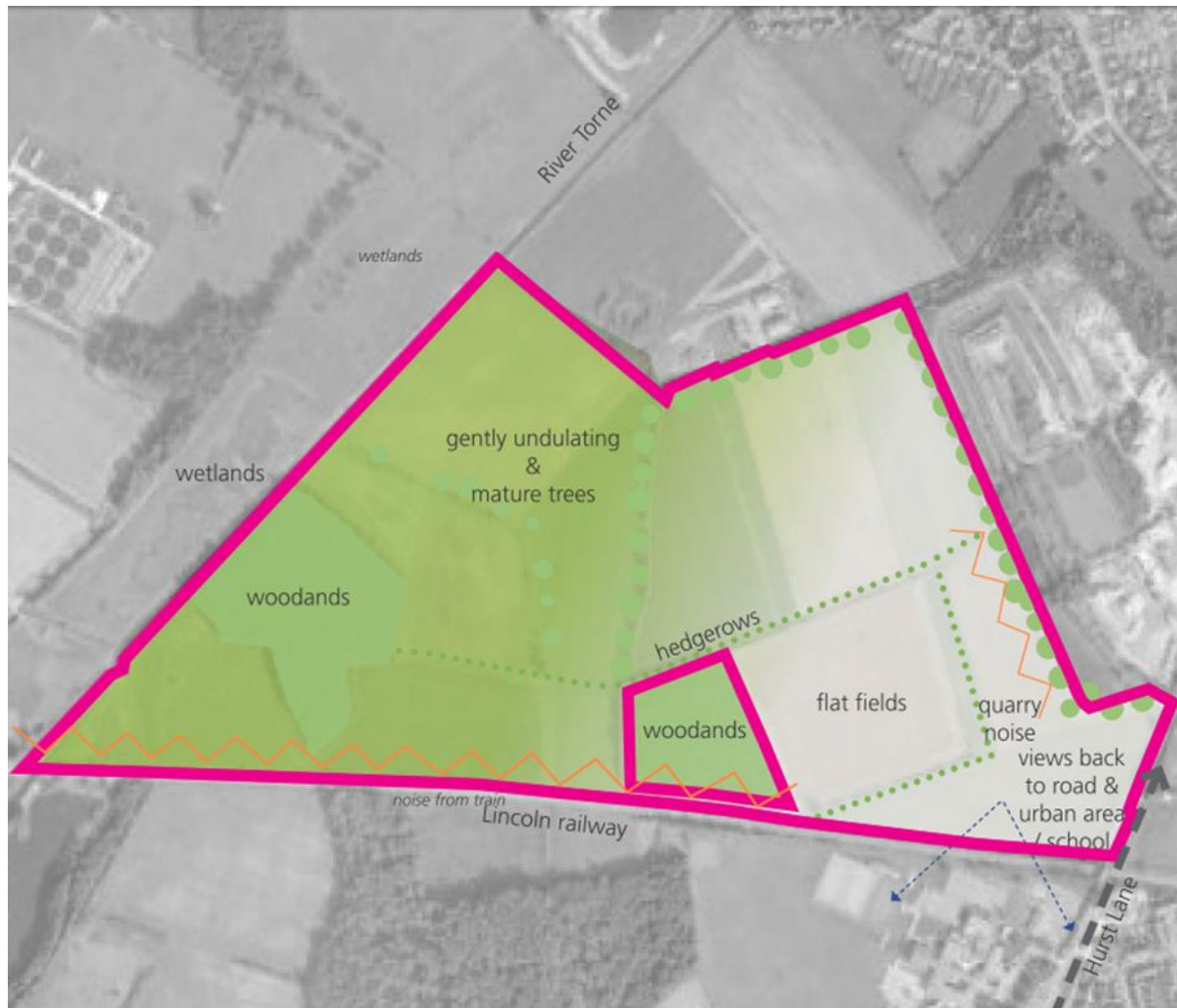


Figure 1.1: Landscape value

8.11 The application site is defined as Countryside Policy Area, as defined by the Doncaster UDP, adopted in 1998 and Countryside Protection Policy Area as defined in the Core Strategy. Policy ENV 2, a saved policy contained within Doncaster Unitary Development Plan states that the Borough Council will maintain a Countryside Policy Area in the Eastern Part of the Borough covering all countryside outside the Green Belt.

8.12 Development within the Countryside Policy Area is not normally permitted other than for certain purposes such as agriculture, forestry, outdoor recreation and leisure etc. The policy also allows for re-use of existing buildings, small scale extensions of sources of employment, minor retail etc., subject to not prejudicing the purposes of the countryside, create or aggravate highway or amenity problems and be appropriately designed. Whilst the proposal would lead to the encroachment into the countryside contrary to Policy ENV2 of Doncaster's Unitary Development Plan, it is considered other saved policies within the Unitary Development Plan and Doncaster's Core Strategy would allow expansion of the wildlife park.

8.13 Core Strategy Policy CS3 sets out the generally acceptable uses and broadly chimes with policy ENV2 setting out at criterion (B iv) uses considered to be acceptable include agriculture, forestry, outdoor sport and recreation, habitat creation, flood storage and management, essential infrastructure, mineral extraction, some forms of stand alone renewable energy, suitable farm diversification schemes, limited extension, alteration or replacement of existing dwellings and re-use of suitable buildings for uses appropriate in the countryside. Saved Policy EMP15 encourages leisure developments provided that their impact upon the countryside is acceptable, is of a scale and nature that is appropriate to the countryside and complies with other safeguarding policies.

8.14 Whilst undoubtedly the proposal would result in encroachment into the countryside, an important aspect to consider is the level of built development associated with the expansion. It is estimated that 53% of the site would be given over to general landscape and woodlands with 27% being animal attractions, 14% access and car parking and 6% supporting facilities. As a result, the proposal has sought to integrate, as far as is possible, into the landscape by retaining existing woodlands and through landscaping enhancement. With this in mind the applicants have provided a visual and landscape impact assessment as part of the Environmental Impact Assessment (EIA). Consideration of the visual impact of the development will be discussed later in this report.

8.15 It is recognised that the animal attraction aspect of the proposal could reasonably be described as outdoor leisure and recreation, the proposal also includes the erection of a hotel and supporting facilities in outline form and this clearly falls outside of the acceptable uses specified within policies ENV2, ENV4 and CS3. That said saved Policy TO4 specifies the circumstances in which hotel and conference centre development may be acceptable. It recognises at criterion c) that an exception would be where development forms part of major recreation/leisure uses where the borough is satisfied that these uses would generate a large number of visitors and the requirement for overnight accommodation.

8.16 As mentioned above, the proposal also includes an area of retail associated with the park and again this does not fall within the specified uses contained within policies ENV4 or CS13. This being the case, consideration has been given to Policy CS 7 which sets out the Retail Hierarchy and supports proposals that would support the vitality and viability of the centres. As part of the application, the applicants have been asked to demonstrate that the creation of the hotel and associated retail functions would not adversely affect the function of the town centre and that the retail units are ancillary and incidental to the wildlife park to ensure that these do not become a destination in their own right.

8.17 The applicants have provided clarity on this matter setting out that due to the increased attraction in visitor numbers to the site, the proposal will encourage connected trips to other attractions that Doncaster has to offer. A separate sequential test has not been undertaken in terms of the hotel and shopping elements within the supporting facilities as these uses are integrated into the supporting facilities and part of the YWP destination offer and cannot be taken in isolation. The hotel and shops will not be standalone units, instead they will be physically integrated within a collection of connected buildings within the hexagonal formation. The hotel will provide simple but quality accommodation that will be affordable to attract families to stay at the park for a longer visit.

The hotel will wrap around the top of the other leisure facilities at the lower floors and will provide a unique opportunity to look over the park and the animal enclosures. The shop units will be included as part of the supporting facilities, integrated within other buildings that are formed by a series of internalised, 'inward looking' courtyards. Shops will include YWP merchandise and boutique merchandise which will compliment the wildlife park offer as a unique destination.

8.18 There is simply no other site within the town or other local centre that would be able to offer the opportunity of delivering the wildlife park as a destination. YWP has a unique offer that cannot be accommodated in such locations and does not compete with any other recreation and leisure use within the area.

8.19 During the course of the application, Doncaster's Policy Team were consulted and asked to comment on the proposed plans for a hotel and retail aspects within the park extension and have accepted that the benefits of tourism in generating jobs and investment and improving facilities available for visitors and residents. It is also acknowledged that since the adoption of the UDP, the Yorkshire Wildlife Park has emerged as a fairly new attraction within the borough which attracts a large number of visitors to the park and Doncaster each year. As such it is not part of the stipulated main tourism sites (unsaved policy TO1) or hotel and conference sites (unsaved policy TO3).

8.20 In this regard, it is considered that the proposal for a large scale tourist development and all the proposed ancillary elements are required to be located within the same site to provide the offer as proposed. The retail, food outlets and hotel and leisure developments are seen as ancillary and complementary to the tourism offer of the whole wildlife park offering and not seen as uses in their own right. It is considered that the individual uses could not be desegregated or delivered elsewhere and the council have regard for the scale and size of the tourist development of which has grown over the years since opening.

8.21 It is therefore considered that the sequential test can be satisfied and the proposal is unlikely to have significant adverse impacts on the town centre and other centres within the hierarchy of the borough.

8.22 Balancing the aforementioned it is considered that the creation of an extension to the wildlife park would fall within the specified uses contained within Policies ENV4 and CS3 being outdoor leisure and recreation. The outline consent for a hotel and ancillary retail function whilst being a departure from the development plan, is considered acceptable, resulting from a major leisure use which would generate a significant number of visitors. The applicants have successfully demonstrated that the hotel function would operate as an ancillary function to the wildlife park and offers accommodation specifically associated with the park. As a result it is considered that its impact on the vitality of the town centre would be negligible.

8.23 The creation of the new access road and parking facilities are considered to be an ancillary function of the expansion and further consideration will be given to this both within the visual impact section and highways section of this report.

Economic Development

8.24 This economic impact has been analysed by considering the following factors:

- o The total number of visitors attracted;
- o The total level of expenditure;
- o Organisational spend;
- o Gross value added created; and
- o Gross and net additional jobs generated.

8.25 Yorkshire Wildlife Park currently employs 301 members of staff of which 170 are Full Time Employed. An analysis of the employee residency shows that the breakdown is:

- o Doncaster 78%
- o Rest of South Yorkshire 6%
- o Elsewhere 16%

8.26 The associated wage expenditure in 2016 was £3.1 million. The estimated level of wage retention in Doncaster is £2.45 million, with an additional £0.16 million retained interest of South Yorkshire.

8.27 Though final levels of permanent employment will not be finalised until the development is completed, Yorkshire Wildlife Park has provided a high-level estimate of the number of Full Time Employed staff which will be required as a direct result of the expansion. This is expected to be around 300 new workers, of which the majority are anticipated to be Full Time Employed. From 2019 the Full time equivalent workforce is estimated to be 470, with a total workforce of 600 on the payroll including seasonal and part-time contracts.

8.28 Based on current levels of wage expenditure the expansion is estimated to increase the wage expenditure to £6.2 million, with £4.9 million retained in Doncaster and an additional £0.32 million in the rest of South Yorkshire. The future gross additional indirect jobs are calculated to be 3,052.

8.29 The level of Gross Value Added (GVA) generated through the Wildlife Park has been calculated on the analysis of additional expenditure. Overall, total GVA in 2014 for businesses within the industry sectors above is recorded as 43% of the size of total turnover . Using this ratio and applying it to the estimates of visitor and organisational spend, the additional GVA generated because of Yorkshire Wildlife Park is £12.85 million for the combined total.

8.30 GVA is defined by the Office for National Statistics (ONS) as:

"The difference between output and intermediate consumption for any given sector/industry. That is the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used up in production."

8.31 In other words, GVA equals sales - £29.9 million (£27.9 million visitor spend + £2million organisational spend) less costs of bought in materials, components and services (57% as estimated by National ABI financial data) leaving £12.85 million.

8.32 The GVA estimated in 2019 is £25.54 million.

Environmental Impact Assessment (EIA)

8.33 The EIA Regulations relate to a European Union Directive (Directive 85/337/EEC as amended), and give planning authorities a means of ensuring that they can take account of the environmental implications of individual developments in their decisions on planning applications.

8.34 The EIA Regulations only apply to certain types of development, and before the Local Planning Authority can request an EIA it must determine whether the proposal is subject to the Regulations and can be classified as 'EIA development', and decide whether EIA is required in that particular case. This process is called 'screening' and there are two ways in which it can be applied:

1. A developer can ask the planning authority to give an EIA screening opinion before the application for planning permission is submitted.
2. Where a planning application has been submitted without an environmental statement and alternatively no request has been made in the past for a screening opinion, the planning authority has the right to adopt an EIA screening opinion for the proposal, which will determine whether or not the scheme requires EIA.

8.35 In May 2017 the government updated the EIA regulations. Prior to the submission of the application, the Wildlife Park submitted a Screening Opinion to the Council seeking a judgment as to whether the proposal constituted EIA development taking into account the updated regulations.

8.36 On the 12th June 2017 the Council replied confirming that in terms of EIA screening, the scheme did not constitute a Schedule 1 development as defined by the EIA Regulations. Schedule 2 sets out the descriptions of development for the purposes of the definition of 'schedule 2 development' and lists the following:

Tourism and leisure

- (a) ski-runs, ski-lifts and cable-cars and associated developments;
- (b) marinas;
- (c) holiday villages and hotel complexes outside urban areas and associated developments;**
- (d) theme parks;
- (e) permanent camp sites and caravan sites;
- (f) golf courses and associated developments.

8.37 The Council considered that it would be reasonable to suggest that the current proposal falls within Schedule 2 part 12 c) however it is necessary to determine the thresholds for such development and whether the development is located within 'a sensitive area'.

8.38 Schedule 3 sets out the selection criteria for screening schedule 2 development and splits consideration into three elements:

1. Characteristics of development
2. Location of development
3. Types and characteristics of the potential impact

8.39 The Local Planning Authority (LPA) considered the site to be 'sensitive' based upon consultee advice and as such the application had the potential to have a significant impact on several local wildlife sites. As a consequence it was concluded taking all matters into account, the proposed expansion of the wildlife park met the threshold for EIA development.

8.40 Following the Council's Screening Response, a Scoping Opinion was submitted by the applicants which sought to outline the scope of the work necessary for the Environmental Impact Assessment (EIA). The Council determined the scope of the work required and the various environmental considerations that needed to be addressed should a planning application be submitted. A response was provided to the applicants on the 17th August 2017. The environmental impact assessment that has been submitted has followed the scoping framework and the necessary environmental issues have been considered. Following the submission of the EIA the Council have consulted with relevant and necessary consultees to consider all environmental impacts and these are outlined within this report.

Visual Amenity

8.41 The site is generally flat and open countryside with two pockets of woodland located on the southern and western boundaries of the site. Intersecting the site centrally lies a band of established trees that would remain and be enhanced as part of any subsequent approval.

8.42 It is noted that there are no significant statutory landscape designations with the Application Site or immediate area. This being said a number of higher level and statutory nature conservation and heritage designations exist within the wider study area.

8.43 Within and immediately abutting the application site, are two sites with designations for Local Wildlife Sites (LWS), Insley Plantation and River Torne. The designation is non-statutory but is identified and selected locally, based on scientifically determined criteria and detailed ecological surveys. LWS represent key components of ecological networks.

8.44 As part of the EIA submission the applicant has submitted a Landscape Visual Impact Assessment (LVIA) which considers the wider impact of the proposed development on the surrounding landscape. With this in mind it is clear that the masterplan is landscape led and has been informed by rigorous technical appraisal and landscape and visual impact assessment. Whilst the proposed use will inevitably change the area, it will also bring significant environmental and ecological benefits. This has been informed by the LVIA with significant mitigation measures proposed which over time will assimilate the development into the landscape and GI network and should improve the ecology of the area.

8.45 Whilst much of the application is in outline form, consideration has been given to the potential scale and magnitude of the proposal taken together with the wider topography, openness, geology and vegetation.

8.46 There are key points from which the application site can be seen. The location of these identified viewpoints have been recorded using GPS & Maps v2.6 software and verified using existing aerial photo GPS based mapping data and OS and Topographical grid based mapping survey data. Seven viewpoints have been selected and agreed in principal for further analysis, through an initial scoping and consultation based on a wider selection of potential viewpoints.

8.47 It has been concluded that the significance of the predicted landscape and visual effects has been assessed. The assessment has informed the development of the masterplan and landscape design for the Proposed Development including the incorporation of integral primary mitigation measures. These are largely comprised of screening and buffering planting including hedgerows and woodlands including woodland plantings on bunds the efficacy of which, for the short term effects and in-construction effects, could be increased by programmed early earthworks and planting operations where possible within the construction logistics plan. The Proposed Development overall is assessed to represent a significant change of use but embody considerable potential for mitigating the adverse effects of these and delivering alternative benefits for the landscape and the users of this locality.

8.48 A condition has been suggested restricting the maximum height of the built development to 15m. As the application is only seeking full planning permission for the construction of the car park and access with the remaining issues to be considered via reserved matters applications, it is reasonable to impose such a condition which would both mitigate any visual harm associated by the development through the design process of the various other elements of the proposal as well as mitigating any potential issues in relation to aviation.

8.49 Taking all matters into account it is considered that the overall visual impact of the proposal could be mitigated through careful design and landscaping to minimise the visual harm generated by the proposal.

Highways and Parking

8.50 One of the principle concerns raised by objectors relates to highway and pedestrian safety as well as the impact of the development on the existing road network. Concerns have been raised that the proposal would significantly increase traffic along Hurst Lane and the surrounding villages in particular Auckley. As part of the application submission, the applicants have provided a travel plan, transport assessment (TA), stage 1 road safety audit as well as a chapter within the EIA dealing solely with traffic and transport. For the purposes of this report, where ever reference is made to the Doncaster Highways Team this refers to Highways Development Control, Highways Transportation and Safer Roads teams.

8.51 As previously set out the proposal is a hybrid application with full planning permission sought for the access and parking. The application seeks permission for the creation of a roundabout onto Hurst Lane lying to the north of Hayfield School and the railway crossing over the Doncaster to Lincoln line.

8.52 Concerns were initially raised by Doncaster's Highways Team in relation to traffic forecast information and the impact of the development on the Hurst Lane / B1396 / School Lane junction (for the purposes of this report referred to as the Mosham Road junction). As a result, additional information has been supplied which sought to provide clarification on the parking management within the site as well as additional tracking within the internal layout of the site, junction improvement information and further modelling data.

8.53 Clarity has been provided in relation to the August spike in visitor numbers when taken as an average across the summer months. It has been explained that this does not increase the number of visitors on a Sunday but increases the number of visitors throughout the week which in turn has an overall effect on the number of visitors throughout the month of August. This clarity has provided Doncaster's Highways team with some comfort that they are considering the worst case scenario associated with the development. It is noted that during the month of August the traffic highs associated with the Wildlife Park would be in some way mitigated against the schools being closed during the school holidays.

8.54 One particular concern has been raised in relation to the proximity of the roundabout/access in relation to the existing railway bridge. Doncaster's Highways team have commented that in an unpredicted event, the proximity of the roundabout to the existing bridge may give rise to concern given visibility restrictions. This being said the consideration has been given to the design and siting of the roundabout in relation to the Design Manual for Roads and Bridges, TD16/07 Geometric Design of Roundabouts.

8.55 It should be noted that the visibility requirements identified in the Design Manual for Roads and Bridges, TD 16/07 and TD9/93 have been met in relation to the proposed roundabout design. The standards apply to both single and dual carriageway roads in both urban and rural areas and indicate that relaxations below Desirable Minimum Stopping Sight Distance (SSD) are not permitted on the immediate approaches to junctions. The 'immediate approach to junctions' is defined as those lengths of carriageway on the approach to the roundabout between a point 1.5 times the Desirable Minimum SSD from the Give Way line and the Give Way line itself. For a speed limit of 30mph (48kph) the Standards indicate a Design Speed of 60kph and an associated Desirable Minimum SSD of 90m. This distance is measured, both horizontally and vertically, from a minimum driver's eye height of between 1.05m and 2.00m, to an object height of between 0.26m and 2.00m both above the road surface.

8.56 Additional information has been provided which shows that the above requirements have been met and that Desirable Minimum SSD is provided on the immediate approach to the roundabout in accordance with standards. The Desirable Minimum SSD required by standards is 90m. The actual forward visibility provided varies but exceeds 90m over the length of approach from the give way line to a point 135m back from the give way line, as required by standards.

8.57 As part of the transport information submitted, a Stage 1 Road Safety Audit (RSA) has been carried out on the Hurst Lane access proposals. The Audit was undertaken in line with the Design Manual for Roads and Bridges HD19/15 Road Safety Audit and, as required by HD19/15, included consideration of the interface with the existing road and the approaches to the new access.

A Brief for the road safety audit has been provided and this has given Doncaster's Highways team comfort that the consideration was given to the existence of the bridge when considering the proposal for the roundabout. The audit brief was prepared in advance and included information directly related to the proposals, and makes specific mention of the railway bridge as one of the relevant factors on the wider network that could affect safety. However, Highways officers have remaining concerns about the forward visibility over the brow of the bridge to the back of a potential queue, which is unpredictable to a precise level, or due to unforeseen events.

8.58 Concerns have also been raised in relation to the width of the footpath which crosses the railway line situated on Hurst Lane. The existing footpath over the railway is approximately 1.2m at its narrowest point, as confirmed by topographical survey data and a site visit. It is noted that the proposal does not seek to widen this footpath principally because there is no room to expand the footpath. As previously set out a stage one safety audit was carried out on the new entrance and it was clear that the existence of the bridge was taken into account in its consideration. Following from this, no objections were raised in relation to the footpath.

8.59 In determining the application, consideration has been given to the impact of the development on the wider highway network. By way of background, concerns were initially raised that the proposal for the YWP in conjunction with the traffic generated by the New College and existing traffic flows would have created excessive queuing at the Mosham Road junction. The monitoring required to take place as part of the condition attached to the New College was only triggered once the college was operating at 50% capacity. At the time of writing this report, the college was being utilised by 400 of the possible 1200 students and as a result had not reached its threshold for monitoring. As a result, it is not known what road improvement scheme would be best suited at the Mosham Road junction. The YWP therefore needed to consider a scenario that took into consideration the tipping point of the New College, the existing background traffic, any other committed development as well as the traffic generated by the current proposal. The YWP have subsequently taken into consideration 19% of delay at the Mosham Road Junction where nothing is done in connection with the new college site and incorporated this into the envisaged traffic generated by the proposed extension application. This has helped inform a design for road improvement works at the Mosham Road junction. The proposal is to signalise the junction at Mosham Road with traffic lights controlling the junction movements. and a copy of the junction design is included within appendix 2. In considering the revised junction design, it is important to look at its ability to function as well as taking into account whether it would alleviate issues with congestion. Doncaster's Highways team have commented on the proposed Mosham Road improvements and it has been commented that the concept appears acceptable in principle with the potential for further development. However, it should be noted that the modelling indicates that the junction will operate near or at full capacity in the PM peak with little or no reserve in the future year scenario.

8.60 In conjunction with the road improvement works at Mosham Road, it is proposed that alterations take place to the speed limit along Hurst Lane. Currently when joining Hurst Lane from the Mosham Road junction the speed limit is 40mph up until the approach of the bridge crossing the railway line. The proposal seeks to change the speed restriction along Hurst Lane from 40mph to 30mph for its entire length.

8.61 In relation to the wider highways issues associated with the proposal, the applicant has acknowledged that historically there have been occasional instances of queuing back onto the highway at the existing YWP entrance on Warning Tongue Lane but this has been a rare occurrence and for specific events. However, since then YWP have learned from these occasions and have demonstrated a commitment to managing traffic on site to ensure it causes minimal impact on the highway network. YWP therefore now have an active management regime in place for the car park for busy days, including car park marshals, additional internal queuing lanes and temporary traffic lights and, as such, queuing issues have not occurred recently.

8.62 Notwithstanding this, the parking arrangements incorporated in the expansion proposals have been prepared using best practice from other major tourist attractions. Additional stacking space for queues is therefore proposed within the YWP site and a revised, more efficient parking layout has been proposed. As previously set out the current proposal has provided details on how the car parking will be managed so as to ensure that vehicles are taken from the highway network as efficiently as possible and so to avoid excessive queuing. The existing entrance of Warning Tongue Lane will be retained in a reduced form for use by pre-booked school coach trips, who will park as per the existing arrangements. However the main entrance will cater for all other coach trips and provides a specific area for coach parking. Coaches arriving at the new entrance would use the internal perimeter road to access drop-off / pick-up laybys adjacent to the new visitor hub and would then circulate round the perimeter road, turning right before the roundabout to access the designated coach park at the south of the site. Collection of visitors from the hub would follow a similar regime, with coaches leaving the coach park and using the perimeter road to access the drop-off / pick-up laybys before circulating round the perimeter road to reach the exit.

8.63 This has also informed the internal arrangement of the car parking which has built into it what is known as a 'stacking' arrangement. In short this provides a length of road that allows vehicles to enter the site being taken off the network. In terms of lengths, the existing site provides 1.2km of stacking space in a single lane leading to the existing informal and unmarked parking area. The new access will provide 750m in each of two lanes (1.5km in total) leading to a more efficiently laid out and marked parking area that can be entered from each of the lanes, effectively doubling the existing throughput by allowing two separate parking areas to be filled simultaneously. This latter stacking provision can also be extended to 1.3km in each of the two lanes to provide 2.6km in total. In addition to this the proposed parking indicated a more efficient '60 degree' one-way echelon parking layout compared to the '90 degree' right angle, two-way layout at the current site. This will speed up parking as it removes the need to perform complex multi-turn manoeuvres when parking and will therefore prevent blocking back of the car park aisles.

8.64 The YWP have confirmed that active management of the car parks will continue to be undertaken directly by YWP using car park marshals. Staff will be on-site throughout the day at various locations within the car park to direct, manage and guide entering vehicles and to ensure the car park is filled in the most efficient way. Spaces will be filled starting with those furthest from the entrance and, where necessary, use will be made of the additional entry loop stacking system shown in appendix 3 to increase queuing space within the YWP site and avoid congestion on the highway network. As the day progresses and visitors start to leave, the attendants will ensure that spaces that become available are identified and new arrivals are directed to them.

8.65 Those visitors with priority parking will also be directed accordingly, and, along with any pre-arranged school and coach trips, will be emailed additional parking information in advance, to avoid potential confusion and speed up their arrival process. This will be in addition to the detailed visitor information provided via social media and the website aimed at ensuring that all visitors travel directly to the site using main routes and are aware of parking and entry arrangements.

8.66 In general, the departure profile of visitors appears to indicate that active management of visitors leaving will not be necessary, other than on event days and particularly busy days over the summer period. However, for these busier periods the number of car park attendants will be increased to provide a greater level of car park management towards the end of event days, when the active management may include additional internal traffic control, such as the use of temporary traffic lights within the site to manage outbound flows, as per the current arrangements at the existing access.

8.67 In addition to the above, YWP are also proposing a 'Consultative Committee' working with key members of the community and local businesses to ensure there is effective communication across all areas.

8.68 In considering the worst case scenario associated with the proposal, the transport assessment has taken account of the busiest months which have been identified as the summer months (June, July and August). It is noted that these busy periods are during the school holidays where the weather is better and the days are longer. Modelling work has been carried out to determine the impact of the development on highway network. This considered weekdays (0800hrs - 0900hrs and 1600hrs - 1700hrs) as well as Sunday's (1000hrs - 1100hrs and 1600hrs - 1700hrs). A Sunday AM 1000-1100 was chosen as this hour provides the highest peak hour visitor flow, as well as the highest northbound approach flow to the proposed access roundabout. Consideration has also been given to the PM peak and modelling work has taken place between 1600 - 1700. Highways have commented that the junctions are shown to perform satisfactorily from a highways team perspective.

8.69 The YWP have confirmed that discussions were held with SYPTE planning officers in relation to the bus stop placement who expressed a preference for in-carriageway stops rather than lay-bys as this would prevent buses at stops being 'boxed in' by other traffic. However, it has been acknowledged the concern regarding the impact on the highway network and subsequently the YWP have confirmed that a layby could be provided. Doncaster's Highways team have considered that as a matter of highway safety a layby northbound should be provided in order to serve buses using Hurst Lane.

8.70 In conclusion, taking into account the modelling work that has been carried out together with the proposed solution to the junction Doncaster's Highways Team consider that the proposal is acceptable subject to suitably worded conditions and a legal agreement. In assessing the proposal it is therefore considered that the proposal adheres to Policy CS14 of Doncaster's Core Strategy as well as the technical specifications within Design Manual for Roads and Bridges (DMRB).

Residential Amenity

8.71 It is acknowledged that one property directly bounds the site - being Baxter Farm, Bell Butts Lane. Over and above this, the site is surrounded by settlements on the northern boundary by Branton and Auckley whilst being intersected by the Doncaster - Lincoln railway to the south. The river Torne currently separates the existing wildlife park from the proposal site. As previously set out, principally concerns have been raised in relation to highway and pedestrian safety, congestion and traffic issues and consideration should therefore be given as to how this could affect residential amenity.

8.72 Information submitted within the application has sought to demonstrate that the proposal would not negatively impact on surrounding uses or residential properties in terms of excessive noise or disturbance. Doncaster's Environmental Health team have assessed the plans submitted and the acoustic report and has concluded that the findings are acceptable.

8.73 The report mainly considers noise arising from the proposed ancillary building and uses and arrival of visitors. It does not consider noise arising from the wildlife experience within the park, which is considered to be negligible.

8.74 Although the impact of the increase in traffic flows will not have a significant effect on road noise levels it is the opinion of the Environmental Health team that there is potential for short term, high level noise events such as delivery vehicles arriving late at night, potentially resulting in some adverse impact. It is therefore recommended that deliveries should only be permitted to take place within 'normal' working hours and advise a suitably worded condition to be imposed.

8.75 In addition to this it has been recommended that conditions be attached which would deal with such matters as deliveries and dispatches, a construction method statement (CMS) and construction impact management plan (CIMP).

8.76 Over and above these issues, consideration has been given to noise and air quality which will be dealt with later within this report.

Public Rights of Way PROW

8.77 Whilst Doncaster's PROW team welcome the proposals for surfacing the footpath along a landscaped corridor in the centre of the car park; there have been concerns about that section of the footpath that runs alongside the existing quarry towards Bell Butts Lane.

8.78 The farm track that accommodates this footpath has a minimum width of 19 feet. The width of the public footpath may be anywhere on this lane. The proposals show that the vehicle access road is to run along a similar alignment to this footpath and although it is stated that the right of way will be enhanced, the proposed width or proximity to vehicle traffic was not clear.

8.79 Further to these initial comments, the applicant has provided additional clarification and Doncaster's PROW team have been re-consulted. It has been commented that there are no objections to the proposal.

Flooding and Drainage

8.80 The Environment Agency have confirmed that the site lies across Flood Zones 1,2 and 3 and as such there is a requirement for the proposal to pass the Sequential and Exception tests and to be supported by a site specific flood risk assessment that can demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere and where possible and will reduce flood risk overall. It is noted that the majority of the site lies within Flood Zone 1 (low risk) with an area of zone 2 and 3 in proximity to the river Torne.

8.81 Consultation has taken place with the Environment Agency as part of the determination of the application and it has been commented that there are no objections to the proposal subject to conditions.

8.82 The conditions required by the Environment Agency relate to; the development being carried out in accordance with the FRA submitted, the need for a Construction Environmental Management Plan (CEMP), the submission of a landscape management plan, surface water drainage details and land contamination.

8.83 It is noted that foul water is proposed to go to mains sewer and this is welcomed by the Environment Agency. Doncaster's Internal Drainage Team and Severn Trent Water have been consulted on the application and have raised no objections to the proposal subject to suitably worded conditions.

8.84 The design of the proposed extension has considered a sequential approach by siting more vulnerable uses outside of the areas at highest risk of flooding. With this in mind the supporting facilities (hotel, retail and ancillary functions) have been sited within an area designated as flood risk zone 1. This is considered to be a pragmatic approach to dealing with the matter of flood risk on this particular site as it would be unreasonable to expect that the whole extension be relocated to an area entirely within flood risk zone 1.

Trees and Landscaping

8.85 There are two large blocks of woodland; a deciduous woodland and Insley Plantation - which is designated as a Local Wildlife Site. An existing linear stretch of trees intersects the site centrally and contains a number of established and mature trees. The indicative design seeks to retain this feature and improve the landscaping in this area. The applicants have used this band of existing trees as a marker between that open to the public (east of the trees) and that part of the site that would be incorporated into the park at the point of payment (west of the trees).

8.86 Initially, Doncaster's Tree Officer was happy for an ecological led approach to landscaping, however during the course of the determination of the application, suggestions have been made to the formal areas of the development site, in particular the car parking areas which is a matter of full consideration. It has been suggested that the car parking areas be altered to include tree specimens so that the large areas of car parking are broken up. Amended plans have been received which have sought to address this by adding additional specimen trees to the car parking area which further mitigates the visual appearance of the car parks. Further consultation with Doncaster's Tree Officer has resulted in no objections being raised subject to suitably worded conditions.

Ecology and Wildlife

8.87 Given the potential ecological interest within the site, woodlands and river Torn on and surrounding the site, consideration should be given to the proposed end use and ecological value of the site.

8.88 Natural England have been a key consultee during the determination of the EIA screening and scoping reports to the application and as a result have been consulted as part of the current application. Natural England is a non-departmental public body whose statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

8.89 It has been commented that based upon the information provided, Natural England has advised the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes. Natural England has asked that the Council satisfy themselves that the impact on locally and regionally important sites be fully considered. As a consequence, Doncaster's Ecologist has considered the information submitted and concluded that the initial information submitted did not sufficiently consider the potential impact of the development on the surrounding ecology and biodiversity, in particular, the proposal failed to adequately address the potential impact of the development on bats.

8.90 Yorkshire Wildlife Trust (YWT) had previously raised an objection to the application on the basis of the information supplied within the Environmental Impact Assessment (EIA). It was considered that the proposal failed to adequately take into account the potential impact of the development on bats. These comments were echoed by Doncaster's Ecologist who also raised concerns in relation to the impact on bats amongst other ecological concerns.

8.91 Taking these concerns into account, an amendment to the EIA was received which sought to replace chapter 6 in relation to biodiversity. The YWT and Doncaster's Ecologist have been re-consulted as a consequence of the additional information, it has been commented that there are no objections to the proposal based upon the amended information subject to suitably worded conditions.

Gas Pipeline

8.92 Careful consideration has been given to an existing pipeline which runs through the existing wildlife park site to assess whether the proposal could potentially affect the integrity of the pipeline. During the course of the application, the Health and Safety Executive (HSE) and gas pipeline operator have been consulted. It is noted that the proposal does not fall within the standoff areas of the pipeline however consideration has been given as to whether the increase in number of visitors would potentially affect the pipeline or whether the congregation of people in specific areas could detrimentally affect the safeguarding of the pipeline. The HSE have commented that there are no objections to the proposal.

Air Quality Assessment (AQA)

8.93 Action to manage and improve air quality is largely driven by EU legislation. The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems.

8.94 Defra carries out an annual national assessment of air quality using modelling and monitoring to determine compliance with EU Limit Values. It is important that the potential impact of new development on air quality is taken into account in planning where the national assessment indicates that relevant limits have been exceeded or are near the limit.

8.95 Air quality can also affect biodiversity and may therefore impact on our international obligations under the Habitats Directive.

8.96 The EIA submitted as part of the application has included a chapter on Air Quality which has been considered by Doncaster's Pollution Control team. It has been commented that the information submitted with the application identifies the report uses standard methodology, models and baseline data from recognised sources and is well-organised giving confidence to the conclusions within.

8.97 It is reasonable to conclude that the development is not likely to result in a potential exceedence of the objectives; however the development will contribute to an overall increase in emissions, therefore with the inclusion of a condition air quality mitigation plan would result in no objections being raised by Doncaster's Pollution Control Team. A further condition has been suggested which requires details of the electrical charging points within the development site.

Aviation

8.98 Whilst it is recognised that large proportions of the application are submitted in outline form, the proposal includes an indicative master plan including a new water body and indicatively the position of what is designated 'Food and beverage' area containing a hotel as well as retail elements referred to above. Given the proximity of the airport to the development site, consideration has been given to both the height of the proposed buildings/structures on the site as well as the possibility for bird strike resulting from the creation of water on the site.

8.99 National Air Traffic Services (NATS) is the main Air Navigation Service Provider in the United Kingdom. NATS have confirmed that they have no objections to the proposal.

8.100 Doncaster Robin Hood Airport have also been consulted and have commented that whilst there are no objections to the proposal, suitable worded conditions should be included which require information in relation to cranes being used as part of the development and a wildlife habitat management plan (WHMP). During the course of the application a WHMP has been provided and Robin Hood Airport have been re-consulted on the basis of this information supplied and have requested that a revised condition be imposed requiring the development to be carried out in accordance with the submitted information.

Network Rail

8.101 The site lies directly to the north of the Lincoln to Doncaster railway line and the new site entrance is located some 118m from a bridge crossing the railway (taken from the centre line of the bridge to the junction of the roundabout). As a result Network Rail have been consulted as part of the application and have commented that Network Rail has no objection in principle to the development. The sections of the Transport Assessment relating to the Hayfields level crossing has satisfactorily assured Network Rail that the impact from the proposed development would be minimal. Network Rail have requested a number of conditions and informatives which aim to safeguard the integrity of the railway network and these have been incorporated into the construction management plan condition suggested as well as separate conditions relating to earthworks and groundwork excavation.

Archaeology

8.102 In March 2012, the Department for Communities and Local Government published the National Planning Policy Framework (NPPF). This replaced PPS5: Planning for the Historic Environment. The NPPF is supported by guidance given in the National Planning Practice Guide (PPG) and by specific Historic Environment Good Practice Guides issued by Historic England.

8.103 Section 12 of NPPF (Conserving and enhancing the historic environment) states: Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment including heritage assets most at risk through neglect, decay or other threats. In doing so they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance (para.126).

8.104 The ES submitted with the application has given some consideration to the archaeological implications on site. It set out that a field inspection was undertaken on 3rd May 2017, as part of the desk-based assessment. This included walkover surveys of the Proposed Development area and its environs, to identify visible cultural heritage features and to ascertain potential visual and setting impacts on Scheduled Monuments, listed buildings and conservation areas.

8.105 Additional information was submitted during the course of the application including a Geophysical survey. Consultations have taken place with South Yorkshire Archaeology Service (SYAS) based upon this additional information and it has been commented that generally the information indicates that the site does not contain large amounts of archaeological interest. Some potential areas of interest have been identified within the Geophysical survey report, however it is considered that these areas of interest can be further investigated – to be secured via an appropriately worded condition.

Loss of Agricultural Land

8.106 Core Strategy CS18 refers specifically to Air, Water and Agricultural Land. Policy CS18 criterion (C) states that proposals will be supported which facilitate the efficient use of Doncaster's significant agricultural land and soil resources, including proposals which:

1. protect high quality agricultural land (grades 1, 2 and 3a) in so far as this is consistent with the Growth and Regeneration Strategy (as set out in Policy CS2);

8.107 The land is classified at Grade 3b which is good to moderate. Grade 3a is within the best and most versatile land (BVM) classification. Therefore, the land is not deemed to be best and most versatile. The land is currently farmed by different farmers for maize and fodder beet.

8.108 The applicant sets out in the submitted Environmental Statement (ES) – specifically within the Socio-Economic chapter and the separate Economic Impact Statement that the loss of the agricultural land (which is not deemed to be the best and most versatile), delivers both environmental and financial benefits that outweigh the retention of the land for agricultural purposes. The agricultural tenants support the proposal. Accordingly, the proposal for the change of use of the land from agricultural to recreation and leisure does not result in the loss of high quality agricultural land and is therefore consistent with the concerns of Core Strategy Policy CS18.

Mineral impact

8.109 The site is located within a mineral safeguarding area adjacent to the former Hanson Hurst Lane Sand and Gravel Quarry as defined by the Doncaster UDP.

8.110 An extension to the Austerfield quarry has been granted planning permission and along with a further approval for the Finningley quarry, this gives a sand and gravel bank of 14.5 years for the borough which is double the national requirement of 7 years.

8.111 The applicant puts forward that due to the proximity of the local wildlife sites, location of the railway line, public right of way and residential properties it would not be practicable or environmentally feasible to extract minerals from the site in any case.

8.112 Doncaster's Policy Team have been consulted as part of the determination of the application. Their consideration is principally two fold; firstly would the proposal sterilise the site in the future and secondly consideration is given to the mineral resources available to the Local Authority in order to deliver minerals during and beyond the development plan period (2011 - 2028). It has been commented that the sand is predominantly soft sand and is of limited value.

8.113 Taking account of the above, accordingly the proposal complies with policies M4 of the UDP, CS20 of the Core Strategy and NPPF Chapter 13.

Security of the site.

8.114 The NPPF states that planning policies and decisions should "create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life".

8.115 When preparing local planning policies, local authorities should stay up-to-date with security risks in their area and take steps to reduce vulnerability and increase resilience, the framework says. It adds that councils are expected to work with the Ministry of Defence strategic planning team and local advisors to ensure they take into account the latest information on defence, security, and high risk sites for malicious threats.

8.116 PPG advises councils that "designing in community safety" and "taking proportionate security measures" should be a central consideration in the planning and delivery of new development and substantial refurbishments.

8.117 The guidance invites local authorities to consider how they will consult with their police and crime commissioners on planning applications and how they will work with their local police force on other planning matters. Crime, including terrorism, should not be addressed separately from other design considerations, the guidance says.

8.118 Other key elements of the guidance are as follows. Where risks are identified, councils should work with the police and other partners to develop a strategy to guide development proposals and "create safer places and buildings that are less vulnerable to terrorist attack and, should an attack take place, where people are better protected from its impact".

8.119 Local authorities should encourage use of the pre-application process to discuss the security measures that may be necessary. Discussions with counter-terrorism security advisors and police crime prevention design advisors can help ensure that applicants are aware of any security risks and the measures that can be taken to mitigate them "in a proportionate and well-designed manner".

8.120 During the course of the application, the Counter Terrorism Unit have been consulted and have commented on design aspects of the proposal and ensuring that vehicles are restricted to the designated car parking areas and that no unauthorised vehicles can be driven further into the site. The applicant has confirmed that the car park will be carefully managed during peak times in line with the traffic control measures and they will have security in place out of peak hours because of the hotel. A condition has been suggested which would require full details of counter terror techniques and prevention methods prior to the commencement of development.

9.0 Summary and Conclusion

9.1 In considering the application the Council have taken account of the material planning considerations including the principle of development, the impact visually and on the character of the area, highways issues, ecology and archaeological considerations, flood risk, aviation and air quality. Weighing in favour of the application are benefits associated with the proposal including job creation, economic growth, enhancing an existing tourist attraction and improving ecology and biodiversity. An Environmental Impact Assessment (EIA) has been submitted in line with the 2017 regulations and has considered the wider environmental impacts of the proposal and where necessary, sets out how any affects would be mitigated.

9.2 Careful consideration has taken place with Doncaster's Highways Development Control Team, Safer Roads Team and Transportation Team in order to critically assess the information that has been submitted. Highway congestion and safety were principally the main issue of concern raised by the local community and analysis of the solutions proposed has resulted in Doncaster's highways teams raising no objections to the proposal subject to suitably worded conditions and subject to the signing of a Section 106 agreement.

9.3 In conclusion having balanced all of the material planning considerations, it is considered that the proposal adheres to the relevant local and national policies having regard to Doncaster's Unitary Development Plan, Core Strategy and the National Planning Policy Framework. No objections have been received from consultees in relation to the proposal subject to conditions.

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

RECOMMENDATION

PLANNING PERMISSION BE GRANTED SUBJECT TO THE COMPLETION OF A LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING COMMITTEE RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT, SUBJECT TO THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) IN RELATION TO THE FOLLOWING MATTERS:

- A) Travel Plan Monitoring**
- B) Travel Plan Bond**
- C) Commuted sum for signal junction improvements**
- D) Retrospective contributions to major infrastructure projects**

THE HEAD OF DEVELOPMENT MANAGEMENT BE AUTHORISED TO ISSUE THE PLANNING PERMISSION ON COMPLETION OF THE AGREEMENT

Planning Permission GRANTED (Sec106) subject to the following conditions.

- 01. U55621 PART 1) Full planning permission for the change of use of land to facilitate expansion of Yorkshire Wildlife Park, creation of new access, parking and associated works
- 02. 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.
- 03. ACC1 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 and specifications.
REASON
To ensure that the development is carried out in accordance with the application as approved.

04. U57292 The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed the agreed noise level of LAeq,1hour 35dBA between the hours of 0700 and 2300 and LAeq,15min 35dBA between the hours of 2300 and 0700 at the boundary of nearest noise sensitive premises. All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. Where access to the boundary of the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property.
REASON:
To protect the amenities of nearby residents.
05. U57293 No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 0700 or after 2000 Monday to Saturday, or before the hours of 0900 or after the 2000 Sundays and Public Holidays .
REASON:
To protect the amenities of nearby residents.
06. U57294 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
- i) the parking of vehicles of site operatives and visitors
 - ii) loading and unloading of plant and materials
 - iii) storage of plant and materials used in constructing the development
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v) wheel washing facilities
 - vi) measures to control noise and the emission of dust and dirt during construction
 - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) A scheme to satisfy Network Rail's comments in relation to rail safety.
 - ix) the means of enclosure of the construction sites,
 - x) any proposed external security lighting installation,;
 - xi) routing of contractors' vehicles.
- REASON:
o safeguard the living conditions of neighbouring residents and in the interests of highway and rail safety.

07. U57295 Prior to the commencement of the development hereby granted a scheme for the protection of all retained trees that complies with clause 6.2 of British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. Tree protection shall be implemented on site in accordance with the approved details and the local planning authority notified of implementation to approve the setting out of the tree protection scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development. Thereafter, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
- REASON
To ensure that all trees are protected from damage during construction in accordance with core strategy policy CS16: Valuing our natural environment.
08. U57296 The development shall not commence until a scheme for surface water disposal has been submitted to and approved in writing by the local planning authority. The scheme shall be designed to ensure infiltration systems are only used where it has been demonstrated that they will not pose a risk to groundwater quality. Only surface water from roofs and paved areas not accessible to vehicles should be discharged to soakaway. The scheme shall be implemented as approved.
- REASON
Part of the development site is within Source Protection Zone 1 and, as such, the protection of controlled waters is of high importance.
09. U57297 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a verification and remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
- REASON
Given the proximity of the site to a public water supply borehole and the location of the site on a principal aquifer, as well as potentially contaminative site uses in close proximity of the site, if any contamination is identified during the site redevelopment, it should be investigated, assessed and remediated as appropriate.

10. U57298 Any soil or soil forming materials brought to site for use in play areas, soft landscaping, filing and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and be approved in writing by the LPA prior to any soil or soil forming materials being brought onto site. The approved contamination testing shall then be carried out and verification evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site.

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.

11. U57299 Prior to any crane or high reach equipment in excess of 10m above ground level being brought onto site full details of the equipment used shall be submitted and approved in writing by the Local Planning Authority.

REASON

In the interests of aviation safety.

12. U57300 Prior to the operation/opening of the development hereby approved, an air quality mitigation plan shall be submitted to and approved in writing by the local planning authority. This plan should demonstrate how the damage costs (in addition to those requirements agreed against other matters) have been utilised to offset vehicle emissions during the lifetime of the development.

REASON

In order to safeguard air quality.

13. U57301 Prior to the occupation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The first dwelling/development shall not be occupied until the approved connection has been installed and is operational and shall be retained for the lifetime of the development. The development shall be carried out in accordance with the approved details.

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with policies CS9 and CS18 of the Doncaster Council Core Strategy.

14. U57302 The construction of soakaways for storm, surface water drainage, surface water retention ponds/tanks, SuDS or flow control systems should not take place within 20m of the Network Rail boundary unless otherwise approved in writing by the Local Planning Authority in conjunction with Network Rail.
REASON
In order to safeguard the integrity of the rail network.
15. U57303 Prior to commencement of any works near to the rail undertakers boundary fence, 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 .
REASON
In order to safeguard the integrity of the rail network.
16. U57304 The development hereby granted shall not be begun until details of the foul 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.
17. U57305 No building shall be erected within 8 metres of the water course or culvert which passes through/runs adjacent to the site unless otherwise agreed in writing by the Local Planning Authority.
REASON
To ensure adequate access at all times and to protect the culvert from damage
18. U57306 All surface water run off from the site, excepting roof water, shall be discharged to the public surface water sewer/land drainage system or Highway Drain via a suitable oil/petrol/grit interceptor. Details of these arrangements shall be approved by the Local Planning Authority prior to the commencement of the development and they shall be fully operational before the site is brought into use .
REASON
To avoid pollution of the public sewer and land drainage system.

19. U57307

No development in shall take place (including groundworks and vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following:

- Identification of Biodiversity Protection Zones.
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction on species and habitats (this may be provided as a set of method statements covering the different ecological receptors/species on the site).
- Indication of where updated protected species surveys will be needed to inform working practices.
- The location and timing of sensitive works to avoid harm to biodiversity features.
- The times during construction when ecologists need to be present on site to oversee works.
- Robust mitigation measures designed to protect groundwater during all stages of development.
- Responsible persons and lines of communication.
- Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON

In line with Core Strategy Policy 16 to ensure the ongoing ecological interests of the site are maintained.

20. U57308

Prior to the development hereby granted being brought into use a lighting design strategy for biodiversity for all areas of the site to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- identify those areas/features of the site that are particularly sensitive for bats and that are likely to cause disturbance in or around their foraging or commuting routes.
- show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territories.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should and other external lighting be installed without prior consent from the local planning authority.

REASON

In line with Core Strategy Policy 16 to ensure the ongoing interests of the site with respect to foraging and commuting bats.

21. U57309

Prior to the commencement 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, shrubs and grasslands; seeding and planting densities; 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

In the interests of environmental quality and compliance with Core Strategy policy CS16: Valuing our natural environment.

22. HIGH1

Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary marked out in a manner to be approved in writing by the local planning authority.

REASON

To ensure adequate provision for the disposal of surface water and ensure that the use of the land will not give rise to mud hazards at entrance/exit points in the interests of public safety.

23. HIGH2

The vehicle turning space as shown on the approved plans shall be constructed before the development is brought into use and shall thereafter be maintained as such.

REASON

To avoid the necessity of vehicles reversing on to or from the highway and creating a highway hazard.

24. HIGH3 Before the development hereby permitted is brought into use, the parking as shown on the approved plans shall be provided. The parking area shall not be used otherwise than for the parking of private motor vehicles belonging to the occupants of and visitors to the development hereby approved.
REASON
To ensure that adequate parking provision is retained on site.
25. HIGH4 The development hereby permitted shall not be commenced until 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 CS9 of the Doncaster Core Strategy.
26. U57815 Detailed engineering drawings for the proposed access arrangement and alteration to the existing public highway on Hurst Lane shall be submitted for inspection and approval by the Local Highway Authority before works commence on site. The construction of the access and alteration to existing highway shall thereafter be carried out in accordance with the approved details and completed prior to first use of the access and associated parking by visitors to the park.
REASON
In the interests of road safety
27. U57816 No development shall take place until the final detailed design of the offsite highway mitigation works at the junction of Hurst Lane / B1396 / School Lane have been approved in writing by the Local Planning Authority. The highway works shall be completed and operational before the approved access and associated parking are used by visitors to the park.
REASON
In the interests of road safety
28. U57817 Bus stops shall be subject to bus stop clearway restrictions and are to be implemented prior to the development becoming operational.
REASON
In the interests of road safety.

29. U57818 The development hereby permitted shall not be commenced until a Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. I would expect the CTMP to contain information relating to (but not limited to):
- o Volumes and types of construction vehicles
 - o Site access
 - o Parking of contractors vehicles
 - o identification of delivery routes;
 - o Contractors method for controlling construction traffic and adherence to routes
 - o Size, route and numbers of abnormal loads
 - o Swept path analysis (as required)
 - o Construction Period
 - o Temporary signage
 - o Measures to be taken within the curtilage of the site to prevent the deposition of mud and debris on the public highway.

REASON: In the interests of highway safety

30. U57819 An area wide signage scheme for the site shall be approved in writing prior to works commencing on site. The approved signage scheme shall be implemented before the approved access and associated parking are used by visitors to the park.

REASON

In the interests of road safety

31. U57820 The developer shall employ a competent MOVA engineer to revalidate MOVA once the new access is open to the public and then again within 12 months of the first revalidation. The information shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of road safety

32. U55624 PART 2) Outline permission with consideration of animal enclosures, visitor hub, service compound, energy centre and connecting bridges.

33. U57310 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.

34. U57311 Approval of the details of the access, 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
To enable the local planning authority to control the development in detail and to comply with Section 92 (as amended) of the Town and Country Planning Act 1990.
35. U57312 The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) by Mott MacDonald, referenced 381569 / 007 / B and dated 2 August 2017, and the following mitigation measure detailed within the FRA:
- Finished floor levels for the animal sleeping quarters shall be set no lower than 3.31m above Ordnance Datum (AOD) unless otherwise agreed in writing by the Local Planning Authority.
The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
REASON
To reduce the risk of flooding to the proposed development including animal livestock and visitors.
36. U57313 The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed the agreed noise level of LAeq,1hour 35dBA between the hours of 0700 and 2300 and LAeq,15min 35dBA between the hours of 2300 and 0700 at the boundary of nearest noise sensitive premises. All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments.
Where access to the boundary of the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property.
REASON:
To protect the amenities of nearby residents.
37. U57314 No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 0700 or after 2000 Monday to Saturday, or before the hours of 0900 or after the 2000 Sundays and Public Holidays .
REASON:
To protect the amenities of nearby residents.

38. U57315 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
- i) the parking of vehicles of site operatives and visitors
 - ii) loading and unloading of plant and materials
 - iii) storage of plant and materials used in constructing the development
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v) wheel washing facilities
 - vi) measures to control noise and the emission of dust and dirt during construction
 - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) A scheme to satisfy Network Rail's comments in relation to rail safety.
 - ix) the means of enclosure of the construction sites,
 - x) any proposed external security lighting installation; ,
 - xi) routing of contractors' vehicles.
- REASON:
To safeguard the living conditions of neighbouring residents and in the interests of highway and rail safety.

39. U57316 Prior to the commencement of each stage of the development hereby granted a scheme for the protection of all retained trees that complies with clause 6.2 of British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. Tree protection shall be implemented on site in accordance with the approved details and the local planning authority notified of implementation to approve the setting out of the tree protection scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development. Thereafter, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
- REASON
To ensure that all trees are protected from damage during construction in accordance with core strategy policy CS16: Valuing our natural environment.

40. U57317 The development shall not commence until a scheme for surface water disposal has been submitted to and approved in writing by the local planning authority. The scheme shall be designed to ensure infiltration systems are only used where it has been demonstrated that they will not pose a risk to groundwater quality. Only surface water from roofs and paved areas not accessible to vehicles should be discharged to soakaway. The scheme shall be implemented as approved.
REASON
Part of the development site is within Source Protection Zone 1 and, as such, the protection of controlled waters is of high importance.
41. U57318 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a verification and remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
REASON
Given the proximity of the site to a public water supply borehole and the location of the site on a principal aquifer, as well as potentially contaminative site uses in close proximity of the site, if any contamination is identified during the site redevelopment, it should be investigated, assessed and remediated as appropriate.
42. U57319 Any soil or soil forming materials brought to site for use in play areas, soft landscaping, filing and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and be approved in writing by the LPA prior to any soil or soil forming materials being brought onto site. The approved contamination testing shall then be carried out and verification evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site.
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.
43. U57320 Prior to any crane or high reach equipment in excess of 10m above ground level being brought onto site full details of the equipment used shall be submitted and approved in writing by the Local Planning Authority.
REASON
In the interests of aviation safety

44. U57321 The development hereby approved shall be carried out in complete accordance with the submitted Wildlife Habitat Management Plan (WHMP) unless otherwise agreed in writing by the Local Planning Authority.
REASON
In the interests of aviation safety.
45. U57322 No development shall take place in implementation of this permission until a report (the initial SBEM report carried out as part of Building Regulations will be sufficient information in many cases) has been submitted to the local planning authority and approved in writing from them, explaining how CO2 emissions from the development will be reduced by providing at least 10 Percent of the development's energy through on-site renewable energy equipment or improvements to the fabric efficiency of the building. The carbon savings, which result from proposed measures, will be above and beyond what is required to comply with Part L of Building Regulations. Unless otherwise agreed in writing by the Local Planning Authority, the development shall then proceed in accordance with the approved report. Before any building is occupied or sold, the local planning authority shall be satisfied that the measures have been installed, which will enable the planning condition to be fully discharged .
46. U57323 Prior to the submission of the visitor hub reserved matters application, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met. Unless otherwise agreed, the development must take place in accordance with the approved assessment. Prior to the occupation of any building, a post construction review should be carried out by a licensed assessor and submitted for approval. This will enable the planning condition to be fully discharged.
Advice should be sought from a licensed BREEAM assessor at an early stage to ensure that the required performance rating can be achieved. A list of licensed assessors can be found at www.breeam.org .
REASON
In the interests of sustainability and to minimise the impact of the development on the effects of climate change.
47. U57324 Prior to submission of the first reserved matters applications for the Animal attraction areas and the visitor facilities, a design guide shall be agreed with the LPA for that phase of development for which permission is sought, covering the following matters: architectural appearance including materials palette, signage, animal attractions, footpaths, lighting, hard and soft landscaping and boundary treatments. Unless otherwise agreed with the LPA the reserved matters application will then take place in accordance with the approved guide for that phase.
REASON
In order to co-ordinate and safeguard the visual appearance of the site.

48. U57325 Prior to the operation/opening of the development hereby approved, an air quality mitigation plan shall be submitted to and approved in writing by the local planning authority. This plan should demonstrate how the damage costs (in addition to those requirements agreed against other matters) have been utilised to offset vehicle emissions during the lifetime of the development.
REASON
In order to safeguard air quality.
49. U57326 The construction of soakaways for storm, surface water drainage, surface water retention ponds/tanks, SuDS or flow control systems should not take place within 20m of the Network Rail boundary unless otherwise approved in writing by the Local Planning Authority in conjunction with Network Rail.
REASON
In order to safeguard the integrity of the rail network.
50. U57327 Prior to commencement of any works within 10m of the rail undertakers boundary fence, full details of excavations and earthworks to be carried out within 10m of 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 .
REASON
In order to safeguard the integrity of the rail network.
51. U57328 The development hereby granted shall not be begun until details of the foul 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.
52. U57329 No building shall be erected within 8 metres of the water course or culvert which passes through/runs adjacent to the site.
REASON
To ensure adequate access at all times and to protect the culvert from damage

53. U57330 All surface water run off from the site, excepting roof water, shall be discharged to the public surface water sewer/land drainage system or Highway Drain via a suitable oil/petrol/grit interceptor. Details of these arrangements shall be approved by the Local Planning Authority prior to the commencement of each phase of development and they shall be fully operational before the site is brought into use .
REASON
To avoid pollution of the public sewer and land drainage system.
54. U57331 Prior to the submission of the first reserved matters a phasing plan shall be submitted and agreed in writing by the Local Planning Authority. The development approved shall be carried out in accordance with the approved phasing plan unless otherwise agreed in writing by the Local Planning Authority. That's fine thank you.
REASON
To allow flexibility to accommodate the needs of the applicant and potential completions and therefore allow for occupation over different timescales, in line with the aspirations of the NPPF 2012.
55. U57332 On submission of reserved matters for any development relating to the proposed bridge crossings of the River Torne the results of up to date detailed bat activity surveys along both sides of the river corridor shall be submitted to the local authority for approval in writing. The surveys shall be carried out in line with the guidance by the Bat Conservation Trust and will be used to inform the design of the bridges. Any necessary mitigation will also be agreed in writing with the local authority as part of the reserved matters application.
REASON
In line with Core Strategy Policy 16 to ensure the ongoing ecological interests of the site with respect to bats.
56. U57333 No development in shall take place (including groundworks and vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following.
- Identification of Biodiversity Protection Zones.
 - Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction on species and habitats (this may be provided as a set of method statements covering the different ecological receptors/species on the site).
 - Robust mitigation measures designed to protect groundwater during all stages of the site redevelopment.
 - Indication of where updated protected species surveys will be needed to inform working practices.
 - The location and timing of sensitive works to avoid harm to biodiversity features.
 - The times during construction when ecologists need to be present on site to oversee works.

- Responsible persons and lines of communication.
- Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON

In line with Core Strategy Policy 16 to ensure the ongoing ecological interests of the site are maintained.

57. U57334

Management plans for Insley Plantation and the Torne Valley local wildlife sites (to include the areas of these sites owned by the applicant) shall be submitted to the local planning authority for approval in writing prior to any operational development. The management plans shall include the following:

- Description and evaluation of the features to be managed.
- Aims and objectives of management.
- Appropriate management prescriptions for achieving aims and objectives.
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five year period).
- Details of the organisation that will be responsible for implementation of the plan.
- Ongoing monitoring and remedial measures.

The approved plan will be implemented in accordance with the approved details.

REASON

In line with Core Strategy Policy 16 to ensure the ecological interests of local wildlife sites on the site.

58. U57335

On submission of the first reserved matters application a landscaping and ecological enhancement plan shall be developed for the whole site and be submitted to the local planning authority for approval in writing. This plan shall include the following:

Aims and objectives for the sites landscape and ecological enhancement plan.

Details of:

- the types of habitats that will be created on site.
- the broad zones where particular habitats will be focused to deliver the greatest benefits to biodiversity.
- indicative species lists for each proposed habitat.
- how the proposals fit with the goals of the Torne Catchment Partnership.
- species specific habitat enhancement measures for reptiles, birds and bats and a broad indication of where on the site these would be.

Management prescriptions for retained and created habitats.

Preparation of a work schedule for each habitat (including an annual work plan capable of being rolled forward over a five year period).

Details of the organisation that will be responsible for implementation of the plan.

Retained and created habitats on the site will be managed in accordance with the approved plan unless agreed in writing as otherwise by the local planning authority.

REASON

In line with Core Strategy Policy 16 to ensure the ecological interests of local wildlife sites on the site.

59. U57336

To accompany the submission of each reserved matters application a lighting design strategy for biodiversity for all areas of the site to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) identify those areas/features of the site that are particularly sensitive for bats and that are likely to cause disturbance in or around their foraging or commuting routes.

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territories.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON

In line with Core Strategy Policy 16 to ensure the ongoing interests of the site with respect to foraging and commuting bats.

60. U57337

To accompany the submission of each reserved matters application 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, shrubs, grasslands and wetlands; seeding and planting densities; 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

In the interests of environmental quality and compliance with Core Strategy policy CS16: Valuing our natural environment.

61. U57821

The development hereby permitted shall not be commenced until a Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. I would expect the CTMP to contain information relating to (but not limited to):

- o Volumes and types of construction vehicles
- o Site access
- o Parking of contractors vehicles
- o identification of delivery routes;
- o Contractors method for controlling construction traffic and adherence to routes
- o Size, route and numbers of abnormal loads
- o Swept path analysis (as required)
- o Construction Period
- o Temporary signage
- o Measures to be taken within the curtilage of the site to prevent the deposition of mud and debris on the public highway.

REASON: In the interests of highway safety.

62. U57837

No building shall exceed 15m in height unless otherwise agreed in writing by the Local Planning Authority.

REASON

In order to safeguard the character of the surrounding area

63. U57838

'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.

64. U57872

The development hereby approved shall be limited to 1.5 million visitors per annum unless otherwise agreed in writing by the Local Planning Authority. At 1.4 million visitors per annum the site owner shall contact the Council and shall re-assess the transport assessment which shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure the highway networks operational capability

INFORMATIVES

01. IQ171

INFORMATIVE

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

02. INF1B

INFORMATIVE

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2017 until 31st December 2018

03. U11927

INFORMATIVE

Landscaping details for each reserved matters application will be expected to show how they fit with the proposals set out in the overarching Landscaping and Ecological Enhancement Scheme and how the new habitats they create will be managed.

04. U11930

INFORMATIVE

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.

05. U11931

INFORMATIVE

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged.

Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway. This is in accord with the new guidance for road/rail vehicle incursion NR/LV/CIV/00012 following on from DfT advice issued in 2003, now updated to include risk of incursion from private land/roadways.

06. U11932

INFORMATIVE

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

Network Rail (London North Eastern)
Floor 3B
George Stephenson House
Toft Green
York
Y01 6JT

07. U12001

INFORMATIVE

The detailed access arrangement / alterations to the public highway as a result of this development proposal shall be subject to Road Safety Audits in accordance with DMRB Volume 5 Section 2 Part 2 (HD 19/15).

Any costs associated with the alteration to the speed limit on Hurst Lane are to be borne by the applicant.

08. U12002

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 and adoption of new highway shall be carried out under Section 38 of the Highways Act. The S38 and S278 agreements 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.

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 - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

Amendments to the existing street lighting as a result of the proposals is likely. 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 Malc Lucas - Tel 01302 735110 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.

09. U12003

INFORMATIVE

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.

Appendix 1 – History

09/02068/FUL - Erection of lion house (6m x 30m) and erection of perimeter fencing to form animal compound. Application granted 21.12.2009

09/02937/FUL - Erection of 2 no. 'L' shaped stable blocks consisting of 16 stables and 1 store room (27.94m x 11.14m overall) following demolition of existing stable block. 26.01.2010

10/02989/FUL - Erection of animal housing/foodstore (30m x 20m) and enclosure (hoofstock). Granted 23.12.2010

10/02990/FUL - Erection of animal housing (17.0m x 4.4m overall) and enclosure (big cats) Granted 22.12.2010

10/02991/FUL - Erection of pedestrian high level walkway and security fencing (7.8m high). Granted 22.12.2010

11/00587/FUL - Alterations and improvements to main entrance including installation of stone gate pillars and associated works. Application granted 28.04.2011

11/02798/FUL - Retention of use of land as Wildlife Park, including retention of adventure playground, squirrel monkey enclosure, South American experience enclosure and retention of use of existing dwelling to two self contained units and office. Retention of use of existing play barn to reception area, retention of African lodge catering building and play barn building with attached baboon experience enclosure and siting of amphitheatre, shop, restaurant, toilets and additional animal enclosures. Granted 03.06.2013

13/01732/FUL - Erection of bear housing (Approx 85.55sqm) and enclosure on approx 4.58ha of land. Application granted 15.10.2013

13/01907/FULM - Erection of new main entrance incorporating new shop, glass canopies over doors and walkway to side, feature curved wall to entrance, five shop units and formation of new ticketing and entry points in main courtyard, erection of slide barn following demolition of some existing buildings including creation of "African Village" walk through enclosure incorporating meerkat house, and timber fencing. Granted 02.12.2013

14/01398/FUL - Formation of Painted Dog enclosure with erection of housing unit (5.21m x 11.06m approx) thatched viewing hut (6m x 3m approx) and installation of secure fencing (retrospective). Pending consideration

14/02752/FUL - Erection of pyramid tent (25m x 25m overall). Granted 14.07.2015

14/02755/FUL - Erection of wc block (17.01m x 5.10m). Granted 18.03.2015

14/02757/FUL - Erection of education centre (22.50m x 11.70m overall). Granted 18.03.2015

15/00516/FUL - Erection of events tent (29.42m x 20.84m overall) (Retrospective) 23.07.2015

15/00871/FUL - Formation of Giant Otter enclosure with erection of housing unit (Approx 15m x 9m overall) Granted 07.09.2015

15/01102/FUL - Installation of single packaged biomass plant room (9.53m x 3.0 m x 4.10m high) Granted 08.07.2015

15/01206/FUL - Erection of extension (13.95m x 6.48m) to existing offices to create new reception and retail unit. Granted 02.12.2015

15/01263/FUL - Erection of retail unit for ticket sales with additional office space above. Granted 09.12.2015

15/01570/FUL - Erection of visitor centre (781.02sqm overall including external decking) and formation of new vehicular access. Granted 21.09.2015

15/01810/FULM - Erection of amphitheatre and ancillary buildings on approx 0.63ha of land. Pending consideration

15/02040/FUL - Entrance road improvements. Granted 15.01.2016

15/02236/FULM - Formation of African reserve and black rhino reserve including hoof stock enclosure (24.9m x 16.4m approx. overall), black rhino enclosure (36.2m x 16.6m approx. overall), public observation buildings, landscaping and fencing. Granted 14.01.2016

15/02260/ADV - Display of 10 non illuminated hanging signs (each 2.58m x 1.20m approx. overall). Granted 03.11.2015

15/02305/FUL - Formation of camel reserve with erection of housing unit (Approx 25x 9.6m overall)
Granted 15.01.2016

15/02581/FUL - Erection of replacement toilet block and first aid station. Granted 09.12.2015

15/02582/FUL - Proposed orangery and kitchen extension to existing Safari Cafe. Granted 14.12.2015

15/02940/FUL - Erection of extension to events tent incorporating new kitchen prep area and customer toilets. Granted 04.02.2016

15/02941/FUL - Formation of children's play area and picnic area (retrospective). Granted 04.01.2017

15/02996/FUL - Erection of a coffee shop/restaurant. Granted 05.02.2016

16/01100/ADV - Display of signage to main entrance (3.0m width x 3.0m height). Granted 27.06.2016

16/02539/FUL - Erection of Okapi house and walkway. Granted 03.02.2017

16/02540/FUL - Erection of replacement lemur house. Granted 05.12.2016

16/02956/FUL - Proposed erection of staff facilities building (25.5m x 12.6m). Granted 25.01.2017

17/00278/FUL - Formation of children's play area following the removal of existing equipment (Retrospective). Granted 21.03.2017

17/00329/FUL - Proposed erection of WC block and first aid room. Granted 04.04.2017

17/00331/FUL - Proposed erection of a Hog house and enclosure. Pending consideration.

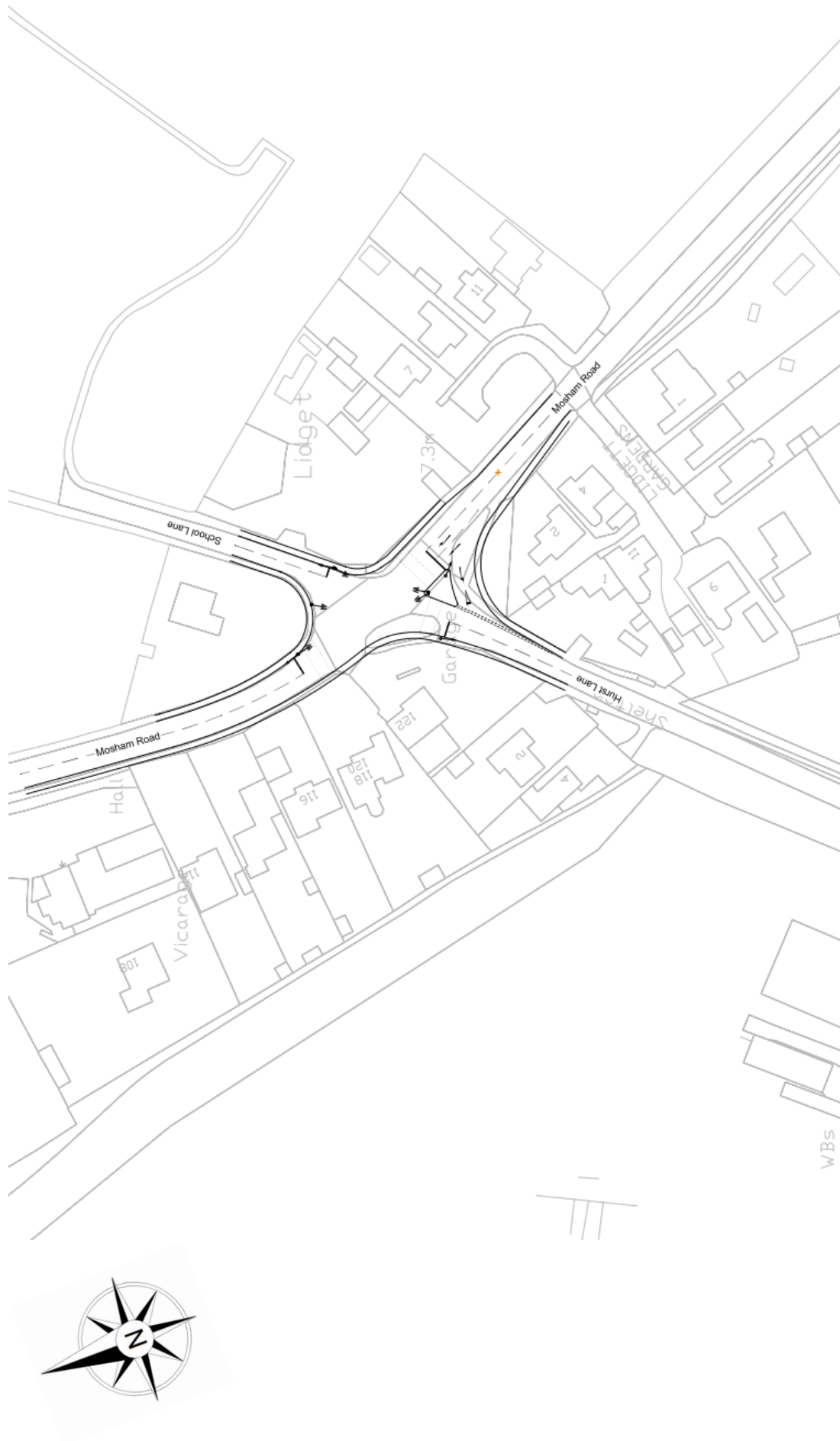
17/01154/SCRE - Request for a screening opinion for environmental impact assessment. Response provided 12.06.2017.

17/01869/SCOP - Request for a scoping opinion in relation to the proposed expansion of Yorkshire Wildlife Park. Response provided 17.08.2017

17/02154/FUL - Erection of animal holding enclosure and animal housing. Pending consideration

17/02226/FUL - Proposed erection of animal holding enclosure and outbuildings. Pending consideration.

Appendix 2 – Mosham Road Junction Design



Appendix 3 – Internal road layout



Appendix 4 – Site Layout and internal arrangement

