

Application	02
--------------------	-----------

Application Number:	19/01691/FULM
----------------------------	---------------

Application Type:	Full Application.
--------------------------	-------------------

Proposal Description:	Erection of University Technical College and associated parking and Multi Use Games Area (MUGA).
At:	Former Doncaster Metropolitan Borough Council Offices, Land North Of College Road, Doncaster, DN1 3BU

For:	Mr Gary Wright
-------------	----------------

Third Party Reps:	0	Parish:	
		Ward:	Town

Author of Report:	Garry Hildersley
--------------------------	------------------

SUMMARY

The proposal for the erection of a 5 storey University Technical College (UTC), Multi Use Games Area (MUGA) landscaping and parking is considered to be an acceptable and sustainable form of development in line with paragraph 7 and 8 of the National Planning Policy Framework (NPPF, 2019).

The report demonstrates that there are no material planning considerations that would significantly or demonstrably outweigh the social, economic or environmental benefits of providing the proposed UTC in this location. The development would not cause undue harm to neighbouring properties, heritage assets, the highway network or the wider character of the area. The overall benefits associated with the development chime with the Councils aspirations to upskill its workforce and to provide learning that will prepare all children, young people and adults. The UTC will teach STEAM (Science, Technology, Engineering, Art and Mathematics) subjects, with the opportunity for learners to work towards qualifications in Advanced Engineering or Digital Design.

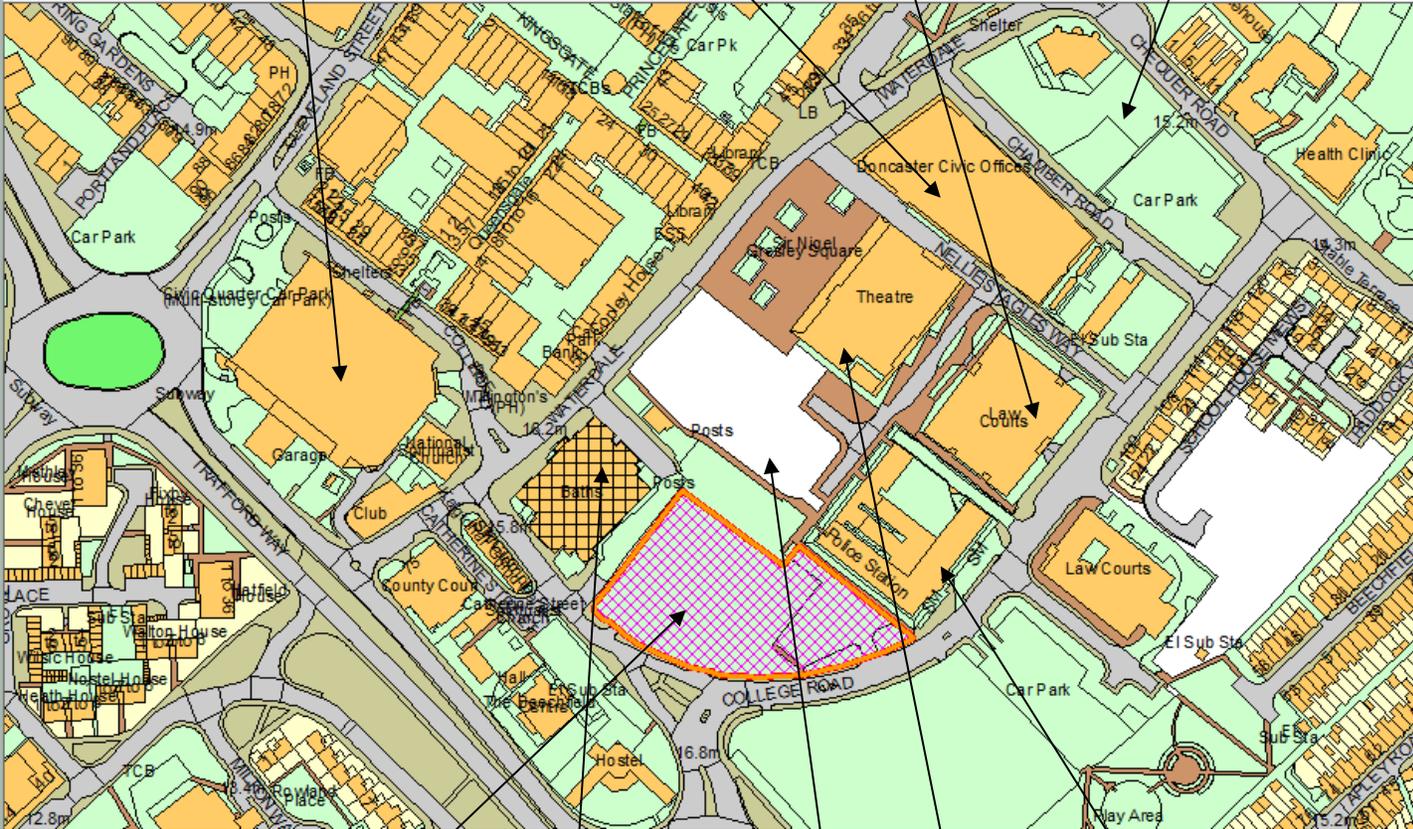
RECOMMENDATION: GRANT planning permission subject to conditions.

Waterdale Car Park

Doncaster Civic Office

Law courts

New Museum and library



Application site

St James Baths

New cinema

CAST Theatre

Police Station

1.0 Reason for Report

- 1.1 This application is being presented to planning committee as at the time of writing this report the site is within the Council's ownership.

2.0 Proposal

- 2.1 Planning permission is sought for the erection of University Technical College (UTC) together with associated parking and Multi Use Games Area (MUGA).

3.0 Site Description

- 3.1 The application site is located to the north of College Road in Doncaster, approximately 0.5 mile to the south of Doncaster Town Centre. The site extends to approximately 0.61 Hectare and is currently flat and open laid predominantly to grass.
- 3.2 The site was the former location of the Doncaster Metropolitan Borough Council (DMBC) offices, a 12 storey tower block, which was demolished in 2014 (LPA ref: 13/02100/DEM). The site is brownfield land which is mostly vacant, but a small area is used as a surface car park formally and most recently associated informally with SY Police.
- 3.3 The site forms part of the Doncaster Civic and Cultural Quarter Masterplan area and is situated between Doncaster Police Station and the closed St James' Pool building. A cinema and restaurant complex is currently under construction to the north of the site. The Civic and Cultural Quarter is seen as a key area of development within the town and the site lies within the overall Civic and Cultural Quarter (CCQ) masterplan.
- 3.4 The surrounding area includes Doncaster County Court, the Civic Centre, Cast theatre, and Magistrates' Court. A multi-storey car park is located beyond the pool building to the west. College Road borders the southern boundary of the site.
- 3.5 The site is currently flat open land laid to grass bound by 3ft high perimeter wooden fence. There are a number of trees located along the southern boundary of the site. Access is currently taken from College Road which leads to a small car park on the eastern part of the site adjacent to the neighbouring police station. A public footpath passes between the site and the police station and connects College Road with the wider CCQ development and will remain as part of the current proposal.
- 3.6 On the opposite side of the road to the south lies an existing car park, with the nearest residential properties being located 115m to the north east of the site.

4.0 Relevant Planning History

Application Reference	Proposal	Decision
08/02535/OUTA	Outline application for development of mixed use Civic and Cultural Quarter on approx 11.2ha of land (Comprising of new performance venue, public library, civic offices, A1/A2/A3/A4 retail, B1 offices, D2 Leisure uses, C1 Hotels, C3 residential, public open space)	Application granted subject to S106 agreement.
08/03452/4FUL	Installation of radio antenna on roof (being application under Regulation 4 Town and Country Planning (General) Regulations 1992)	Application granted.
13/02100/DEM	Demolition of existing 12 storey Council office block (Former Council House).	Planning Permission not required.

- 4.1 Whilst the site specific history is relatively limited, there have been several planning applications in the immediate vicinity as part of Doncaster's CCQ development aspirations including the erection of a new cinema adjacent to the application site, the erection of the CAST theatre, the erection of the Council Civic building and the erection of a new museum and library.

5.0 Site Allocation

- 5.1 The site is allocated as office police area as defined by Doncaster's Unitary Development Plan, adopted in 1998.

5.2 National Planning Policy Framework (NPPF 2019)

- 5.3 The National Planning Policy Framework 2019 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions and the relevant sections are outlined below:

5.4 Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

5.5 Paragraph 94 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

5.6 Core Strategy 2011 - 2028

5.7 To the extent that development plan policies are material to an application for planning permission the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (see section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004.

5.8 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 relevant to this proposal are:

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

5.10 Policy CS14 relates to design and sustainable construction and states that all proposals in Doncaster must be of high quality design that contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area.

- 5.11 Policy CS15 states that proposals will be supported which protect or enhance the heritage significance and setting of locally identified heritage assets such as buildings of local architectural or historic interest, locally important archaeological sites and parks and gardens of local interest.
- 5.12 Policy CS16 states that nationally and internationally important habitats, sites and species will be given the highest level of protection in accordance with the relevant legislation and policy. Proposals will be supported which enhance the borough's landscape and trees by including measures to mitigate any negative impacts on the landscape, include appropriate hard and soft landscaping, retain and protect appropriate trees and hedgerows and incorporate new tree and hedgerow planting.
- 5.13 Policy CS17 Proposals will be supported which have regard to local standards and opportunities, and help to address deficiencies, by making an appropriate contribution to sport, recreation and related community uses, by providing well designed and accessible sport, recreation and open space facilities.
- 5.14 Policy CS18 states that proposals will be supported which reduce air pollution and promote more sustainable transport options and where relevant incorporate low emission technologies and cleaner transport fuels. Where any risks to ground conditions arising from contamination or previous land uses are identified, proposals will need to incorporate measures to prevent, control and reduce air and water pollution.

5.15 Saved Unitary Development Plan (UDP) Policies (Adopted 1998)

- 5.17 Saved Policy TC11 of the UDP sets out that within Doncaster town centre office and shopping policy areas defined on the proposals map, development or redevelopment schemes to provide offices will generally be supported providing they are consistent with other policies in the plan, particularly relating to shopping and conservation.
- 5.18 Proposals for other uses will be treated on their merits having regard to highway safety and the relationship of the site to surrounding uses, providing that they are consistent with other policies in the plan, particularly shopping and conservation.

5.19 Local Plan

- 5.20 The emerging Doncaster Local Plan will replace the UDP and Core Strategy once adopted. The Local Plan was approved at Full Council on the 25th July 2019 and Regulation 19 Publication is commencing on Monday 12th August 2019 for 7 weeks. The Council is aiming to adopt the Local Plan by the end of 2020. Given the relatively early stage of preparation of the emerging Local Plan, the document carries limited weight at this stage, although the following policies would be appropriate:
- 5.21 Policy 1 reinforces the guidance within the NPPF in that there should be a presumption in favour of sustainable development.
- 5.22 Policy 14 seeks to promote sustainable transport within new developments.

- 5.23 Policy 18 seeks to consider the needs of pedestrians within new developments.
- 5.24 Policy 31 deals with the need to value biodiversity.
- 5.25 Policy 40 deals with the need to take into account archaeological assets.
- 5.26 Policy 43 deals with the need for good urban design.
- 5.27 Policy 55 requires the need to take into account air and noise pollution.
- 5.28 Policy 57 requires the need for satisfactory drainage including the use of SuDS.
- 5.29 Policy 59 deals with low carbon and renewable energy within new developments.
- 5.30 Policy 68 – Deals with Doncaster Town Centre and part C supports the expansion and growth of education facilities and
- 5.31 Policy 69 - Deals specifically with Key Doncaster Town Centre and Main Urban Area Mixed-Use Sites. Part 4 sets out the aspiration for this area to become a 'central business district'. The policy also supports educational uses in this area.

5.32 Other material planning considerations

- Development Requirements and Guidance Supplementary Planning Document (SPD) (2015)
- National Planning Policy Guidance

6.0 Representations

- 6.1 This application has been advertised in accordance with The Town and Country Planning (Development Management Procedure (England)) Order 2015 by way of direct neighbour notification, sites notices erected adjacent to the site and via a press advertisement.
- 6.2 0 public objections has been received by neighbouring properties.

7.0 Parish Council

- 7.1 No parish council exists for the town centre.

8.0 Relevant Consultations

- 8.1 **Highways Development Control** – Concerns were initially raised in respect to the kerb alignment for the access into the site specifically in relation to a refuge vehicle entering and leaving the site. Following additional information and clarity, Highways Development Control find the scheme acceptable subject to conditions requiring a management plan relating to the car park, the closure of 2 existing accesses and the submission of a construction traffic management plan.

- 8.2 **Highways Transportation Officer** – No objections subject to a Grampian condition requiring a s106 agreement to be entered into for a travel bond of £12,254 to mitigate any traffic in the event that targets are not met.
- 8.3 **Environment Agency** – No objections
- 8.4 **South Yorkshire Archaeology Service (SYAS)** – No objections
- 8.5 **Environmental Health Officer (Air Quality)** – Air quality impact to be insignificant in terms of the extant air quality regulation and as such no objections subject two vehicle charging points which have been included in the revised plans submitted to the Local Planning Authority.
- 8.6 **Environmental Health (Noise)** – The contents of the acoustic report are noted and subject to noise limiting conditions no objections have been raised.
- 8.7 **Internal Drainage Officer** – No objections subject to a condition in relation to full details of foul and surface water drainage.
- 8.8 **Ecology Officer** – Whilst there are no objections in principle to the development conditions have been suggested which require further landscaping information in relation to landscaping and the inclusion/ provision for bat boxes within the building.
- 8.9 **Contaminated Land Officer** – Having reviewed the Geotechnical and Geo-Environmental Desk Study submitted there are no objections subject to a condition requiring a Phase 2 site investigation to be carried out.
- 8.10 **Conservation Officer** – No objections.
- 8.11 **Public Rights of Way Officer** – No objections
- 8.12 **Area Manager** – No comments received.
- 8.13 **National Grid** – No comments received.
- 8.14 **Urban Design Officer** – No objections subject to conditions in relation materials and energy efficiency.
- 8.15 **Doncaster East Internal Drainage Board** – No comments received.
- 8.16 **Yorkshire Water** – No objections subject to a condition requiring the development to be carried out in accordance with the submitted drainage information.
- 8.17 **Historic England** – No objections.
- 8.18 **South Yorkshire Fire and rescue** – No objections subject to suggested informatives.
- 8.19 **Doncaster Policy Officer** – No objections subject to a suitably worded condition relating to a community use agreement.

8.20 **Tree Officer** – no objections subject to the inclusion of a planning condition requiring full details of landscaping.

9.0 **Assessment**

9.1 The principal issues for consideration under this application are as follows:

- Principle of development;
- Whether the scheme would adversely affect the setting of a listed building (St James Baths).
- The impact of the development on the character of the area and the appropriateness of the design.
- Whether there is any impact on residential amenity & quality of life
- Highway safety and traffic issues
- Drainage
- Air quality
- Ecology
- Noise
- Trees
- Energy efficiency
- Archaeology
- Overall planning balance

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

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

Principle of Development

9.3 The application site is located within an area defined as Office Policy Area by Doncaster's Unitary Development Plan, adopted in 1998. There is a general presumption that the site could be developed for office purposes, although Policy TC11 does provide latitude to consider alternative uses on their own merits having regard to the relationship of the site with surrounding issues and provided they are consistent with other policies.

- 9.4 The proposal seeks permission for the erection 6,970sqm building split across 5 floors which would accommodate 450 secondary school aged learners and 300 post-16 aged learners. The proposal also includes associated landscaping and car parking. The proposal if approved would create a new 750 place building, specialising in advanced engineering and digital design for the new Doncaster UTC. The school will take 150 learners per year group from Year 8 through to Year 13 (450 key stage (KS)3 and 300 KS4 pupils) and will join the Brighter Futures Learning Partnership Trust along with Hunger Hill School and a number of feeder Primary's. It is envisaged that the first phase will open in September 2020 with the second phase handed over in November 2020.
- 9.5 The planning statement submitted with the application has set out that the UTC's specialisms have been carefully considered, focussed on identified need in the City Region and in direct response to employer demand. The UTC will work collaboratively with the Advanced Manufacturing Research Centre (AMRC) Training Centre, The University of Sheffield and local industry partners to ensure the curriculum offer and careers provision is accurately aligned to the industry marketplace.
- 9.6 The new building will also provide community use for sport, performance, exhibition, business events, start-up space, meetings & conferencing as well as lifelong learning. A Multi-Use Games Area (MUGA) is proposed in the western corner of the site and there is the potential for the MUGA to be used out of hours.
- 9.7 Externally, 20 parking spaces including; 2 accessible bays, 2 minibus bays and 2 electric car charging point is provided. Car parking provision is relatively modest to reflect the town centre location. A service and deliveries area and out building, containing substation, water tank and bin store is also provided.
- 9.8 A service and deliveries area and outbuilding, containing substation, water tank, switch room and bin store is also provided to the south east side of the building. In addition, there will be a maintenance access to the west of the site off College Road.
- 9.9 The UTC's specialisms have been focussed on an identified need in the City Region and in direct response to employer demand therefore helping to create social mobility for young people in Doncaster. Chimes with Doncaster's growing together initiative which seeks to ensure that all children, young people and adults are prepared for a life that is fulfilling. In addition the proposal is considered an acceptable use within the town centre and would therefore adhere to Policy TC11 consequently, it is considered that the principle of development is acceptable and this weighs considerably in favour of the application.
- 9.10 Sustainability
- 9.11 The National Planning Policy Framework (NPPF, 2019) sets out at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs

- 9.12 There are three strands to sustainability, social, environmental and economic. Paragraph 10 of the NPPF states that in order that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

SOCIAL SUSTAINABILITY

9.13 Impact on Residential Amenity

- 9.14 The nearest residential properties lie approximately 115m to the north east of the site on College Road. It is considered by virtue of the separation distance from the site, the proposal is unlikely to adversely affect neighbouring properties through excessive levels of overlooking, over dominance, loss of privacy or overshadowing. The impact of the building would further be mitigated by existing buildings which would go some way in screening the development, namely the law courts and existing police station.
- 9.15 The proposal includes 2.4m high fencing to the southern boundary, a safety requirement needed to satisfy the department for education. The design of the fencing has been carefully considered and is proposed to be weldmesh which is considered would minimise the visual impact of the development whilst maintaining security of the site.

9.16 Connection to pedestrian, cycle and public transport.

- 9.17 The site is sustainably located close to Doncaster town centre and served by walking, cycling and public transport routes, including the bus and train stations within the Frenchgate Complex. The site currently has three vehicular access/egress points to the highway along its curved southern/western boundary, though only one, the southern most of the three, is connected to an area of hardstanding which is currently used as car parking for the adjacent police station.
- 9.18 The nearest bus stop is located at Waterdale located to the northern boundary served by the number 58, 73, 291, 399 and 73A buses operating on a hail and ride basis. Located 105m to the north west of the site lies the former southern bus station which has been converted and is now operated as a public car park.
- 9.19 The sites location is considered to be highly connected to bus, rail and cycle links and is within walking distance of other town centre facilities and this weighs positively in favour of the application carrying significant weight.

9.20 Proposed Multi Use Games Area (MUGA)

- 9.21 The proposal includes a MUGA to the south west corner of the site which would enable students to utilise sports provision within the confines of the site and as part of the curriculum. In addition the planning statement has confirmed that the MUGA may also be utilised by the local community and a condition has been suggested which requires the submission of a community use agreement to be submitted and agreed in writing.

9.22 Not only would the proposed MUGA meet the requirements of the UTC national curriculum but it could result in wider community benefits and this would weigh positively in favour of the application carrying moderate weight.

9.23 Conclusion on Social Impacts.

9.24 Paragraph 8 of the NPPF (2019) indicates, amongst other things, that the planning system needs to support strong, vibrant and healthy communities, by ensuring well-designed and safe built environments, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

9.25 In conclusion the proposal would not adversely affect neighbouring residential properties by virtue of the separation between the proposed building and existing properties. Moreover, the proposal lies within a highly sustainable location with good connection to the town centre by walking, cycling and public transport. Thirdly the proposal has struck a careful balance between ensuring safety of the site and creating a well-designed environment. When combining these factors, this weighs considerably in favour of the application.

9.26 ENVIRONMENTAL SUSTAINABILITY

9.27 Impact upon the character of the area

9.28 As previously set out the proposal seeks permission for a 5 storey educational building including class rooms, dining room and sports hall. The majority of the buildings area is contained within a 5 storey teaching block with a 3 and a half storey sports hall, with dining below, and 4 storey (with roof terrace) lecture theatre. The high level sport and performance hall allow the building footprint to be as small as possible and hence maximise the amount of outdoor hard and soft play areas.

9.29 Whilst the Local Plan currently carries limited weight, the visions and objections section and 'Doncaster Urban Centre Masterplan' see this site as a key area of development within the town and it is important therefore that the building is appropriately designed.

9.30 The planning statement submitted with the application confirms that the initial approach to the appearance was driven by the UTCs aspiration for the UTC building to be iconic and in keeping with the surrounding area such as the CAST and Civic Offices as well as the UTCs ambition to present a professional, contemporary and exciting image to prospective learners and business partners.



Doncaster Council Offices



Cast Theatre

- 9.31 Leading from this it was important to consider the building in context with its surroundings and to take into consideration where the building could be viewed from. The site has several frontages interacted with at differing scales. The northern and eastern edges are dominated by pedestrian interaction, dictated by the pedestrianisation of the civic quarter, aside from public transport. The site boundary adjacent to the cinema and leisure complex (under construction) and police custody suite is used as a limited pedestrian thoroughfare from the town centre to the housing south of the site. The southern and western edges are dominated by vehicle interaction with limited pedestrian desire lines. The edge is characteristically unfriendly to pedestrians, with most using the thoroughfare as detailed above. The design of the building therefore had to consider all of these elements in order to ensure that public views of the building remained as active as possible. In addition the building materials proposed would play an important role in assimilating the building into its surroundings whilst also providing interest.
- 9.32 The proposed building includes a brick plinth at ground floor which is made up of dark grey/blue bricks to match the context of the Civic Quarter. Bricks are the most robust and vandal resistant of building materials, and are the most appropriate choice for any areas where the public or learners will come into direct contact with the building.
- 9.33 The proposal also includes standing seam cladding which is a powder coated metal cladding which gives the appearance of traditional zinc standing seam. The standing seams will be oriented vertically, with varying widths between seams. This gives relief to the elevation and adds a contemporary edge to a traditional material type. This material is proposed to the primary building elevations, above ground floor. The sports hall has been designed to add more interest to the elevation facing Collage Road which has included the introduction of a window together with framing of the window.
- 9.34 The proposal also includes a rainscreen cladding panel where is it proposed to be used in accent elements of the building, used in relatively small areas in conjunction with integrated lighting to create highly visible and memorable features, seen from all approaches to the building.

- 9.35 During the course of the proposal, concerns were raised by our urban design officer in respect of the sports hall and its impact when viewed from College Road particularly in regard to the simplicity of the design. Consequently, amended plans have been received which has added greater detail to the standing seam, the addition of a large window and detailing around the window to add greater interest and uplift this view of the building. Doncaster's Urban Design officer welcomes the amendments and now considers the building to be acceptable in design terms.
- 9.36 The amendments to the design and clarification on materials result in a form of development that reacts positively with the surrounding area and which ties in with the wider CCQ project. This weighs positively in favour of the application carrying significant weight.

9.37 Impact upon Highway Safety and transportation

- 9.38 Initially concerns were raised by Doncaster's Highways Development Control team in relation to the circulation of the car park and in particular, the position of the control gate into the car park. This was considered to provide insufficient space for vehicles to pull off the highway for example 2 cars or a larger delivery vehicle resulting in vehicles overhanging into the eastbound carriageway. The UTC were able to confirm that the barrier would be operated by a caretaker at the site, opened at the start of the day when the caretaker arrives on site and would be left open until the site is closed in an evening. Therefore, vehicles will be able to enter and exit the site without the need to stop at the barrier, removing the possibility of a conflict between a vehicle waiting at the entrance and vehicles using College Road. This barrier would be locked throughout the night in order to stop vehicles entering the site when it is closed. Deliveries and Servicing of the site would only take place during college opening hours. A suitably worded condition has been suggested that will capture the aforementioned in a management plan.
- 9.39 With regards swept path analysis, additional information and clarification has been submitted to demonstrate that the swept paths analysis shows that a refuse vehicle can enter and exit the site without over running the right turn ghost island. Whilst the results show little room for error in carrying out this turn and may lead to issues of overhanging of the footway or encroachment into the right turn ghost lane the tracking vehicle used is larger than the vehicle that would actually service the site. The applicant has clarified that tracking results are based upon topographical information rather than OS plans and as such the level of accuracy is significantly improved. Taken on balance, Doncaster's Highways Development Control officer is content that given the frequency of servicing taken together with the tracking information, that the car park can be satisfactorily accessed without causing danger to road users or pedestrians.

9.40 The application submission also included a Transport Assessment that has been assessed by Doncaster Transportation Team. The site is located within close proximity to the town centre and is therefore accessible to a number of alternative transport modes. There are also numerous bus services which pass close to the school operating on a 10-minute frequency or better. The site is also well served to encourage cycling and links up with a number of mixed carriageway cycle routes in the centre of Doncaster and traffic free routes from the town centre out into the north and southern suburbs. The impacts of the development on the transport network have been considered in the Transport Statement which accompanies the planning application.

9.41 Paragraph 109 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

9.42 The Transport Statement demonstrates that the local highway will operate within its capacity following the development of this proposal and therefore would not impact severely on the existing network.

9.43 At the time of writing this report, the Council is the owner of the land and cannot covenant with itself by way of a Section 106 agreement. It should be noted that conditions should not be used to include positively worded conditions requiring payment of money or other consideration however, there is an exception to this. The Planning Practice Guidance states:

“No payment of money or other consideration can be positively required when granting planning permission. However, where the 6 tests will be met, it may be possible use a negatively worded condition to prohibit development authorised by the planning permission until a specified action has been taken (for example, the entering into of a planning obligation requiring the payment of a financial contribution towards the provision of supporting infrastructure).”

9.44 In this case it is appropriate to impose a Grampian condition to require a travel bond. Taken in the round, the proposal would not impact on the existing highway network or on highway safety and this weighs positively in favour of the application carrying modest weight.

9.45 Trees

9.46 Initial concerns were raised by Doncaster’s Tree Officer in relation to the loss of trees to the frontage of the site. It was suggested that the additional trees be incorporated into the design to mitigate the loss. In line with the requirements of Doncaster’s Supplementary Planning Document (SPD) for design requirements, there was a need to provide 31 trees to mitigate the loss. Following amended plans, Doncaster’s Tree Officer has been able to remove his concerns subject to suitably worded conditions.

9.47 Ecology

- 9.48 Doncaster's Ecologist concurs with the Preliminary Ecological Appraisal (PEA) evaluation of the surveying ecologists in that the site has a limited value in respect of biodiversity. As no additional surveys have been identified as being required Doncaster's Ecologist has overlooked the lack of a local biological records search which should normally form part of a PEA.
- 9.49 The existing trees and shrubs have been identified as having some potential for nesting birds but not roosting bats and it is accepted that foraging bats may use the site.
- 9.50 The emphasis of this application should be on the delivery of high quality ecological enhancement through a landscape scheme that benefits wildlife and provision of nesting and roosting opportunities for birds and bats respectively. As set out above an amended landscaping plan has been submitted which has increased the amount of trees on site and this in combination with other ecological enhancements such as a detailed landscape plan and bat boxes can be secured by way of condition.

9.51 Effect of the building on the setting of St James Baths

- 9.52 The site is located adjacent to the Grade II listed St James' Pool, a public Turkish and Russian Baths suite and winter concert hall constructed in 1932, which is no longer in use. Historic England were consulted as part of the application who have raised no objection to the proposal. Doncaster's Conservation officer has also been consulted and has raised no objection to the proposal.
- 9.53 It is considered that the separation between St. James' Baths and the proposed building is sufficient to ensure that harm to the heritage asset is minimised. In addition considering the previous use of the site which included former Council House building approximately 12 stories in height, the proposal would be considerably smaller. Doncaster's Conservation Officer has also been consulted and has raised no objection to the application. As such the impact on the setting of the baths carries limited weight.

9.54 Foul and Surface water drainage

- 9.55 A drainage statement has been submitted as part of the application and has indicated that surface water will discharge to a public surface water sewer via storage with restricted discharge of 11.7 litres per second.
- 9.56 Based upon the British Code of Practice 'Flows and Loads – 4' and a maximum number of approximately 800 occupants, the peak foul water flow generated by the development would be less than 3 litres per second.
- 9.57 The applicant considers that such a low rate of discharge would not have any impact on the sewer network. A separate foul water drainage network will be provided to meet the requirements of the Building Regulations, however

9.58 Whilst the methods of drainage are considered acceptable in principle and no objections have been raised by Doncaster's Internal Drainage team or Yorkshire Water a condition requiring full details of the foul and surface water drainage has been suggested in the event that planning permission is granted in order to ensure that the full control of the future drainage of the site can be ensured.

9.59 Energy Efficiency

9.60 A BREEAM (Building Research Establishment Environmental Assessment Method) pre assessment form has been submitted as part of the application and has been assessed by Doncaster's accredited urban design officer, who has raised no objections subject to a condition. The condition requires the development to be carried out in accordance with the submitted details in order to achieve a level of sustainable construction equivalent to BREEAM Very Good.

9.61 Air Quality

9.62 As part of the consideration of the application, Doncaster's Pollution Control team have received and reviewed the full Air Quality Assessment produced by Stroma (project re: 132515) dated 17 July 2019 in support of the application.

9.63 The assessment uses standard methodology and information from recognised sources and therefore its conclusions may be accepted with confidence.

9.64 Doncaster's Pollution Control Officer considers that, even at maximum use, the air quality impact associated with the development is considered to be insignificant in terms of the extant air quality regulation and therefore has no objections to the proposal.

9.65 An amended plan has been supplied which has indicated two electrical charging points within the car park which now adheres to the requirements within Doncaster's SPD for development guidance.

9.66 Archaeology

9.67 An archaeological assessment has been submitted with the application and it has confirmed that due to ground disturbance, the potential for the survival of archaeological remains will vary across the site. The principal disturbance relates to the construction and demolition of the site's 20th-century buildings. Following demolition, large voids within the site were backfilled to depths of 1m, 4m and 6.5m. Any archaeological remains will have been removed in the areas that were backfilled to depths of 4m and 6.5m. The Roman interments at Waterdale and Hallgate/Wood Street were found at depths of between 0.55m and 1.3m below the modern ground level. It is therefore not clear whether any cremations or burials within the site may survive or have been truncated or removed in the areas where voids were backfilled to a depth of 1m. As a result of this assessment, South Yorkshire Archaeology Service has raised no objections to the proposal.

9.70 Conclusion on Environmental Issues

- 9.71 Paragraph 8 of the NPPF (2019) indicates, amongst other things, that the planning system needs to contribute to protecting and enhancing the natural built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 9.72 Taken in the round, the proposal's design would safeguard the historic and natural environment in respect of archaeology and would enhance matters in relation to trees and ecology. In addition, the proposal would protect the surrounding built environment by ensuring that the building is well designed and reflective of the character of the area. It is considered that appropriate conditions would protect the highway and wider network, as well as ensuring very good energy efficiency, surface water drainage and finishing materials, meaning that the proposal would be sustainable environmentally. This weighs significantly in favour of the application.

9.73 ECONOMIC SUSTAINABILITY

- 9.74 It is anticipated that there would be some short term economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however this is restricted to a short period of time and therefore carries limited weight in favour of the application.
- 9.75 Longer term, the proposal would upskill Doncaster's workforce for the future resulting in the ability for Doncaster to attract business to capitalise on a highly skilled workforce. The UTC project would help contribute to this aspiration and this carries modest weight in favour of the application.

9.76 Conclusion on Economy Issues

- 9.77 Paragraph 8 a) of the NPPF (2019) sets out that in order to be economically sustainable developments should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- 9.78 The proposal would result in some short term economic benefit in the creation of jobs during the construction phase of the proposal and longer term would upskill Doncaster's workforce playing a part in creating economic growth for Doncaster. These factors weigh positively in favour of the application and when combined carry moderate weight.

10.0 PLANNING BALANCE & CONCLUSION

- 10.1 In accordance with Paragraph 11 of the NPPF (2019) the proposal is considered in the context of the presumption in favour of sustainable development. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole. The proposal is compliant with the development plan and there are no material considerations which indicate the application should be refused.

11.0 RECOMMENDATION

- 11.1 GRANT PLANNING PERMISSION** subject to conditions:

Conditions / Reasons

1. 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.

2. The development hereby permitted must be carried out and completed in accordance with the terms of this permission and the details shown on the approved plans listed below:

Drawing number DUTC-ONE-ZZ-XX-DR-L-00004 REV P05 (Location Plan)

Drawing number DUTC-ONE-Z0-Z0-DR-L-00001 REV P10 (Site Plan)

Drawing number DUTC-FBA-ZZ-ZZ-DR-A-09007 REV P1 (3D Visuals)

Drawing number DUTC-FBA-ZZ-ZZ-DR-A-08001 REV P2(Elevations Plan North)

Drawing number DUTC-FBA-ZZ-ZZ-DR-A-08003 REV P2 (Elevations Plan South)

Drawing number DUTC-FBA-ZZ-ZZ-DR-A-08002 REV P2 (Elevations Plan East)

Drawing number DUTC-FBA-ZZ-ZZ-DR-A-08004 REV P2 (Elevations Plan West)

Drawing number DUTC-FBA-ZZ-00-DR-A-06001 REV P1 (Ground Floor Plan)

Drawing number DUTC-FBA-ZZ-01-DR-A-06101 REV P1 (Level 1 Floor Plan)

Drawing number DUTC-FBA-ZZ-02-DR-A-06201 REV P1 (Level 2 Floor Plan)

Drawing number DUTC-FBA-ZZ-03-DR-A-06301 REV P1 (Level 3 Floor Plan)

Drawing number DUTC-FBA-ZZ-04-DR-A-06401 REV P1 (Level 4 Floor Plan)

Drawing number DSEN-FBA-00-XX-DR-A-05200 REV P2 (Roof plan)

Drawing Number DUTC-FBA-ZZ-RF-DR-A-06501 REV P1 (Roof Plan)

Drawing number DUTC-ONE-ZZ-XX-DR-L-00402 REV P06 (Existing and Proposed site Profiles)

Drawing number DUTC-ONE-ZZ-XX-DR-L-00403 REV P06 (Existing and Proposed site Profiles)

Drawing Number DUTC-FBA-ZZ-XX-DR-A-09005 REV P1 (Perspective Section)

Drawing Number DUTC-FBA-ZZ-XX-DR-A-07001 REV P1 (GA Section Sheet 1)

Drawing Number DUTC-FBA-ZZ-XX-DR-A-07002 REV P1 (GA Section Sheet 2)

Drawing number DUTC-ONE-XX-XX-RP-L-00001 REV P01 (Landscape Management Plan)

Drawing number DUTC-ONE-Z0-Z0-DR-L-00203 REV P02 (Landscape Plan)
Drawing number SBE Ref: 76211 AC 3v3 (Planning Stage Noise Assessment)
Drawing Number SOR013971 (Topographical survey)

REASON

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

3. Before above ground structural building works commence, product details and samples of the proposed external cladding materials and proposed weldmesh fencing shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved materials and details, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the satisfactory appearance of the development

4. Unless otherwise agreed in writing the development should take place in accordance with the submitted BREEAM pre-assessment dated 09/07/2019 and Energy Strategy Report dated 17.05.2019 to achieve a level of sustainable construction equivalent to BREEAM Very Good. Prior to the occupation of the building, an updated assessment and evidence of installed measures should be submitted to and agreed in writing by the Local Planning Authority. This will enable the planning condition to be fully discharged.

REASON

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

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

REASON

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

6. The developer shall not commence the development until a s106 agreement requiring payment of a travel bond has been entered into by the owner.

REASON

To encourage sustainable modes of travel to the site in accordance with policy CS9 of the Core Strategy.

7. The Cumulative noise levels for all fixed plant and equipment shall not cause the rating level, assessed in accordance with BS 4142, when measured 1m from the façade of nearby noise sensitive premises (residential, police station, temple) to exceed 48dB(A), Tr (day time) and 42dB(A), Tr (night time).

REASON

In order to safeguard neighbouring uses and to comply with Core Strategy Policy CS14.

8. No development shall take place, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period and shall provide for assessment of potential impact from noise (including vibration) and dust to nearby sensitive uses, and detail the measures to control any adverse impact from noise and dust.

REASON

In order to safeguard neighbouring uses and to comply with Core Strategy Policy CS14.

9. Prior to the occupation of the development or use hereby granted, details of an extraction/ventilation system to control the emission of cooking smells and fumes from catering facilities so as to prevent any odour dis-amenity to nearby residents shall be submitted to and approved by the local planning authority in writing. The approved scheme shall be installed and be fully operational prior to the use commences. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions. .

REASON

In order to safeguard neighbouring uses and to comply with Core Strategy Policy CS14.

10. Unless as shall be specifically approved in writing by the Local Planning Authority, the scheme of landscaping shown on plan ref: DUTC-ONE-Z0-Z0-DR-L-00203 Rev. P02 dated 06.08.2019 shall be implemented in full accordance with the approved details during the first available planting season following the completion of the development hereby granted. The local planning authority shall be notified in writing within 7 working days of the completion of the landscape works to inspect and approve practical completion in writing. Any part of the scheme which fails to achieve independence in the landscape or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

11. Prior to the building being brought into use, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement provided to the Local Planning Authority. The agreement shall apply to the UTC facilities including the Multi Use Games Area (MUGA) and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

REASON:

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy CS17.

12. Prior to the building being brought into use, a management plan for the car park shall be submitted and approved in writing by the Local Planning Authority. The building shall be operated in line with the approved management plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure adequate management of the car park

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

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

c) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment pursuant to the National Planning Policy Framework.

This has to be prior to commencement so that any risks are assessed before works begin to the ground whether this be demolition works or construction works and remediation in place before works begin.

14. The development shall not commence until Construction Traffic Management Plan (CTMP) is submitted to and subsequently approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. The CTMP shall contain the following information
- o Volumes and types of construction vehicles
 - o identification of delivery routes;
 - o Contractors method for controlling construction traffic and adherence to routes
 - o Contractor Parking
 - o Size, route and numbers of abnormal loads (if applicable)
 - o Swept path analysis (as required)
 - o Construction Period
 - o Temporary signage
 - o Measures to control mud and dust being transferred to the public highway
 - o Timing of deliveries

REASON

In order to protect the amenities of neighbouring properties and to order to protect highway safety.

15. Before the development is brought into use, offsite highway works (closure of existing vehicular accesses and reinstatement of footway) shall be completed in a manner to be approved by the Local Planning Authority.

REASON

In order to protect highway safety.

16. Prior to the building being brought into use, the exact amount and position of bat boxes shall submitted to and approved in writing by the Local Planning Authority. Within 3 months of written approval from the Local Planning Authority, the bat boxes shall be installed in line with the approved details.

REASON

In order to enhance the borough's ecological networks in line with Core Strategy Policy CS16.

INFORMATIVES:

01. INFORMATIVE

- i) Foul water from kitchens and/or food preparation areas of any restaurants and/or canteens etc. must pass through a fat and grease trap of adequate design before any discharge to the public sewer network; and
- ii) the developer is required to consult with Yorkshire Water's Trade Effluent team (telephone 03451 242424) on any proposal to discharge a trade effluent to the public sewer network. Under the provisions of section 111 of the Water Industry Act 1991 it is unlawful to pass into any public sewer (or into any drain or private sewer communicating with the public sewer network) any items likely to cause damage to the public sewer network interfere with the free flow of its contents or affect the treatment and disposal of its contents. Amongst other things this includes fat, oil, nappies, bandages, syringes, medicines, sanitary towels and incontinence pants. Contravention of the provisions of section 111 is a criminal offence.

02. INFORMATIVE

Access for Appliances - Flats and Commercial Premises

Access is to be in accordance with Approved Document B Volume 2 Part B5 Section 16.3 16.11 and Table 20.

Water Supplies for Firefighting

Water supplies are to be provided in accordance with Approved Document B Volume 2 Part B5 Section 15.

South Yorkshire Fire and Rescue is keen to promote the benefits of sprinkler systems to protect lives, property and the environment. As such it is recommended that this is allowed for when determining the water supply requirements for the site.

03. INFORMATIVE

Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980. The 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.

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.

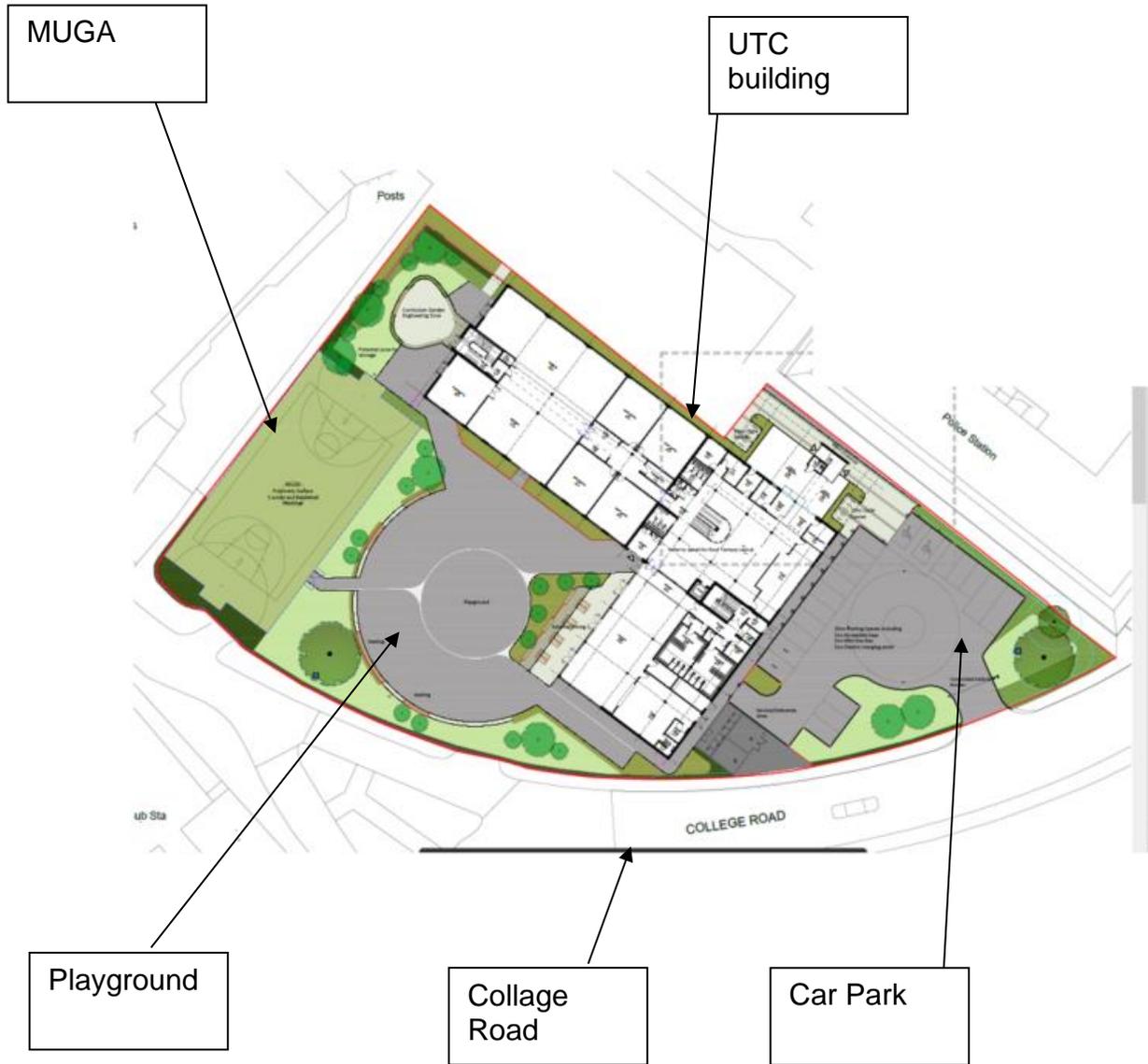
STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

Amendments to the design and additional information in relation to highways, trees, noise and ecology.

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

Appendix 1 – Site Plan



Appendix 2 – Elevations.

South



North



East



West

