

Application	3.
--------------------	-----------

Application Number:	19/02884/FULM
----------------------------	---------------

Application Type:	Planning FULL Major
--------------------------	---------------------

Proposal Description:	Use of land as a commercial crane hire business including re profiling of ground levels, construction of a new office and welfare building, workshop, prep, blast and paint areas, crane tracks, car parking, landscaping and means of access.
At:	Land At Former Blaxton Quarry Mosham Road Auckley Doncaster

For:	HTC Wolffkran Ltd
-------------	-------------------

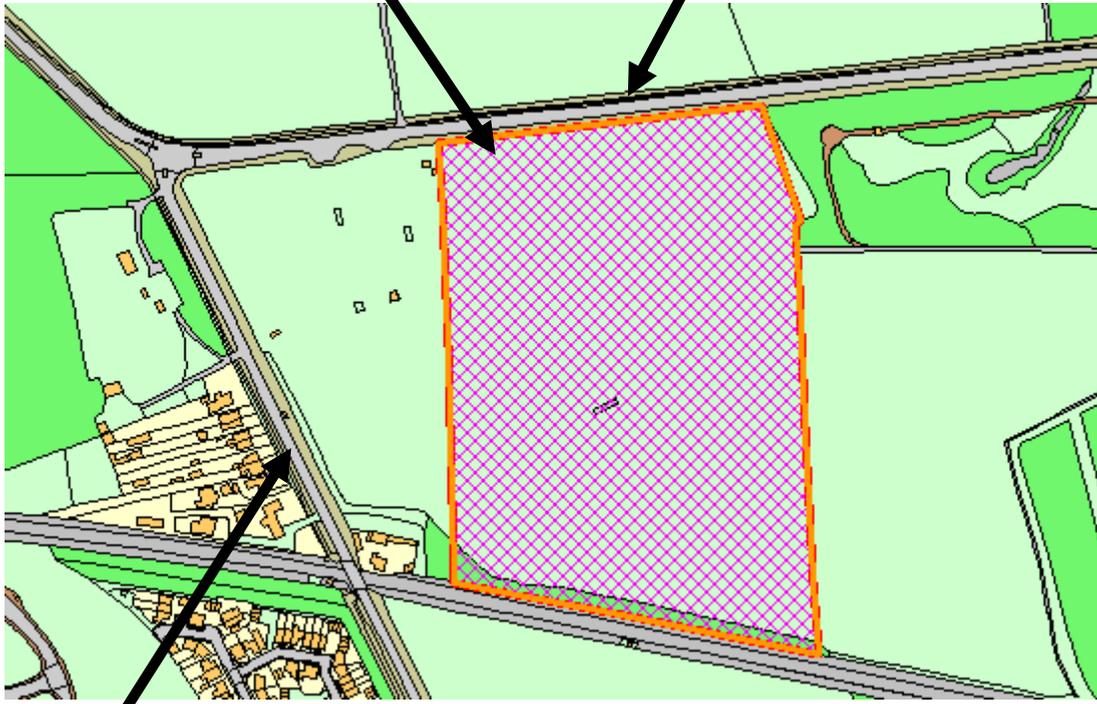
Third Party Reps:	8 in opposition	Parish:	Auckley Parish Council
		Ward:	Finningley

Author of Report	Mark Sewell
-------------------------	-------------

<p>SUMMARY</p> <p>The proposal is considered to be acceptable in policy terms given the planning history of the site and its policy allocation and 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).</p> <p>The report demonstrates that there are no material planning considerations that would significantly or demonstrably outweigh the social, economic or environmental benefits of the proposal. The development would not cause undue harm to neighbouring properties, the highway network or the wider character of the area. The unavoidable consequences of developing the site in terms of environmental impact will be mitigated. The scheme will deliver additional jobs for the Borough and is an allocated employment site in both the saved Unitary Development Plan proposals map and the Draft Local Plan.</p> <p>RECOMMENDATION: Grant planning permission subject to a Section 106 Agreement</p>

Proposed site entrance

Mosham Road



Gate House Lane

1.0 Reason for Report

- 1.1 This application is being presented to Planning Committee as a result of the level of public interest and number of representations received.

2.0 Proposal and Background

- 2.1 The application seeks full planning permission for the use of land as a commercial crane hire business including re profiling of ground levels, construction of a new office and welfare building, workshop, prep, blast and paint areas, crane tracks, car parking, landscaping and means of access.

- 2.2 The proposal is a specific scheme for an existing operation HTC Wolffkran, who are currently located on a site on the outskirts of Sheffield, adjacent to the M1, and are intending to relocate to the application site. The company are a Swiss owned manufacturer, and a major supplier in the European tower crane rental sector, with a combined fleet of around 700 cranes based over 8 rental locations throughout continental Europe. The company operates the largest concentration of rental cranes within the group from the UK at its existing site. The current business is the third largest crane rental business in the UK with 243 cranes and a share of just under a quarter of the UK rental market. HTC Wolffkran currently employ 324 people, all of which are managed from the head office in Sheffield, however 70% of these employees are remote workers who operate the tower cranes on various construction projects throughout the UK. Currently at the Sheffield premises, there are 38 staff in the offices and 35 staff in the workshop / yard and it is expected that these staff will relocate to the Auckley premises. HTC Wolffkran also has 6 apprentices in training as crane operators, electricians and mechanics. It is envisaged that new staff employment will be created through the proposed relocation.

- 2.3 The scheme intends to accommodate all of the requirements of the business, and improve upon the facilities at the existing site. This includes a permanent base for office staff to sit alongside various welfare amenities, a workshop facility with defined areas suitable for varying functions, and the hard standing areas needed for the crane storage. The scheme also includes staff parking area and landscaping.

- 2.4 The office/welfare building would be B1 use class with ancillary kitchen / leisure use. The workshop building would be B2 use class. The remainder of the site would be a mixture of B2/B8 use. The proposed staff offices and welfare building would be three storeys (height of the building will be circa 12.4m) with a gross internal floor area of 1345sq.m. The proposed workshop building would have a GIFA of 1500 sq.m providing a workshop area and associated prep, blast and paint bays. An electricity substation is also proposed near the entrance to the site to power the site. The site would be accessed from the B1396 Mosham Road, with the access road positioned slightly further east than the existing access road.

- 2.5 In terms of floorspace, the following is to be created:
- o Office/Welfare Building (Ground Floor) - 435 sqm (for the yard staff)
 - o Office (First Floor) - 455 sqm
 - o Office (Second Floor) - 455 sqm
 - o Workshop - 1500 sqm
 - o Total GIFA - 2845 sqm

3.0 Site Description

- 3.1 The application site is located just outside of the village of Auckley, and adjacent to the north west boundary of Doncaster Sheffield Airport. The site is brownfield land, and approximately 6.45 hectares in size. The site was formerly a sand and gravel quarry and is now largely open ground with spoil heaps and banking, particularly along the eastern side. The site is bound on all sides by mature tree planting which screens views into and out of the site
- 3.2 The frontage of the site is accessed from the B1396 Mosham Road. Railway lines are located to the south of the site, whilst to the east are open fields with a garden centre beyond. Residential properties on Gate House Lane are located to the west of the site. The site is close to the Great Yorkshire Way, connecting Doncaster Sheffield Airport to Junction 3 of the M18 and providing access to and from the site with the national road network.

4.0 Relevant Planning History

Application Reference	Description	Decision
06/02257/CPE	Certificate of Lawful Use for the storage of storage of oils, plant, vehicles, equipment, scrap metals and timber; vehicle repairs, repair of heavy goods vehicles, plant and equipment and retail sales of bitumen, gravel and minerals not extracted from the site	Granted
14/00877/WCC	Outline application for Mixed Use Commercial and Industrial Development on approx. 9.6 ha of land (without compliance with condition 2 of planning application 09/01292/OUTM, granted on 28/08/09 - amendments requested to provide for an additional three years of time in which to apply for Reserved Matters).	Granted
09/01292/OUTM	Outline application for Mixed Use Commercial and Industrial.	Granted

5.0 Site Allocation

- 5.1 The site is allocated for employment uses on the Unitary Development Plan's Proposals Map, and under saved Policy EMP2.

National Planning Policy Framework

- 5.2 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 NPPF is a material consideration in planning decisions and the relevant sections are outlined below:
- 5.3 Paragraphs 7 - 11 establish that all decisions should be based on the principles of a presumption in favour of sustainable development.
- 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 80 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 5.6 Paragraph 109 goes on to state that development proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.7 Paragraph 111 identifies that any developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 5.8 Paragraph 127 states that decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.9 Paragraph 130 recognises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 5.10 Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by.. recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services - including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland... minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures
- 5.11 Paragraph 180 recognises that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Doncaster Core Strategy (2012)

- 5.12 Policy CS1 states that as a means of securing and improving economic prosperity, enhancing the quality of place and the quality of life in Doncaster, proposals will be supported that contribute to the Core Strategy objectives and which in particular provide opportunities for people to get jobs and protect local amenity and are well designed.
- 5.13 Policy CS2 sets out the Council's Growth and Regeneration Strategy, including broad locations for employment. It states that new employment development will be sited to support the settlement hierarchy, attract a range of businesses and ensure that good transport links to the settlement network exist or can be provided
- 5.14 Policy CS3 sets out guidance on protection and enhancement of the Countryside. The proposed development site is within a designated Countryside Protection Policy Area where development is managed. Part C) of Policy CS3 requires that proposals which are outside development allocations will only be supported where they would:
1. protect and enhance the countryside, including the retention and improvement of key green wedges where areas of countryside fulfil a variety of key functions;
 2. not be visually detrimental by reason of siting, materials or design;
 3. not create or aggravate highway or amenity problems; and
 4. preserve the openness of the Countryside Protection Policy Area and not conflict with the purposes of including land within them.

- 5.15 Policy CS4 confirms that development will be directed to areas at lowest risk of flooding. The proposed development site is within Flood Zone 1 of the Environment Agency's Flood Map for Planning and is considered to be low risk, however the former nature of the quarrying on site and the proximity to Flood Zones 2 and 3 to the east of the site requires that a robust flood risk assessment should be undertaken as part of the application and a drainage strategy implemented to ensure the development can be adequately drained. Both of these documents are submitted with the application.
- 5.16 Policy CS5 confirms that Doncaster's economy will be supported to enable improved levels of economic output and increase access to opportunities. Part C) of Policy CS5 confirms that local employment sites will generally be retained for employment purposes with alternative uses being supported where the use is appropriate in terms of scale, design and location and will not adversely affect the efficient operation of adjacent employment land or uses.
- 5.17 Policy CS14 states that all development proposals 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. New development should also have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment. Part C (2) of Policy CS14 also requires that all new developments must secure at least 10% of their total regulated energy from decentralised and renewable or low carbon sources.
- 5.18 Policy CS16 states that proposals will be supported which enhance the borough's landscape and trees by:
1. being appropriate to the landscape's character, sensitivity and capacity;
 2. including measures to mitigate any negative impacts on the landscape;
 3. ensuring designs are of high quality, include appropriate hard and soft landscaping, a long-term maintenance plan and enhance landscape character while protecting its local distinctiveness; and;
 4. retaining and protecting appropriate trees and hedgerows, and incorporating new tree, woodland and hedgerow planting.
- 5.19 Policy CS17 Part (b) requires that the Growth and Regeneration Strategy (Policy CS2) emphasises deliverable urban brown field sites. However, 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, mitigate any ground instability and enhance the quality of these resources.

Saved Policies of the UDP

- 5.20 Policy EMP2 allocates the site for employment uses, referenced as site 22 Mosham Rd Auckley, where proposals for B1, B2 and B8 uses will normally be permitted.
- 5.21 Whilst specifically allocated for employment uses, the site is surrounded by the Countryside Policy Area, where policy ENV2 is pertinent. This states that the Council will maintain a Countryside Policy Area in the Eastern Part of the Borough covering all countryside outside of the Green Belt. The purposes of the Countryside Policy is to:

- Assist in safeguarding the countryside from encroachment
- To provide an attractive setting for towns and villages
- To prevent settlements from Coalescing
- To provide opportunities for outdoor sport and recreation near urban areas
- To retain land in agriculture, forestry and nature conservation use
- To protect other non-renewable resources
- To assist in regeneration by directing development towards urban areas and strategic allocations
- To sustain rural communities and a diverse rural economy

5.22 Policy ENV53 states that the scale and appearance of new development must have regard to its wider visual impact. Development will not normally be permitted if it would have a significant adverse visual impact on:

- a) Views from major transportation routes
- b) Views across open countryside; or
- c) Views of important landmarks

5.23 Policy ENV59 advises that proposals for new development will need to protect existing trees, hedgerows, wetland habitats, watercourses and other natural landscape features and will require that new developments do not cause unnecessary loss of trees, nor imperil trees by building works.

Emerging Local Plan (Submission 2020)

5.24 The Local Plan has been formally submitted for examination on 4th March and an Inspector has been appointed therefore the Local Plan is now under examination. Paragraph 48 of the NPPF states that the LPA may give weight depending on the stage of the Local Plan and 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). When the local plan was published under Regulation 19 in August 2019, all of the policies were identified as carrying 'limited weight' for the purposes of determining planning applications. Taking into account the remaining stages of the local plan process, it is considered the following levels of weight are appropriate between now and adoption dependant on the level of unresolved objections:

- Substantial
- Moderate
- Limited

The Council has now sent out the notice of examination (regulation 24 stage) and is aiming to adopt the Local Plan by winter 2020. The following policies are considered appropriate in assessing this proposal and consideration has been given to the level of outstanding objections resulting in appropriate weight attributed to each policy:

5.25 The emerging Local Plan identifies the site as an Employment Allocation with permission under Policy 4.

5.26 Policy 14 seeks to promote sustainable transport within new developments. Limited weight.

5.27 Policy 30 concerns the suitable protection of ecological networks. Limited weight.

- 5.28 Policy 31 deals with the need to value biodiversity. Limited weight.
- 5.29 Policy 33 states that the design process should consider woodlands, trees and hedgerows. Substantial weight.
- 5.30 Policy 42 deals with character and local distinctiveness. Moderate weight.
- 5.30 Policy 49 concerns the landscaping of new developments. Limited weight
- 5.31 Policies 55 and 56 deals with pollution and on site contamination. Limited weight.
- 5.32 Policy 57 requires the need for satisfactory drainage including the use of SuDS. Moderate weight

Auckley Neighbourhood Plan

- 5.33 Residents of Auckley have started to progress a Neighbourhood Plan to help guide development in the village boundaries. The proposed development site is within the Neighbourhood Plan designated area designated on the 11th June 2018.
- 5.34 The Neighbourhood Plan steering group undertook a Householder Survey in 2018 to form the evidence base for the Neighbourhood Plan. The Survey results identified some demand for flexible workspace within the village and immediate area.
- 5.35 The Neighbourhood Plan is in draft format and there are no draft policies as yet which can be applied to the proposed development at the time of submission to the Local Planning Authority.

Other material planning considerations

- 5.36 Several Supplementary Planning Documents (SPDs) have been published, which are material considerations in the determination of planning applications.

Development Guidance and Requirements SPD (July 2015)

- 5.37 The SPD sets out the guidance to help implement policies in the Development Plan. This includes design in the urban and rural environment, the historic environment, transport and accessibility, strategic green infrastructure, biodiversity, geodiversity and ecological networks, open space standards and requirements, landscape, trees and hedgerows.

Development and Flood Risk SPD (October 2010)

- 5.38 The Development and Flood Risk SPD has been produced to set out the Council's approach to managing flood risk and sets out the requirements for a sequential assessment.
- 5.39 Other Council initiatives include:
 - The Doncaster Green Infrastructure Strategy 2014 - 2028
 - Doncaster's Economic Growth Plan 2013-18
 - Doncaster's Borough Strategy 2014

- Doncaster Health and Wellbeing Strategy 2016- 2021
- Doncaster Growing Together

6.0 Representations

- 6.1 This application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 by means of site notices, council website, press advertisement and neighbour notification.
- 6.2 Objections have been received from 5 local residents to the application. The main issues raised include the impact of proposal upon the local road network and the additional traffic generated, noise and disturbance, the impact upon ecological interests within the site, and surface water drainage concerns.
- 6.3 Local Ward Member Cllr Cox has expressed his concern with the proposal, stating that routing of traffic via Hurst Lane would not be appropriate.
- 6.4 A representative from the Yorkshire Wildlife Park has provided comment, not objecting to the scheme, however seeking to ensure that the transportation issues associated with the proposal have been properly assessed.

7.0 Parish Council

- 7.1 Auckley Parish Council have made the following comments;

"It is noted that paragraph 3.4.3 of the Transport and Assessment Statement/Strategy states that the workshop and yard operational times will be 0800 - 16.30 Monday - Friday, and 0800 - 12 midday Saturdays. However, movement of crane parts can take place between 0500 - 2200 to suit erection and dismantling schedules. Members of Council have serious concerns that movement of crane parts at 0500 hours will create an unacceptable noise nuisance for residents living on Gatehouse Lane.

With regard to public transport - paragraph 2.3.1 of the Transport and Assessment Statement lists the nearest bus stops to the application site at Gatehouse Lane are approximately 4.5m from the centre of the site, and implies that there is a regular bus service along Gatehouse Lane. However, since new bus routes were implemented in 2019, no buses now operate along Gatehouse Lane."

- 7.2 Blaxton Parish Council have also provided comment, stating that they feel the proposal is unacceptable in transportation terms, and does not properly take account of existing and proposed traffic flows in the area.

8.0 Relevant Consultations

- 8.1 **DMBC Trees & Hedgerows** - no objections subject to a condition to ensure the protection of retained trees on the site.
- 8.2 **DMBC Environmental Health** - no objections, suggest conditions for construction management plans and restricted noise limits from the site.
- 8.3 **DMBC Drainage** - no objections, suggest conditions to agree drainage details prior to commencement.

- 8.4 **DMBC Highways** – Initially requested details over turning areas, visibility at the junction, and for the scheme to be subject to a Stage 2 Road Safety Audit. The applicants provided the requested details, and no objections are raised.
- 8.5 **DMBC Ecology** – Initially objected to the scheme, requesting that further survey work in respect of bats, reptiles and great crested newts be carried out. The applicants provided this information, together with a biodiversity net gain assessment. Following receipt, no objections are raised, subject to a condition for onsite enhancement works, and for Biodiversity Net Gain to be delivered through s106.
- 8.6 **DMBC Built Environment** – No objections, request conditions around building materials, crane colour and finish, fencing, landscaping and renewable energy use and BREEAM requirements.
- 8.7 **DMBC Transportation** – no objections to the scheme, query frequency of buses to the site as claimed in Transport Statement, recommend Travel Bond to be secured via s106.
- 8.8 **DMBC Internal Drainage** – no objections to the scheme, request detailed drainage arrangements to be agreed prior to development.
- 8.9 **Environment Agency** – raise no objections to the scheme.
- 8.10 **DSA Safeguarding** – raise no objections, subject that a Line of Sight Radar assessment takes place to assess the potential radar interference caused by the crane structures, and to agree any suitable mitigation measures. In addition, the airport have recommended a maximum height the crane structures could be constructed (which they are well within), that any changes to the proposed ground levels will require further assessment, and for a scheme of lighting to be agreed.
- 8.11 **Yorkshire Water** – raise no objections to the scheme, suggest condition to ensure that there shall be no construction in proximity to a water main running along the Mosham Road frontage.
- 8.12 **National Air Traffic Service (NATS) Safeguarding** – raise no objections to the scheme.

9.0 Assessment

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

- Principle of development;
- Impact on Amenity
- Design and Impact on the character and appearance of the area
- Ecology
- Trees and Landscaping
- Highway safety and traffic
- Flooding
- Noise
- Air Quality
- S106 obligations
- Overall planning balance

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

SUSTAINABILITY

9.2 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

9.3 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

Principle of Development

9.4 The site is designated as an Employment Site in the Doncaster UDP. Schedule 3 of saved Policy EMP2 lists the site as site 22 - Mosham Road, where only use classes B1, B2 and B8 will normally be permitted, whilst proposals for other industrial, business or commercial uses will be considered on their merits in accordance with other relevant plan policies.

9.5 In the emerging Local Plan the site is also proposed as an Employment Allocation under Policy 4. Assessed against this policy, the proposed use would be acceptable in principle.

9.6 The site benefits from a Certificate of Lawful Use for the storage of oils, plant, vehicles, equipment, scrap metals and timber; vehicle repairs, repair of heavy goods vehicles, plant and equipment and retail sales of bitumen, gravel and minerals not extracted from the site (Ref: 06/02257/CPE). The lawful use of the land already allows for storage of plant, vehicles and equipment. This planning application seeks to build upon this lawful use.

9.7 In terms of Employment policies, in general terms the economy forms a fundamental part of the Core Strategy's stated visions and objectives, which put a clear emphasis on its improvement as a means to achieve local aspirations for healthier, stronger, safer communities and an improved quality of life. Ten key objectives are set out, with the majority showing a focus of supporting economic development. In terms of how the proposal meets and supports these objectives;

Objective 1 - To use economic engagement to achieve widespread economic, social and environmental regeneration for all sectors of all our communities, and to allow Doncaster's economy to realise its potential.

The proposal will deliver a new employment development which brings forward inward investment and the creation of new jobs, as well as associated socio-economic benefits.

Objective 2 - To be a pro-business borough where we will welcome and support investment which; stimulates employment opportunities; develops a diverse economy including innovative new sectors such as Green Industries and high tech and manufacturing industries; and helps tackle deprivation through job creation and training in all our communities to support a healthy local economy.

The acceptance of the proposal would obviously be consistent with a pro-business approach, and would support and create employment opportunities and job creation to help develop a healthy local economy.

Objective 3 - To make best use of our excellent road, rail and canal links and future transport developments, our towns, villages and neighbourhoods and international airport to stimulate business growth particularly in the education, digital, communications and logistics sectors.

The proposal would make use of existing and future transport links, with the proximity to the strategic highway network including the recently completed Great Yorkshire Way

Objective 5 - To ensure that all our residents, visitors and workers have the very best life opportunities, benefiting from easy access to high quality health, education, employment, shopping, recreation facilities, heritage, culture and tourism.

The proposal would result in improved access to employment opportunities.

9.8 Policy CS1 (Quality of Life) states that proposals will be supported where they contribute to the key objectives, and follow five key principles.

A) Provide opportunity for people to get jobs, learn new skills, and have access to good quality housing, local services, sport, leisure, religious and cultural facilities.

The development proposes the relocation into the borough of a large established employer, bringing across circa 70 jobs, as well as 5 apprentice places

B) Strengthen communities and enhance their well-being by providing a benefit to the area in which they are located, and ensuring healthy, safe places where existing amenities are protected.

The relocation of the business will provide future employment opportunities which will be accessible to the surrounding local communities. New jobs will result in increased wealth and opportunity, which will provide benefits and support for local communities.

C) Are place-specific in their design and which work with their surroundings protecting and enhancing the built and natural environment, including green spaces, buildings, heritage assets, trees, waterways and public spaces.

The proposals are place specific in terms of their proximity to the strategic highway network. Issues around the built and natural environment will be discussed later in the report.

D) Are accessible by a range of transport modes which offer choice, and are open and inclusive to all.

The application site is well connected to the strategic highway network, which is of benefit to the occupiers. Being close to the airport enables direct links to international markets.

E) Protect local amenity and are well-designed, being: attractive; fit for purpose; locally distinctive; and; capable of achieving nationally recognised environmental, anti-crime and design standards.

In terms of design and the impact upon the character of the surroundings, this will be discussed later in the report. That notwithstanding, the application includes a range of key design principles, visual impact assessments and sustainability information.

9.9 Policy CS5 is concerned with the Borough's Economic Strategy, and provides a basis to the reason why the economy is a central driver of the Core Strategy's overall approach. The introductory text identifies an output gap in Doncaster's economy, equivalent to £415m between the actual Gross Value Added (the value added created through the production of goods and services) of Doncaster's economy, and its potential output in comparison with the Yorkshire and Humber Region at the time that the plan was prepared. This is the basis of recognising the importance of encouraging and attracting investment and supporting the economy, in order to enable greater levels of economic outputs. The policy states that Doncaster's economy will be supported in accordance with a number of principles (listed in the policy and included below) which will enable improved levels of economic output and increase access to opportunities.

The principles include:

- A) Sufficient employment land will be allocated to take into account:
 - i. The identified potential for the creation of 36,000 jobs
 - ii. Doncaster's wider aspirations for economic growth,
 - iii. Historic take-up rates of employment land, and
 - iv. The need for a range of sites to provide flexibility.

B)The amount of new employment sites is set out in the Growth and Regeneration Strategy (Policy CS2). In releasing new land for strategic warehousing, priority will be given to the proposed Strategic Rail freight Interchange at Rossington.

- 9.10 Policy CS5 is highly supportive of new employment development in the borough as a means to meet the overall vision and objectives of the Core Strategy, which prioritises the local economy. It seeks to ensure that enough land is allocated to accommodate the creation of 36000 jobs.
- 9.11 Taking all of this into account, it is clear that the principle of development is acceptable in this location, being in accordance with both national and local planning policies, and representing an important economic investment in the Borough.

Impact on Residential Amenity

- 9.12 The nearest residential properties lie approximately 150m at the closest point to the west of the site on Gate House Lane. Further properties are located around half a kilometre to the east of the site on Mosham Road.
- 9.13 In terms of the impacts upon residential amenity, the main potential causes of disturbance would be around operational noise, lighting and comings and goings. The Council's Environmental Health Team have been consulted as part of the application process.
- 9.14 It is proposed that the site offices would operate between 07:30-18:00 hours and the workshop / yard between 08:00-16:30 hours. It is stated that HGVs may occasionally be required to deposit or collect pre-prepared trailers between 05:00 and 22:00 hours, although this would be very infrequently, typically two occasions per week.
- 9.15 The applicants have provided a noise survey with the application, which sets out the baseline noise levels and closest sensitive receptors, as well as the principal noise sources associated with the proposal. Those are stated to be;
- Noise associated with the paint shop external plant.
 - Noise associated with dismantling crane sections.
 - Noise associated with loading operations.
 - Noise associated with HGV movements.

The report expands upon the specific activities within these sources which would cause noise, and the frequency with which they would take place. For instance, in terms of HGV movements, this would be 2 per hour, whilst there would be 10 instances of cranes being dismantled in a week.

- 9.16 The closest sensitive receptors are mentioned above, and the Councils Environmental Health Team note that existing ambient and background noise levels in these areas are already elevated due to the presence of road traffic and the nearby airport. The report finds that, although some of the activities will produce noise that could be noticeable at the closest receptors, the levels and duration of the noise events will be such that they will have only a minimal or negligible impact. Being a former quarry the site is characterised as industrial in nature so the development is in keeping with that.

- 9.17 A condition is proposed to ensure that noise levels from the operation of the site do not exceed agreed background noise levels at the closest noise receptors. Additional conditions to ensure construction activities are controlled are also suggested.
- 9.18 The applicants have also provided a Lighting statement, which contains an outline lighting strategy. The main potential source of harm would come from lighting columns used to light the crane storage yard, which would typically stand to around 25m in height. As previously mentioned, the closest residential properties are located to the west of the site, and would be some 150m from the closest edge of the storage yard. Further mitigating this is a mature belt of trees in front of the dwellings on the eastern side Gate House Lane which effectively screen the site from view. Given this, and in the absence of an objection from Environmental Health, a condition to agree the detailed lighting design on the site is considered to be adequate.
- 9.19 In terms of HGV movements, as already discussed, this is anticipated to be up to 20 no. HGV movements per day (i.e. between 08:00 and 16:30 hours), which equates to 2 no. HGV movements per hour. This is considered to be a very low level of movement, certainly when compared to other more typical industrial / employment occupiers. Given that the site currently has an outline permission for mixed commercial / employment use, this low level of vehicle use is considered to be betterment, and certainly does not add any significant amount of additional HGV movements on to the local road network.

Conclusion on Social Impacts

- 9.20 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.
- 9.21 In conclusion the proposal would not adversely affect neighbouring residential properties by virtue of the separation between the proposed buildings and existing properties, and the level of activity proposed. The proposal would bring forward job opportunities over the next few years for the local population, which is of a great social benefit.. When combining these factors, this weighs considerably in favour of the application.

ENVIRONMENTAL SUSTAINABILITY

Design and visual impact of the proposal

- 9.22 Policy CS14 of the Core Strategy is concerned with Design and Sustainable Construction, and seeks to ensure that new developments are 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. New development should also have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment. In terms of sustainability issues, non domestic buildings should seek to achieve BREEAM rating of at least "very good".

- 9.23 Saved Policy ENV53 of the UDP is also pertinent, stating;
" The scale and appearance of new development must have regard to its wider visual impact. Development will not normally be permitted if it would have a significant adverse visual impact on:
- A) views from major transportation routes; or
 - B) views across open countryside; or
 - C) views of important landmarks."
- 9.24 As previously described, the site is brownfield land, and approximately 6.45 hectares in size. The site was formerly a sand and gravel quarry and is now largely open ground with spoil heaps and banking, particularly along the eastern side. The site is bound on all sides by mature tree planting which screens views into and out of the site. The site is currently accessed in the northwest corner, with two entrances located close together on Mosham Road. There is no boundary fence therefore the access points are secured by large lumps of concrete. In recent months the site has been cleared of some spoil mounds, although a number remain, along with partially demolished buildings and structures.
- 9.25 The frontage of the site is accessed from the B1396 Mosham Road. Railway lines are located to the south of the site, whilst to the east are open fields with a garden centre beyond. Residential properties on Gate House Lane are located to the west of the site. The site is close to the Great Yorkshire Way, connecting Doncaster Sheffield Airport to Junction 3 of the M18 and providing access to and from the site with the national road network.
- 9.26 In terms of the wider context, the site is located approximately 8.5kms south east of Doncaster town centre. It lies to the south of Mosham Road (B1396), 580m southeast from the village of Auckley and 900m to the west of Blaxton village. The Doncaster to Lincoln railway line runs immediately adjacent to the southern site boundary, with Doncaster Sheffield Airport located on the other side of the railway. The airport and wider estate have been subject to extensive redevelopment over recent years, including the construction of Great Yorkshire Way, linking the airport directly to the M18.
- 9.27 Agricultural land lies to the north of the B1396, between the M18 and the A614 Thorne Road. It primarily comprises large-scale arable fields and isolated farmsteads, with drainage ditches running north to south. The canalised River Torne runs in a south west-north east direction through this area. Extensive views over this open and low-lying landscape can be gained from the north of Mosham Road, opposite the site. Beyond the western boundary, Gate House Lane separates the site from a small strip of residential development on the eastern side of the road. Beyond this lies a former sand quarry, which has been disused for the last 60 years. To the east of the site, adjoining the railway, are a series of agricultural fields with dense conifer planting to boundaries. Airfield landing lights extend into the fields further to the east. Land immediately to the south of the B1396 is occupied by the extensive Walkers Nurseries development, comprising a garden centre and various Show Garden areas, one of which extends to the eastern boundary of the site.
- 9.28 The proposed scheme is located in the eastern half of the overall site, with the western side not subject to this application. The development is comprised of 2 distinct areas. A landscaped area to the north will include the northern section of the proposed main building on the site, which will contain the office and welfare

facilities and be accessed from this section of the site. The northern section of the site will also include the private access road which gives access to the large parking area running parallel to Mosham Road behind the landscaped buffer, and further access to the second and larger section of the site, the crane hardstanding.

- 9.29 The southern part of the site is the storage and working yard section, which contains the two required permanent cranes, storage, and the southern part of the main building, which houses the workshop areas. The hardstanding area will also include provision for HGV parking to the South of the site, along with crane loading facilities, and a gate house entrance to the north-western corner of the area.
- 9.30 It is proposed that the boundaries of the site will maintain the existing mature trees and hedgerows which provide an effective buffer. The car parking provision to the north of the scheme includes 58 standard car parking spaces and an additional 11 accessible car parking spaces, with a total of 69 spaces. 10% of these will be used for the charging of electric vehicles. The crane yard has space allocated for the parking for 20 heavy goods vehicles.
- 9.31 As described above, the site will house one large building sub-divided into 2 distinct sections, with the northern section housing office and welfare facilities, and the southern section containing the larger workshop spaces. The building will stand to an overall height of 12.7m, with a flat roof over and a modern contemporary look. The northern elevation is positioned with views to the boundary and Mosham Road, with the upper level faced being glazed over two floors, framed by a grey cladding. The glazing is proposed to wrap around onto the eastern and western side elevations, with metalwork bracing used to add interest and detail to the façade. The ground floor level is alternatively constructed with a grey brick facade, and includes the triple height entrance atrium and stairwell that provides access to the office levels and the ground floor reception area. The larger southern section of the building is made distinct with a clear change in materials and colour of the exterior cladding. The southern workshop section of the building features 4 HGV access doors on both the eastern and western elevations.
- 9.32 The Council's Built Environment team have been consulted as part of the application, and raises no objections to the proposals. It is noted that for the use proposed, and considering the previous permission, the design is an appropriate response. The importance of retaining and improving the boundaries of the site through landscaping is recognised and welcomed. The landscaping scheme itself is deemed to be acceptable by both the built environment and tree officers, however a condition is recommended to secure a detailed planting and maintenance specification, which deals with how the planting scheme will be implemented from ground preparation to aftercare.
- 9.33 The design of the building itself does not raise significant concerns, and the applicants have amended the height of the parapet to the rear section of the building to reduce some of the overall bulk and massing of the building following comments made by the Built Environment team.
- 9.34 The applicants have provided sustainability information with the application, noting the requirements of Policy CS14 for such proposals to achieve BREEAM Very Good, and to secure at least 10% of energy from renewable sources, or an equivalent carbon saving. The build materials proposed for the office / welfare building and the workshop would be as energy efficient as possible and energy would be sourced in accordance with Policy CS14 and BREEAM guidance. The

applicants have also appointed consultants to undertake a BREEAM pre-assessment with works ongoing and certificates to demonstrate compliance. The building also includes cycle storage facilities and electric vehicle charging points.

- 9.35 On the basis of the above, the scheme is considered to be acceptable in design terms, meeting the criteria of CS14. Conditions are recommended to secure details of external materials, the colour and finish of the 2 tower cranes, fencing details, landscape management, and BREEAM and renewables.
- 9.36 In terms of the visual impact of the proposal, this will obviously come from the 2 travelling cranes positioned within the site, which are mounted on tracks running in a north south direction. These are used to lift and load the various crane components stored in the yard. Crane TC1 stands to a height of 34m, whilst Crane TC2 stands to a height of 32m. When out of service, the travelling cranes will be stored in a north-south orientation at least 160m away from the Gate House Lane boundary and 75m away from the boundary with Walkers Nurseries.
- 9.37 To accompany the planning application, the applicants have undertaken a Landscape / Visual Impact Assessment. The LVIA provides an assessment of the existing landscape character of the site and surroundings, as well as identifying surrounding visual receptor points from where the development will be visible. Further information was requested, to provide wire frame models of how the finished development would appear from various viewpoints when completed.
- 9.38 The Assessment covers a study area with an approximate radius of 3km from the centre of the site. It includes the immediate properties around the site as well as the wider surrounding landscape to the north, villages of Blaxton, Auckley and Finningley, Doncaster Sheffield Airport and the surrounding public rights of way and road networks. There are no landscape designations within the site or the 3km study area. Two Parks and Gardens of Local Historic Interest (Cantley Hall and Rossington Hall Gardens) lie just outside the 3km study area. The Finningley and South Bessacarr Conservation Areas lie within the study area, as well as number of Listed Buildings within the surrounding villages.
- 9.39 Within the Councils adopted "Doncaster Landscape Character Assessment and Capacity Study", the site falls within Landscape Character Area H2; 'Blaxton to Stainforth Sandland Heaths and Farmland'. This is a large character area that extends from the south of Doncaster Sheffield Airport to just south of Thorne and from eastern Doncaster across to the authority boundary. The key characteristics are noted to be;
- Flat low-lying floodplain with Sherwood sandstone overlain by gravel and sand.
 - Medium to large scale intensive arable farmland with rectangular fields and fragmented and missing hedge boundaries and frequently lined with bracken.
 - Scattered farms with diversifying and recreational land uses.
 - Network of larger drains and smaller wet ditches.
 - Numerous sand and gravel extraction sites including restored areas.
 - Occasional mixed deciduous and coniferous woodlands.
 - Occasional heathland and small remnants of roadside heath land vegetation including both bracken and gorse.
 - Small rural settlements scattered in the east, and large former mining settlements in the west.
 - Major transport routes including motorway and railway

The assessment of Landscape Quality considers the LCA to have 'Moderate Quality'. This reflects the good condition of the arable farmland areas and the diverse character that is indistinct in areas. The assessment considers the LCA to demonstrate 'Moderate Value'. The study identifies the types of sensitive viewers that may be affected by changes to visual amenity within the character area as being residents on the edges of the larger settlements in the area, residents of the smaller rural settlements, farms and isolated dwellings, recreational viewers using public rights of way and recreational facilities, and less sensitive viewers traveling the many major roads and also aircraft coming into land at the airport.

9.40 In general, the character area includes a large amount of land falling outside of the designated Countryside, including three villages (Auckley, Blaxton, Branton), also the extensive area of urban development encompassing Doncaster Sheffield Airport and associated villages of Finningley and Hayfield Green. It is also noted that substantial areas of land are proposed for development around the airport both within the DSA Masterplan, and the proposed Doncaster Local Plan.

9.41 The Character Assessment also makes a judgement on the capacity of each character area to withstand specific forms of development, which includes housing, employment, mineral workings, windpower and more. In assessing the capacity for strategic employment, the assessment notes that whilst large-scale industrial development is not characteristic of the wider Character Area, there are several ongoing developments around the northern side of Robin Hood Airport. A Detailed Strategic Employment Survey was therefore prepared for land on the northern edge of Robin Hood Airport. This notes that land between the northern edge of the airport and the southern edge of the B1396 has an indistinct character, due to the poor condition of landscape elements, fragmented and diverse land uses (nurseries, quarries, railway, airport fuel depot and busy roads), the dominant influence of existing and new urban development and the lack of tranquillity and remoteness. As a result, the landscape capacity in this area is judged to be High.

9.42 The judgement on the Landscape Capacity for Windpower is considered relevant to this assessment, due to the tall, vertical elements common to both forms of development. The study considers the LCA to have 'Low to No Capacity for Windpower' due to the scale of the turbines in comparison to the flat landscape and small and medium sized fields, the high number of sensitive viewers on the edge of settlements and the limited scope for mitigation.

9.43 Within the immediate context of the landscape has a distinctly mixed character. The settlement areas associated with the airport and the villages of Auckley, Branton and Blaxton result in a significant urban influence across this area. The activities of the airport, with landing planes, screening and lighting infrastructure also exert a strong influence.

9.44 In assessing the impacts, within and around the site, views of the office buildings, car parking, site infrastructure and crane section storage (maximum height 15m) can generally be contained within the site boundary, and only slight adverse impacts will be experienced by adjoining properties during winter months. Landscape mitigation measures include additional planting to the site perimeter and intermediate boundary to enhance the screening effects of existing vegetation. The site is designated as an employment site under UDP saved policy EMP2 and has extant planning permission for mixed-use development up to 17m in height, therefore any slight adverse impacts experienced are not considered to be out of character or scale with the receiving environment.

- 9.45 In terms of the impact of the scheme to the surroundings within 1km of the site, it is considered that there will be perceivable changes to the local landscape character however the setting of landscape, heritage or ecological designations will not be affected. Although land within the immediate setting is included within Landscape Character Area H2, it is recognised that the character area also includes large areas of Settlement. For this reason, the southern end of the LCA is considered to demonstrate lower levels of sensitivity to development. The immediate setting of the site does encompass areas of designated countryside, although it is a landscape undergoing transitions due to the recent construction of the Great Yorkshire Way and associated housing and employment development. Further development of countryside areas proposed within the Airport Masterplan and Local Plan will further exacerbate this change. Capacity studies undertaken as part of the Landscape Character Assessment recognise that this belt of land has an indistinct but diverse landscape character with a high capacity for employment uses. In this context the creation of a new employment site on land formerly used for quarrying activities is not considered to represent an unacceptable change in land use. The change in views will primarily be experienced by receptors to the west, east and south of the site, where they adjoin large-scale agricultural landscapes. For most receptors, the Airport and surrounding settlement provides a strong influence on existing views, and the introduction of crane activity above the horizon is not considered to be out of keeping within this context. To the immediate north of the site, views from the countryside will be restricted to farmworkers and the limited number of properties at the southern edge of Auckley.
- 9.46 Looking further afield with the wider study area, the change in landscape character will be perceivable in this areas where open landscape or countryside facilitate views of the cranes. It is not considered that these changes will affect the setting of landscape, heritage or ecological designations. To the north and south of the site extensive views of the site can be gained over open countryside, the airport runway and associated development. The number of highly sensitive receptors exposed to this change is limited though, with a small number of isolated farmsteads to the north and no residential properties within the southern airport area. The public footpath network is also limited in extent, and lacks wider connectivity which would encourage greater use than is the case. The greatest number of visual receptors that will be exposed to a change in view will be road users (A614) and farm workers. The two crane structures will be visible above field boundaries and woodland blocks, but their slender appearance means they will only occupy a very small proportion of the view, and will appear lower against the horizon than other manmade structures, such as pylons on the 400kv Thorpe Marsh to Stalybridge overhead transmission line. As users focus will not generally be fixed on the skyline for significant amounts of time, the change in view is not considered to represent a significant adverse impact.
- 9.47 On this basis, whilst it is acknowledged that the scheme will result in a change to some of the views within the surrounding area, given the location of sensitive receptors, surrounding land uses and existing boundary treatments, the scheme is considered to be acceptable in terms of its visual impact.

Highways and Transport

- 9.48 As part of the application a full Transport Statement and Travel Plan have been undertaken by the applicants, which details the proposed access arrangements and

impact of the development upon the local highways network, together with the estimated vehicle trip generation and parking provision.

- 9.49 The applicants agreed the scope of the Transport Statement with the Authority prior to submitting, and cumulative impact on the highways network has been fully assessed including access via Hurst Lane, vehicle movements past the Hayfield School and the addition of the recently approved new entrance to the Yorkshire Wildlife Park off Hurst Lane. The majority of traffic travelling to the site would be accessed from Junction 3 of the M18, eastwards on the Great Yorkshire Way, northwards on Hurst Lane and eastwards on the B1396 Mosham Road with a single access road into the site.
- 9.50 As previously mentioned in the report the offices operate between 07:30-18:00 hours and the workshop / yard between 08:00-16:30 hours. The Transport Assessment concludes that the weekday AM peak hour on the local highway network is 07:45 to 08:45 and the PM peak hour is 16:45 to 17:45. It is therefore unlikely that all staff will be travelling to and from the Site in the AM and PM peak hours respectively.
- 9.51 The Transport Statement shows that the development is forecast to generate 23 2-way vehicle movements in the AM Peak Hour and 15 2-way vehicle movements in the PM Peak Hour. In addition to this, there could be an average of 4 movements of large HGVs and a further 3 standard HGV movements per day. This level is not considered severe by the Transportation Team. For context, the traffic generation associated with the extant planning permission are 188 vehicle movements in the AM Peak and 176 vehicle movements in the PM Peak. The proposed development is forecast to generate considerably less traffic movements than the extant planning permission allows.
- 9.52 The proposed access road is shown positioned slightly further to the east than the existing access road, now being more centrally located on the site frontage to allow for adequate visibility splays.
- 9.53 69 parking spaces are proposed for the development, 11 of which would be available for disabled drivers. There will also be provision made for Electric Vehicle Charging Points. The level of parking is considered to be acceptable for the size of the proposal.
- 9.54 No objections have been received from the Council's Transportation Team to the proposal. As already mentioned, the predicted trip generation (which is based obviously on the existing business practices) is considered to be low and not severe, being 23 2-way vehicle movements in the AM Peak Hour and 15 2-way vehicle movements in the PM Peak Hour. As also mentioned, this is considerably less than traffic generation associated with the extant planning permission.
- 9.55 The Council's Highways Development Management Team have also been consulted as part of the application process. Further details were requested from the applicants, namely a full swept path analysis of the site, and visibility of the access junction using the appropriately sized articulated vehicle. A Road Safety Audit of the proposed access arrangement was requested. The applicants provided the requested details, and the Highways team have confirmed that the site layout is satisfactory, with vehicles able to safely enter and leave the site, and manoeuvre within it.

9.56 On this basis, the proposal is considered to be acceptable in terms of its impact upon the local highway network, and would be able to operate in a safe and acceptable way. A transport bond is recommended to be secured via s106, to ensure that appropriate mitigation measures can be implemented should single occupancy vehicle movements fail to meet the targets outlined within the submitted Travel Plan.

Trees and Ecology

9.57 Policy CS16 of the Core Strategy is concerned with the natural environment, and states that proposals will be supported where they both enhance and protect ecological networks and the borough's landscape and trees. Policy CS17 - Providing for Green Infrastructure - seeks to achieve the protection, maintenance, enhancement and extension of Doncaster's green infrastructure network (including key 'green wedges'). Paragraph 170 of the NPPF states that "Planning policies and decisions should contribute to and enhance the natural and local environment by...minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures." As part of the application, the applicants have provided both ecological and arboricultural assessments.

9.58 The Council's Tree Officer initially provided comments on the proposals, querying whether the existing bunding along the site frontage on to Mosham Road was to be retained, and if so whether adjustments could be made to the site remediation proposals to allow for the retention of a group of 4 mature oaks. In response, the applicants provided updated information in relation to the proposed earthworks and their impacts upon the trees within the site, and showed that this group could indeed be retained.

9.59 The scheme proposes the retention of the vast majority of the trees within and bounding the site, with either no impacts or some canopy lifting. One smaller group of trees is proposed for removal which are positioned within the proposed car parking area, and it is proposed their loss will be mitigated through additional planting within the site. Given the very small loss overall of trees and adequate mitigation proposed, the Council's Tree Officer has raised no objections to the proposals. The proposed landscaping scheme shows additional woodland planting mix along the site frontage to bolster the exiting planting in this location. The landscaping scheme is considered to be acceptable in terms of both numbers and species type, however a condition is recommended to ensure that the landscaping scheme is delivered in accordance with the approved details, and for any planting that fails within 5 years to be replaced within the next planting season. Overall, the scheme is considered to be acceptable in terms of its impacts upon trees.

9.60 The applicants have also provided an initial preliminary ecological assessment with the application, and the Council's ecologist has provided comments on the information submitted. As stated previously in the report, the application site a former sand and gravel quarry which has been disused for some time. As such the site has come to be overgrown with a variety of natural habitats having begun colonisation to varying degrees, from bare concrete ground to self-set trees becoming established.

9.61 The preliminary assessment noted the following habitat types across the site; Scrub, short ephemeral, rank grassland, hardstanding and buildings, hedgerow and trees. Open mosaic habitat land has been identified on the land immediately adjoin

to the east of the application site however this will not be impacted by the proposed development. The habitats within the site are not considered to be unique, and are typical of such a brownfield site, however were shown to have the potential to host protected species such as bats and reptiles, whilst the presence of great crested newts was also considered to be a possibility due to the presence of nearby, but offsite, ponds and suitable terrestrial habitat within the site.

- 9.62 The Council's ecologist initially objected to the scheme, due to the absence of survey data to demonstrate whether any of the aforementioned species were present within the site, and lack of mitigation details if they were. On this basis, the applicants carried out the various surveys over the summer months and submitted these as additional information.
- 9.63 The survey results showed no evidence of reptiles or great crested newts on the site. Multiple bat surveys were undertaken over Autumn '19, Spring '20 and Summer '20, which showed that the site was of relatively low importance to bats, with low activity being measured on each occasion. The activity that was measured focussed along existing field boundaries. The proposals show the current landscaped boundaries being retained, and it is considered that the proposed development would be unlikely to impact significantly on local bat populations. It is recommended that in terms of mitigation, sensitive lighting should be provided, and additional landscape planting should incorporate species that maximise value to bats.
- 9.64 The Council's ecologist has assessed the updated information, and raises no objections to the findings or proposed mitigation measures. Paragraph 170 of the NPPF states that development should deliver and contribute towards a net gain in biodiversity. At present, there is no standardised approach, however the Government has reintroduced the Environment Bill, which is currently making its way through Parliament. Although the detail may be different when it comes into force, the draft provisions indicate that "biodiversity net gain" requires development to deliver at least a 10 per cent improvement in "biodiversity value".
- 9.65 In this case, the Metric assessment shows that the development would result in a net loss of 3.99 Biodiversity Units. The Council's Ecologist has suggested that given the constraints of enhancement to the unbuilt parts of the site, appropriate mitigation can be secured via bio-diversity offsetting with a contribution through the environmental bank to deliver a scheme which provides a net gain contribution towards bio-diversity in line with the requirement of the NPPF. Alternatively, should the Council adopt a tariff approach towards delivering projects itself, then a financial contribution of equal or higher value to the unit loss is to be proposed. Either approach will be secured via a section 106 agreement. Regardless of who would deliver it, this would be put towards an offsite habitat creation / restoration project aiming to deliver the required units in order to meet the policy requirement.
- 9.66 A condition is to be imposed requiring the submission of an Ecological Enhancement Plan to be submitted prior to commencement of the development in order to provide as much on site bio-diversity mitigation as possible via landscaping and other measures. As noted above, the requirements to include bio-diversity offsetting will be delivered through the Section 106 Agreement. Subject to the above, the application will comply with Policy CS16 and the requirements to protect and enhance green infrastructure.

Drainage and Flooding

- 9.67 Policy CS4 of the Core Strategy requires a proactive approach towards the management of flood risk and drainage. A Drainage & Flood Risk Assessment has been submitted with the application, and the Council's Drainage team, the Environment Agency, and Yorkshire Water have been consulted with the proposals.
- 9.68 The application site is located entirely with Flood Zone 1 of the Environment Agency's flood maps, and so is considered to be at low risk from flooding. This notwithstanding, the site's former use as a quarry and the presence of flood zones 2 and 3 to the east of the site have been taken into account within the assessment.
- 9.69 In terms of the risk of flooding from surface water, the EA maps show small localised areas of surface water flooding on the site, which are associated with low areas in the topography - basically where water can pool after heavy rainfall. There are no overland flow routes that drain through the site, and so the flood risk from surface water is considered to be low. In terms of the risk from groundwater, the site is an area where only a small part has geological and hydrogeological conditions where groundwater might emerge. Likewise, given the topography of the site and lack of public sewer infrastructure in the vicinity of the site, flood risk from sewers is considered to be low.
- 9.70 The drainage strategy confirms that the proposed site drainage will consist of a separate surface and foul water drainage system. The drainage assessment sets out the preferred methods of surface water proposal, with the use SuDS and onsite attenuation to achieve the acceptable run off or infiltration rates.
- 9.71 No objections have been received from the EA, Drainage Team or Yorkshire Water to the proposals, recommending conditions to ensure that the detailed drainage solutions are agreed prior to the commencement of any development.

Air Safety

- 9.72 Given the sites proximity of less than a kilometre from the end of the runway at Doncaster Sheffield Airport, the applicants have been in detailed discussions with the airport's safeguarding team over the impact of the 2 permanent cranes on the site upon flights coming in and out and the safe operation of the airport.
- 9.73 The applicants engaged with the airport prior to the application being submitted, and the safeguarding team have confirmed that they have no objections to the scheme subject to certain criteria. It is recommended that a Line of Sight Radar assessment takes place to assess the potential radar interference caused by the crane structures, and to agree any suitable mitigation measures. In addition, the airport have recommended a maximum height the crane structures could be constructed (which they are well within), that any changes to the proposed ground levels will require further assessment, and for a scheme of lighting to be agreed.

Pollution

- 9.74 Policy CS18 of the Core Strategy states that proposals will be supported where they contribute towards protection and enhancement of the Borough's air, water and land resources.
- 9.75 The applicants have provided a geo environmental desk study as part of the application, and the Council's Pollution Control team have been consulted. Given the previous use of the site, there have been previous site investigations and risk assessments. The assessment identifies areas of the site where higher levels of contaminants are present, recommending further sampling and appropriate works to remediate the site accordingly. The Pollution Control Officer agrees with the content of the report, and has recommended that a condition is imposed requiring an assessment is undertaken to ensure there is no risk to human health from any contaminants via inhalation, ingestion and contact.
- 9.76 The proposal complies with the principles of Policy CS18 that seek to ensure that Doncaster's air, water and land resources will be conserved, protected and enhanced. The compliance with this policy attracts neutral weight in the overall planning balance.

Conclusion on Environmental Issues

- 9.77 Para.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.
- 9.78 In conclusion of the environmental issues, it is considered that there has been no significant issues raised which cannot be adequately mitigated when weighed against the benefits of the scheme. As such, significant weight can be attached to this in favour of the development.

ECONOMIC SUSTAINABILITY

- 9.79 The proposed development proposes the relocation into the borough of a large established employer, bringing across circa 70 jobs, as well as 5 apprentice places, which results in increased business rates for the borough, as well as providing future employment opportunities which will be accessible to the surrounding local communities. New jobs will result in increased wealth and opportunity, which will provide benefits and support for local communities.

Other matters

- 9.80 The proposal has been screened under the Environmental Impact Assessment (EIA) Regulations. The development is classed as Schedule 2 Development, however was not considered to meet the criteria to invite an EIA.

8.0 Planning Obligations

- 10.1 Paragraph 54 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through

the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

10.2 In paragraph 56 it is stated that planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

These are the statutory tests as set out in the Community Infrastructure Levy Regulations 2010.

Ecology

10.2 The Metric assessment of the site shows that the development would result in a loss of 3.99 units. The NPPF requires planning applications to demonstrate a net gain in biodiversity and therefore either a scheme of equivalent or greater value is to be provided off site or a commuted sum will delivery an offsite habitat creation / restoration project aiming to deliver the required units.

Transportation

10.3 A Travel Plan Monitoring and Transport Improvement Bond has been proposed to mitigate the impacts if Travel Plan targets are being missed. The purpose of the Bond is to ensure that the targets presented in the Travel Plan can be achieved relating to the mode shift towards sustainable travel (public transport, walk, cycle, car share etc.). If the Travel Plan targets are not met, the Council would introduce measures to encourage sustainable travel using the Bond. The costs associated with the Bond is £8945.42.

9.0 PLANNING BALANCE AND CONCLUSION

11.1 The proposal will bring forward an established business on to a brownfield site, delivering new employment opportunities within the borough. The site is allocated for such employment uses within local planning policy allocations, and also benefits from an extant outline permission for more general non-specific employment uses. The proposal would represent betterment in terms of the impacts upon the local highways network than is currently approved. Subject to conditions, it is considered that the proposal is acceptable without having significant adverse impacts, and so the benefits of the scheme weigh most heavily in the balance of considerations.

11.2 The NPPF require a presumption in favour of sustainable development. This development will enhance, improve and make effective use of a long disused prominent brownfield site within the borough which has been allocated for such uses, whilst delivering jobs and increasing the local economy. It is on this basis that it is recommended that planning permission be granted subject to the relevant conditions and obligations.

Summary and Conclusion

12.0 RECOMMENDATION

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

(A) THE PROVISION OF DETAILS AND MECHANISM TO DELIVER A SCHEME OF BIO-DIVERSITY NET GAIN EQUAL OR GREATER TO THAT IN MITIGATION OF THE DEVELOPMENT.

(B) A TRANSPORT IMPROVEMENT BOND WOULD BE SET AT £8945.42

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

RECOMMENDATION

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

01. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.
02. Prior to the commencement of the relevant works, details of the proposed external materials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved materials.
REASON
To ensure that the materials are appropriate to the area in accordance with policy CS14 of the Doncaster Core Strategy.
03. Prior to the commencement of development, details of the colour and finish of the approved cranes TC1 and TC2 shall be submitted to and approved in writing by the Local Planning Authority. The cranes shall be coloured, finished and maintained in accordance with the approved details.
REASON
In the interests of visual amenity
04. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials, height, and type of boundary treatment to be erected on site, including any gates. Unless otherwise approved in writing by the local planning authority, the

details as approved shall be completed before the occupation of any buildings on site.

REASON

To ensure the satisfactory appearance of the development.

05. Unless as shall be specifically approved in writing by the Local Planning Authority, the scheme of landscaping shown on plans refs. HTC-DEP-XX-GF-L-0300 Rev. P03 and HTC-DEP-XX-GF-L-0100 Rev. P03 dated Nov. 19 shall be implemented in full accordance with the approved details during the first available planting season following the completion of the development hereby granted and the local planning authority 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. 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 core strategy policy CS16: Valuing our Natural Environment.

06. No development shall take place in implementation of this permission until a report (the initial SAP 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 approved measures have been installed, which will enable the planning condition to be fully discharged.

REASON

In the interests of sustainability and to minimize the impact of the development on the effects of climate change. This condition is required to be discharged prior to commencement as the approved detail may have an impact on the design and fabric of the building during construction or the appearance of the development.

07. Before the development commences, 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.

08. Prior to the commencement of the development, a Biodiversity Enhancement Master Plan shall be submitted and approved in writing by the LPA. The content of the Plan shall include:
- Identification of the mitigation and/or compensation areas within the development site, as set out in the LPA approved biodiversity net gain assessment dated 02/06/2020;
 - Detailed drawings of on-site retained, enhanced and created habitats;
 - Baseline specifications for biodiversity creation and enhancement works and other ecological features specific to mitigation proposals for habitats;
 - Timescales, target conditions and indicators of management progress over the statutory 30 year period.

REASON:

To ensure the delivery of on-site of biodiversity net gain in accordance with NPPF and that the ecological interests of the site maintained in accordance with Core Strategy Policy 16

09. No development shall commence until a scheme ("the scheme") to ensure that there is no net biodiversity loss as a result of the development has been submitted to and agreed in writing by the Local Planning Authority.

The net biodiversity impact of the development shall be measured in accordance with the DEFRA biodiversity offsetting metric as applied in the area in which the site is situated at the relevant time and the scheme shall include:

1. Proposals for on-site mitigation (full details of which will be provided in relation to each phase of development) and/or for off-site offsetting;
2. A method for the identification of any receptor site(s) for offsetting measures;
3. The identification of any such receptor site(s);
4. The provision of arrangements to secure the delivery of any offsetting measures (including a timetable for their delivery); and
5. A management and monitoring plan (to include for the provision and maintenance of any offsetting measures in perpetuity).

The development shall be carried out in accordance with the agreed scheme.

If the scheme is not agreed by the Local Planning Authority, not to commence the development until a fixed sum contribution based on Biodiversity Units lost and a requirement to deliver 10% of Biodiversity Net Gain has been paid to the Local Planning Authority. The Local Planning Authority shall use the biodiversity contribution to enhance and secure long term management of biodiversity within the vicinity of the site.

REASON

To comply with the requirements of the NPPF Chapter 15.
Conserving and enhancing the natural environment

10.

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.

11. Should any unexpected significant contamination be encountered during development, all associated works shall cease and the Local Planning Authority (LPA) be notified in writing immediately. A Phase 3 remediation and Phase 4 verification report shall be submitted to the LPA for approval. The associated works shall not re-commence until the reports have been approved by the LPA.

REASON

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

12. Any soil or soil forming materials brought to site for use in garden 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.

13. 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.

14. No building shall be erected within 8 metres of the piped water course which passes through/runs adjacent to the site.

REASON

To ensure adequate access at all times and to protect the culvert from damage.

15. 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.

16. 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.

17. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) 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

REASON:

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

18. Before any construction works are started on the application site, a Construction Impact Management Plan, indicating measures to be taken to mitigate the effects of the construction activity and associated vehicle movements upon the living conditions of neighbouring residents and highway safety shall be submitted to and approved by the Local Planning Authority. The mitigation measures shall include provision for the following: the limitation of noise, the means of enclosure of the construction sites, and any proposed external

security lighting installation; the control of dust emissions; the control of deposition of mud or debris on the highway, and the routing of contractors' vehicles. The mitigation measures so approved shall be carried out at all times during the construction of the development hereby approved.

REASON:

To safeguard the living conditions of neighbouring residents

19. The rating level of sound emitted from any fixed plant and/or machinery associated with the development or any industrial activities at the use hereby approved shall not exceed background sound levels between the hours of 0700-2300 (taken as a 15 minute LA90 at the boundary of nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the boundary of nearest sound 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.

Any deviations from the LA90 time interval stipulated above shall be submitted to and approved in writing by the local planning authority.

REASON:

To protect the amenities of nearby residents

20. No development shall take place until details of external lighting have been submitted to and approved in writing by the local planning authority. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the local planning authority.

REASON

To ensure that the proposed lighting scheme safeguards the character of the area and/or the living conditions of neighbouring residents, having regard to the effects of the proposed illumination.

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

HTC-NIE-SP-ZZ-DR-A-0002-S1-P04 Schematic Site Plan Reduced Site Option

HTC-NIE-OF-ZZ-DR-A-0007-S01-P0 Proposed Section

HTC-NIE-SP-ZZ-DR-A-0003-S1-P02 Site Sections Reduced Options

HTC-NIE-OF-L3-DR-A-0009-S01-P1 Proposed Roof Plan

HTC-NIE-OF-L0-DR-A-0003-S1-P3 Proposed Ground Floor

HTC-NIE-OF-L1-DR-A-0004-S01-P3 Proposed First Floor

HTC-NIE-OF-L2-DR-A-0005-S01-P3 Proposed Second Floor

HTC-NIE-OF-ZZ-DR-A-0006-S1-P3 Proposed Elevations

HTC-NIE-SP-ZZ-DR-A-0009-S1-P00 Boundary Details

HTC-DEP-XX-GF-L-0100 Landscape Plan

HTC-DEP-XX-GF-L-0300 Planting Plan

19158/GA/01 Proposed Access Arrangements

REASON

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

22.

The development hereby granted shall not be commenced nor materials or machinery brought onto the site until the trees which it has been agreed shall be retained are fenced off to the satisfaction of the Local Planning Authority. A scheme of fencing shall be submitted to the Local Planning Authority which shall comply with B.S. Specification No. 5837 'Trees in relation to Construction (1991)', with the Council's 'Code of Practice in Relation to Trees on Development Sites' and with the Council's illustrated guidelines 'Protection of Trees on Development Sites'. The satisfactory implementation of the scheme on the site shall be confirmed in writing by the Local Planning Authority before any works are begun.

REASON

To ensure that all trees are protected from damage during construction.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

Appendices

Appendix 1 Satellite view of site



Appendix 2 Proposed site layout



Appendix 4 Sectional drawing of the site

