

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 12th October 2021

Application Number:	20/03415/FULM	Application Expiry Date:	10th March 2021
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Application Type:	Planning FULL Major
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Proposal Description:	<p>A hybrid planning application comprising:</p> <p>a) An application for full planning permission for the construction of highway/drainage infrastructure and strategic landscape planting within the application site; and</p> <p>b) An application for outline planning permission with all matters reserved (except access) for up to maximum floorspace of 42,689sqm GIA, comprising of;</p> <p>13,572m2 of floorspace to be used within Class E(g) (offices);</p> <p>12,143m2 of floor-space to be used within Class C3 (residential);</p> <p>8,826m2 to be used within Class C1 (up to 3 hotels);</p> <p>3,529m2 to be used within Classes E(a) (b) & Sui Generis (r) (retail / restaurant / cafe / hot food takeaway);</p> <p>2,833m2 to be used within Classes E(a)/E(c) /E(b)/ SG (p)/SG (r)/ E(e) or E(f)/ (retail / financial and professional services / restaurant / cafe / drinking establishment / hot food takeaway and community facilities such as medical facilities or creche);</p> <p>1,700m2 to be used within Class E(a) (food-retail) ;</p> <p>919m2 to be used within Classes E(b) / SG(r) (restaurant / cafe / hot food takeaway);</p> <p>473m2 to be used within Class E(a) / Sui Generis (retail / petrol filling station); and</p> <p>314m2 to be used within Classes SG(q) (public house) together with facilities for the storage of waste, car parking, landscaping, site re-profiling, drainage and utilities infrastructure.</p>
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At:	Land Off Insall Way Auckley Doncaster
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For:	Mr G Finch - Peel L&P Investments (North) Ltd
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Third Party Reps:	23	Parish:	Auckley Parish Council
		Ward:	Finningley

Author of Report	Mark Sewell
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SUMMARY

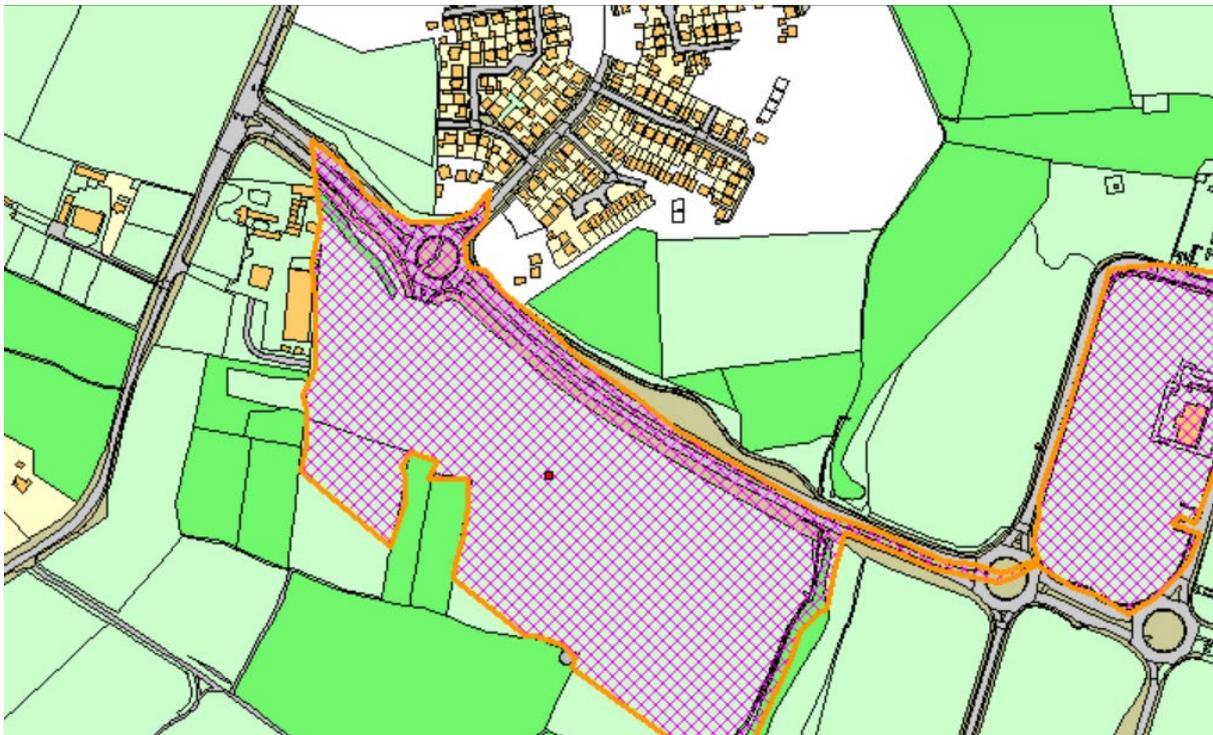
The planning application is a hybrid application, seeking full planning permission for the construction of highway/drainage infrastructure and strategic landscape planting within the application site, as well as outline planning permission with all matters reserved (except for access) for a mixed use commercial development, the range of uses which are outlined above.

The application is located within the Doncaster Sheffield Airport Policy Area as set out in Policy 6 of the Local Plan, and proposes a range of uses in full accordance with the provisions of said policy.

The application has had 23 representations, representing significant local interest, as well as being a major development, and so is being presented to the Planning Committee

This 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 is in accordance with the applicable local and national policies

RECOMMENDATION: GRANT planning permission subject s106



1.0 Reason for Report

- 1.1 This application is being presented to planning committee as the scheme represents a major development and has attracted 23 representations

2.0 Proposal

- 2.1 The submitted hybrid planning application seeks full planning permission for the construction of initial highway/drainage infrastructure and strategic landscape planting within the application site, and outline planning permission, with all matters reserved except access, for a commercially led mixed use scheme with a maximum floorspace of up to 42,689sqm GIA. This is proposed to comprise of;

13,572m² of floorspace to be used within Class E(g) (offices);
12,143m² of floor-space to be used within Class C3 (residential);
8,826m² to be used within Class C1 (up to 3 hotels);
3,529m² to be used within Classes E(a) (b) & Sui Generis (r) (retail / restaurant / cafe / hot food takeaway);
2,833m² to be used within Classes E(a)/E(c) /E(b)/ SG (p)/SG (r)/ E(e) or E(f)/ (retail / financial and professional services / restaurant / cafe / drinking establishment / hot food takeaway and community facilities such as medical facilities or creche);
1,700m² to be used within Class E(a) (food-retail) ;
919m² to be used within Classes E(b) / SG(r) (restaurant / cafe / hot food takeaway);
473m² to be used within Class E(a) / Sui Generis (retail / petrol filling station);
and
314m² to be used within Classes SG(q) (public house)
together with facilities for the storage of waste, car parking, landscaping, site re-profiling, drainage and utilities infrastructure.

3.0 Site Description

- 3.1 The application site is located some 9km to the south east of Doncaster Town Centre, and close to the settlements of Hayfield Green, Auckley, Rossington and Finningley, and occupies land to the west of and adjacent to the operational boundary of Doncaster Sheffield Airport (DSA), and is part of the wider ownership of the Peel Group, the owners of the airport. The airport is served by the recently completed Great Yorkshire Way, which directly connects DSA to Junction 3 of the M18.
- 3.2 The site measures approximately 12.5 hectares and consists of agricultural land (Grade 3b). The field boundaries are marked by a number of immature trees, hedgerows and fences, with larger mature tree specimens sited along the eastern, southern and part of the western external site boundaries.
- 3.3 The topography of the site slopes gently downwards from south to north, falling from approximately 11m AOD to around 7.3m AOD.

- 3.4 There are no internationally statutorily designated sites for nature conservation, landscape importance or heritage significance on the site, however there are three Local Wildlife Sites (LWS) adjacent to or within the immediate vicinity of the site, as detailed later in the report.
- 3.5 There are no above ground heritage assets on the site, however within the surrounding area there are a number of recorded archaeological sites.
- 3.6 The application site is within Flood Zone 1 according to the Environment Agency's flood mapping service, defined as land having less than 1 in 1000 annual probability of river flooding.
- 3.7 The main Airport Access Road runs to the northern site boundary, from where access to the site is proposed. This provides a direct route to the Great Yorkshire Way. The Great Yorkshire Way provides a direct link to Doncaster Town Centre and the M18, and the wider motorway network. There are bus stops located adjacent to the site on the Airport Access Road. Additional bus stops are located further away outside of the DSA Passenger Terminal.
- 3.8 The wider area is characterised by a mixture of land uses and development. The operational area of DSA including the terminal, runway and hangers and associated development is to the east of the site, alongside both the former RAF housing and new residential development and employment uses. Directly to the north of the site is a housing estate with permission for up to 750 dwellings, which was largely built between 2014 – 2017 and which comprises a range of 2 to 3 storey units. The village of Auckley is located beyond and accommodates some local facilities, including small scale shops and a GP surgery. There are also several standalone properties and farm buildings along Hurst Lane, to the west of the site. Agricultural land and established woodland areas are commonplace in the surroundings, with the previously identified settlements of Auckley, Rossington and Finningley further afield. To the south of the site lies Hurst Wood, beyond which lies land allocated in the Local Plan for residential purposes (sites DSA 02 and 03), the application site for the large scale Advanced Manufacturing and Logistics scheme, approved in 2020 .

4.0 Relevant Planning History

Application Reference	Proposal	Decision
13/00435/OUTM	Outline application for the erection of business park comprising public house (Class A4), office and light industrial floorspace (Class B1), light and general industrial floorspace (Class B2), storage and warehouse floorspace (Class B8) and education and training floorspace (Class D1) with	Application granted subject to S106 agreement.

	associated vehicular and pedestrian accesses on approx. 10.9ha of land (approval being sought for access)	
99/4333/P	Outline application for the redevelopment of airfield (including use of existing infrastructure and buildings) for the purposes of 1. a commercial airport together with airport related business, leisure and associated facilities 2. residential development of former barracks (all as detailed in appendix a to application)	Application subject to agreement. granted to S106
10/02652/OUTM	Erection of business park comprising up to 60,700sqm of building for use classes B1, B2 and B8	Application granted subject to S106 agreement.
17/02733/OUTM	Outline application for the development of a business park comprising up to 57,000sqm of Use Class B1 (Office), B2 (General Industry) and B8 (Storage and Distribution) floorspace	Application granted.

5.0 Site Allocation

5.1 Within the Local Plan, the site itself (referenced DSA 01) is identified under Policy 6 (Doncaster Sheffield Airport Policy Area) as land specifically allocated as a central area of retail, commercial and business uses, known as 'the Plaza'. Within this area will be a new town centre, with approximately 8,500m² of retail, food and drink and leisure floorspace; about 8,900m² of hotel floorspace; approximately 13,600m² of airport related office floorspace (or offices for businesses who wish to take advantage of being close to an airport); approximately 150 upper floor apartments as well as other community uses and ancillary development to serve the needs of existing and future residents, employment areas and users/staff of the Airport

5.2 National Planning Policy Framework (NPPF 2021)

5.3 The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions and the relevant sections are outlined below:

- 5.4 Fundamentally, the framework's guiding principles set out in Paragraph 8 recognise that there are 3 overarching objectives for the planning system, which are to be pursued in mutually supportive ways. The economic objective is to help to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. With regards to the social objective of the framework, planning should support strong, vibrant and healthy communities. This should be achieved through the provision of the correct supply and range of housing for future needs, providing well designed, and safe places with accessible services and open spaces designed to meet current and future needs. Finally, the environmental objective seeks to protect and enhance our natural, built and historic environment, through the effective and efficient use of land, improving biodiversity, minimising waste and pollution and mitigating and adapting to climate change.
- 5.5 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means that;
- c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.6 Paragraph 55-56 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. Planning conditions should be kept to a minimum and only be imposed where necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 5.7 Paragraph 57 states 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.

- 5.8 The framework also seeks to ensure a sufficient supply of homes, and states at Paragraph 68 that in order to achieve this objective, it is important that ‘a sufficient amount and variety of land can come forward where it is needed’. Additionally, at Paragraph 73, the Framework advocates the delivery of new homes through planning for larger scale development such as new settlements and extensions provided they are well designed and supported by the necessary infrastructure and facilities.
- 5.9 Paragraph 81 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. Paragraph 104(e) states that planning policies should provide for any large scale transport facilities, such as airports, that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.
- 5.10 The proposed development seeks consent for various commercial uses, and there are a number of paragraphs within the Framework addressing such proposals. Paragraph 87, advises the LPA should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan. Paragraph 88 states that when considering out of centre sites, preference should be given to those with good accessibility, and well connected to the town centre. Paragraph 90 of the Framework outlines the requirement for retail and leisure developments outside town centres, that are not in accordance with an up-to-date plan to provide an impact assessment, based on the impact of the proposals on existing, committed and planned investment in centres within the catchment area of the proposals in addition to an assessment of the impact of the proposals on the vitality and viability of town centres.
- 5.11 Paragraph 92 of the Framework, under the section of Promoting Healthy and Safe Communities, recognises that mixed use developments are a positive method for providing opportunities for people to interact that may not normally come into contact with one another, fostering social interaction.
- 5.12 In terms of sustainable transport, the framework at para 105 states that significant development should be focussed in locations that are or can be made sustainable, which limits the need to travel and offers a choice of transport modes. Furthermore, para 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.13 With regards to the natural environment, the framework at para 174 seeks to ensure that development minimise the impacts upon and provide net gains for biodiversity, including by establishing coherent ecological networks.

5.14 Local Plan

5.15 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Doncaster consists of the Doncaster Local Plan (adopted 23 September 2021). The following Local Plan policies are relevant in this case.

5.16 Policy 1 relates to Spatial Strategy and Settlement Hierarchy, focussing on delivering sustainable growth, and stating that new development (including homes, supporting services and associated jobs) will be focussed in and around existing urban areas (primarily Doncaster's 'Main Urban Area', its 7 'Main Towns' and 10 'Service Towns and Villages'). The policy states that major new employment sites are to be focused at locations attractive to the market, such as Doncaster Sheffield Airport. It is stated that mixed use development will be actively encouraged to be located in areas of good public transport accessibility.

5.17 Policy 6 is concerned specifically with DSA and Business Park, stating that growth and investment at DSA will be supported to enable its development and expansion. The policy identifies an Airport Policy Area (which effectively aligns with the DSA Masterplan area), in which specific allocations are identified to support the growth and expansion of the airport and the delivery of sustainable mixed use development. In respect of this application, Part E of the policy identifies the application site as "10 hectares of land east of Poplars Farm and south of the Airport Access Road (as shown on the Policies Map) is allocated to accommodate a central area of retail, food and drink, hotel and other commercial and community uses to serve the needs of existing and future residents, employment areas and users/staff of the airport." The Local Plan recognises that the growth and expansion of DSA is an economic priority for Doncaster and for the Sheffield City Region as a whole and policy 6 seeks to support the growth and expansion of DSA as enshrined within the draft DSA Masterplan. As such the policy expressly supports:

- New and expanded airport infrastructure including an expanded passenger terminal;
- A central area (the application site) of retail, food and drink, hotels and other commercial and community uses to serve the needs of the airport and existing and future residents;
- Employment uses (B1, B2 and B8) at three sites including the application site; and
- The initial delivery of 280 dwellings to support the initial phases of airport expansion with further housing development dependent on future employment growth secured at DSA.

- 5.18 Policy 7 is concerned with Delivering the Necessary Range of Housing, and states that the delivery of a wider range and mix of housing types, sizes and tenures will be supported and should reflect local needs and market demand, including a requirement for 23% affordable homes to be provided for schemes of 15 or more homes within the Borough's higher value areas.
- 5.19 Policy 12 is concerned with the Strategic Transport Network, and states that proposals will be supported which improve rail transport, including a new electrified mainline rail connection and new railway station at Doncaster Sheffield Airport, connecting the airport to the East Coast Mainline (ECML). Developments which generate large volumes of freight traffic or involve the transport of bulk materials should be located close to the strategic transport network, where this can be accommodated within the existing capacity of the network.
- 5.20 Policy 22 is concerned with Town Centre Uses, and states that proposals for town centre uses outside of designated centres will only be permitted where a sequential approach has been adopted to demonstrate that there are no available, suitable or viable for the proposed development. Part 2 of the policy states that outside of the existing centres, development which exceeds 500sqm should be subject to an assessment of the impact of the proposal on existing and proposed investment in centres, and the vitality and viability of existing centres.
- 5.21 Policy 30 deals with the need to value biodiversity, and to ensure that in dealing with proposals the mitigation hierarchy is applied so that firstly harm is avoided wherever possible, then appropriate mitigation is provided to lessen the impact of any unavoidable harm, and as a last resort compensation is delivered to offset any residual damage to biodiversity.
- 5.22 Policy 32 deals with woodlands, trees and hedgerows. Proposals will have to demonstrate that these features have been adequately considered during the design process, so that significant adverse impact can be avoided. Where such loss is unavoidable, there should be sufficient provision of replacement planting.
- 5.23 Policy 33 deals with landscape and states that where development proposals will most likely result in a significant impact on the Borough's landscape the proposals should assess the potential impact and propose how any negative effects will be minimised.
- 5.24 Policy 39 deals with the need to take into account archaeological assets.
- 5.25 Policy 46 deals with design of non-residential, commercial and employment developments. All must be designed to be high quality, attractive, and make a positive contribution to the area in which they are located.
- 5.26 Policy 54 identifies the need to take into account air and noise pollution.

- 5.27 Policy 56 identifies the need for satisfactory drainage including the use of SuDS.
- 5.28 Policy 58 deals with low carbon and renewable energy within new developments.
- 5.29 Other material planning considerations and guidance
- Development Requirements and Guidance Supplementary Planning Document (SPD) (2015)
 - National Planning Policy Guidance
- 5.30 The Emerging Doncaster Sheffield Airport Masterplan 2018-2037 ('the Emerging Masterplan') was prepared by Arup on behalf of DSA; it sets out the future for the airport and how its potential will be fulfilled to deliver major international and intercontinental connectivity for the region. It also explains how the airport and its wider GE estate will drive significant job creation in Doncaster and the Sheffield City Region. The Emerging Masterplan states that its overriding ambition is to deliver much more than a traditional airport, but rather an airport city based on the Aerotropolis model where a thriving residential and living area is created. It seeks to do this through the advocating of high quality housing options with a strong sense of community and supporting retail and similar facilities. The Emerging Masterplan proposes to utilise the previously identified Phase 3 Business Park site (the application site) to integrate a range of community and amenity uses to include retail, hotels, food and drink and other community facilities.
- 5.31 There is significant support for the growth and expansion of DSA in documents and strategies produced by Sheffield City Region which identify it, alongside town and city centres as one of the Region's top two other priority locations for growth and change. The current SCR Strategic Economic Plan (SEP) (for the period 2015 – 2025) recognises that the airport is a catalyst for business development, inward investment and job creation with regard to logistics, engineering and associated aviation activities. The SCR Integrated Infrastructure Plan (SCR IIP) sets out the Region's approach to infrastructure up until 2025. It sets out a number of Spatial Packages for the SCR Growth Areas (including the airport) and recognises that the provision of large industrial buildings will be key to supporting the growth of aviation and engineering businesses.
- 5.32 In addition to the above, the SCR Transport Strategy (which is in the process of being updated) sets out the transport priorities for the region and identifies supporting growth as the primary goal. It aims to ensure links are in place to enable people to connect to a range of work and training. There are 3 themes but the most important and relevant one in relation to the airport and the investment and jobs it can provide is: Improving connectivity to improve business efficiency and productivity. It recognises the role of Doncaster at the heart of the SCR logistics sector and seeks to further enhance this role.

5.33 Auckley Parish Council have published their draft Neighbourhood Plan for consultation. The consultation is running from 28th June 2021 to the 31st October 2021. The draft plan does not specifically mention the Plaza development, however does state that development of sites related to Doncaster Sheffield Airport must be delivered in line with Policy 6 of the Doncaster Local Plan, including consultation with the local community on the masterplan exercise.

6.0 Representations

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

6.2 23 representations have been received in response to the proposal. The main points raised include;

- The scale of the proposal and the associated traffic noise, additional vehicular movements
- The impact upon drainage in the area
- The need for additional hotel accommodation
- Antisocial behaviour
- The impact upon local schools
- Parking problems associated with the airport
- The impact upon wildlife and habitats
- The height of proposed buildings and impact upon rural character
- Construction and traffic noise
- Highway safety
- The location of the proposed filling station
- Increased noise and disturbance
- Existing vacant office space in the vicinity
- The loss of greenfield land
- The impact upon air quality

6.3 One of the representation expressed support for the proposals, providing local amenities and jobs for local residents. Many of the representations stated that they saw the need for these types of facilities, however were concerned about the scale and associated impacts.

7.0 Parish Council

7.1 Auckley Parish Council have raised no objections to the principle of development, however have made it clear that they do have concerns that drainage of the area is not adequate and a serious update of the drainage, soakaways and river is required before a development of this size is undertaken.

8.0 Relevant Consultations

- 8.1 **Highways Development Control** – Initially requested amendments to the scheme in respect of the design of the proposed new access road into the site. The applicants have provided updated drawings in line with the comments made.
- 8.2 **Highways Transportation Officer** – No objections to the scheme on the basis that the proposal will not have an unacceptable impact upon the local road network. A travel bond, and traffic monitoring counts to be secured via s106. Conditions in respect of detailed travel plans and electric vehicle charging points.
- 8.3 **Environment Agency** – No objections, suggested conditions in respect of contamination and protection of groundwater sources.
- 8.4 **South Yorkshire Archaeology Service (SYAS)** – No objections, suggested condition requiring written scheme of investigation, and works to be carried out in accordance with it
- 8.5 **Environmental Health** – No objections, suggested conditions concerning construction management plan and construction impact management plan and noise mitigation.
- 8.6 **Internal Drainage Officer** – No objections subject to a condition in relation to full details of foul and surface water drainage.
- 8.7 **Ecology Officer** – Conditions are recommended to ensure a Biodiversity Mitigation Monitoring and Enhancement Plan, a Construction Environmental Management Plan, Biodiversity Net Gain Requirement, and Light Sensitive Biodiversity Lighting Scheme.
- 8.8 **Trees & Hedgerows Officer** – No objections to the scheme, request conditions for landscaping, tree protection.
- 8.9 **Conservation Officer** – No objections.
- 8.10 **Public Rights of Way Officer** – Notes that the appropriate consents will be required for any affected public rights of way, separate from the planning process
- 8.11 **Area Manager** – No comments received.
- 8.12 **National Grid** – No comments received.
- 8.13 **Urban Design Officer** – No objections to the principle of the development, noting that the information contained within the DAS, parameters plans,

landscape and sustainability strategies demonstrate a commitment to a high quality development. There has clearly been some thought given to place-making, the creation of a 'high street' compact and distinctive centre with a mix of complementary uses so in general I would be happy to support the outline proposals at this stage. Further details were also requested in respect of linkages from the site to surrounding areas, which have been provided.

- 8.14 **Doncaster East Internal Drainage Board** – Not received
- 8.15 **Severn Trent** – No objections subject to a condition in relation to full details of foul and surface water drainage
- 8.16 **Yorkshire Wildlife Trust** – Object to the scheme on the basis of loss of habitat across the site, and question the proposed mitigation. Have liaised with DMBC Ecology to ensure that the proposed conditions secure the best possible biodiversity outcomes.
- 8.17 **DSA Safeguarding** – Not received
- 8.18 **Highways England** –Initially raised concerns over the impact of proposal upon Junction 3 of the M18. Following discussions with the applicants and DMBC, no objections are raised on the basis that there is a designed and funded scheme due to start in the near future for improvement works to J3.
- 8.19 **DMBC Pollution Control** – No objections, suggested conditions relating to contaminated land
- 8.20 **Natural England** – No objections

9.0 **Assessment**

- 9.1 The principal issues for consideration under this application are as follows:
 - Principle of development;
 - The impact of the development on the character of the area and the appropriateness of the design.
 - Whether there is any impact on residential amenity & quality of life
 - Highway safety and traffic issues
 - Drainage
 - Ecology
 - Trees
 - Archaeology
 - Overall planning balance
- 9.2 For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:
 - Substantial
 - Considerable
 - Significant

- Moderate
- Modest
- Limited
- Little or no

9.3 Sustainability

- 9.4 The National Planning Policy Framework (NPPF, 2021) 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
- 9.5 There are three strands to sustainability, social, environmental and economic. Paragraph 10 of the NPPF states that in order that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Social Sustainability

9.6 Impact on Residential Amenity

- 9.7 The nearest residential properties lie approximately 60m to the north of the application site on the northern side of the main airport access road. Whilst the development will be visible from those properties, given the separation distances, the intervening highway, and the lower level of the frontage buildings, it is not considered that the proposal would adversely affect neighbouring properties through excessive levels of overshadowing or dominance. Equally, there will be an impact on the view from the closest neighbouring dwellings, however in planning terms this is not a material consideration. The development will result in increased traffic along the Airport Access Road, however this is an established and well trafficked highway currently, and the additional movements would not be at a level to cause such further harm as to be unacceptable.

9.8 Principle of Development

- 9.9 The application site is located within the Airport Policy Area as defined within Policy 6 of the Local Plan. This policy states that growth and investment at Doncaster Sheffield Airport will be supported to enable its development and expansion. The policy does seek to ensure that this is done in a considered and balanced manner, to ensure that any growth is delivered in a sustainable way, with any potential negative impacts suitably mitigated. This is to be achieved through the development of a comprehensive airport wide masterplan exercise, which will be prepared in collaboration between the Council, landowners, airport operator, with wider engagement of stakeholders and the local community. This exercise will ensure that there is a holistic approach to development at the airport, rather than a piecemeal approach which could result in a poorly linked and integrated series of development.

The masterplan will consist of an overall growth plan, and a well-considered placemaking vision and strategy covering areas identified for airport operations, employment development, the new local centre, transport infrastructure, green infrastructure, ecology areas, open space and new housing areas. The preparation of this document is underway and it is anticipated that it will be subject to public consultation in late 2021.

- 9.10 More specifically, the application site (referred to as DSA01 on the Policies Map) is shown to be developed out as the central area of retail, commercial and business uses, known as 'the Plaza'. at Part F1 of Policy 6. The policy sets out in detail the expectations for this area;

"10 hectares of land (as shown on the Policies Map as Site DSA01) is allocated as a central area of retail, commercial and business uses, known as 'the Plaza'. Within this area will be a new town centre, with approximately 8,500m² of retail, food and drink and leisure floorspace; about 8,900m² of hotel floorspace; approximately 13,600m² of airport related office floorspace (or offices for businesses who wish to take advantage of being close to an airport); approximately 150 upper floor apartments as well as other community uses and ancillary development to serve the needs of existing and future residents, employment areas and users/staff of the Airport. This area will also include a carefully designed public realm, landscaping, public open spaces and pedestrianised areas to ensure a high quality and distinctive area which reflects the areas significance as an international gateway to Doncaster. Design will also ensure clear means by which this site will connect to, and can be accessed from, adjacent housing and employment sites to prevent piecemeal development or stand-alone retail development. The Plaza development should be the subject of a comprehensive planning application for the whole site, and this must be accompanied by a retail assessment to ensure the proposals do not have a significant adverse impact on the Borough's other town centres. Should any subsequent planning application propose a material increase in the scale of proposals, it should be supported by a new retail assessment. Upon substantial completion, the Plaza will assume town centre status and will ultimately be designated as a town centre in accordance with Table 2."

- 9.11 On this basis, it is clear that the Local Plan is supportive of the specific form and type of development proposed. The development is a key component of the Emerging DSA Masterplan and Policy 6's objective to support and deliver the growth and expansion of the airport. This proposal will create a mixed use town centre which will support the growth of the airport and its adjacent employment areas, together with the emerging and planned future residential development, as well as the existing communities surrounding the airport. In essence, the plaza development will be at the heart of what is planned to be a sustainable urban extension, and make sure that the airport can offer a range and quantum of associated facilities and development that is comparable with other UK regional and European airports. This will help to create the conditions required to attract further large scale inward investment to deliver significant economic and employment benefits in the local, regional and national context. As stated previously, there is significant support for the

growth and expansion of DSA in documents and economic strategies produced by Sheffield City Region which identify it, alongside town and city centres as one of the Region's top two other priority locations for growth and change. The current SCR Strategic Economic Plan (SEP) (for the period 2015 – 2025) recognises that the airport is a catalyst for business development, inward investment and job creation with regard to logistics, engineering and associated aviation activities.

- 9.12 It is clear that the overall principle of development in this location is in accordance with the Local Plan allocation. Because the scheme consists of "main town centre" uses, Part F 1 of Policy 6 does require that any planning application to develop out the Plaza must be accompanied by a retail assessment to ensure the proposals do not have a significant adverse impact on the Borough's other town centres. On this basis, the application has been accompanied by a "Commercial Uses Delivery Statement" (CUDS, which includes both a sequential test and an impact assessment.
- 9.13 At the time the CUDS was prepared, the Core Strategy and saved policies of the UDP were still the Development Plan for decision making purposes – with this site at the time being designated Countryside. However, the adoption of the Local Plan, which has removed the site from the Countryside designation and has allocated it for these uses, means that there is no need to carry out such a sequential test now. However, the document does make clear the very specific locational requirements of delivering these uses in order to support the growth of the airport, i.e. other potential locations, even if available, would not therefore deliver the specific and identified benefits of this site in the right location to provide the supportive uses for the future residential and employment growth envisaged within the DSA Masterplan. The Plaza would meet specific existing and future demand generated by established local village communities, together with recent and planned development and growth at and close to the airport, in order to deliver a 'cluster' of development which is critical to the long term success of DSA.
- 9.14 There has been significant development within the DSA Masterplan area over recent years, including 550 new dwellings and 478,000ft² of commercial space, whilst at the same time the existing settlements of Auckley and Finningley have seen additional housing growth without any real increase in retail, food and drink and other supporting uses. The local population of Hayfield Green, Auckley, Finningley, Blaxton and Branton is currently only served by a small number of local convenience stores, with no larger store provision. In order to access larger stores residents must travel to the main Doncaster Urban Area, or outside of the Borough. As such, and as recognised by its allocation within the Local Plan, there is a clear need for the Plaza to meet an existing demand for such uses in the local area in the present time, as well as to help serve the future planned development. Early delivery of the Plaza has the benefit of not only serving the existing demand, but will also have the potential to act as a catalyst for development within the wider Masterplan area.

- 9.15 The application includes an impact assessment of the proposed commercial uses upon existing centres. The assessment shows that in meeting the existing need and planned growth within the DSA Masterplan area, the development will draw most of its turnover from the other co-located uses, whereby existing residents choose to shop closer to home utilising the new facilities rather than others further afield. The assessment concludes that there is circa £47.5m of existing expenditure which is currently being spent in more distant facilities and centres, and that it is realistic to assume that the trade and turnover clawed back from these other areas would not be to such a level to have a significant impact on existing centres. Furthermore, there is no notable planned town centre investment within the immediate locality which would be undermined by the Plaza development. Although there is planned investment within Doncaster Town centre, the proposed development is designed and focussed on meeting the needs of a specific market which is different to that of the town centre, and can be seen as complementary rather than competitive.
- 9.16 The Plaza would also carry out the function of meeting the needs of airport passengers and staff. The submitted information demonstrates that there is a clear lack of “landside” facilities to meet the needs of existing passengers and workers, which puts DSA at a disadvantage to other regional airports which have a greater offer of facilities, including multiple hotel options, office space, retail and food provision. The information looks at the hotel offers of the closest competing regional airports at Leeds Bradford, East Midlands, Manchester, and Newcastle, and clearly demonstrates that proportionally based on forecast increases in passenger numbers, DSA has a clear under provision of hotel accommodation which the Plaza facilities will address.
- 9.17 The Plaza will also provide the function of meeting the requirements of businesses and operators who value a location adjacent to an airport. It is the objective of the Masterplan that DSA can compete with other airports such as Manchester in terms of providing office space. Information provided in support of the application demonstrates that if prospective tenants who are seeking office or commercial accommodation adjacent to DSA (as they value the proximity to an airport) cannot find space at DSA, they would instead seek space at other airports in the north or further afield which would meet their specific requirement for proximity to international connectivity. The provision of this space would therefore help to attract that inward investment without detracting from other sites within the borough, as potential occupiers would be would require the unique position of being adjacent to the airport. As such, much of the commercial space at the airport would be complementary to Doncaster Town Centre rather than being in competition, providing a different offer and increasing the prospects of investment within the Borough and the City Region.
- 9.18 The proposed development also includes within it the provision for up to 12,143m² of residential accommodation, which would be provided in apartment format on the upper floors of buildings within development plots E,F and G. The submitted Design and Access Statement shows how the

proposed floorspace could accommodate approximately 154 no. 1, 2 and 3 bedroom apartments, which would provide a greater choice in the locality of accommodation type and cost. Given the proposed number of units, the accompanying s106 legal agreement would require any proposals for more than 15 units to provide an affordable housing contribution of 23% of the units (or commuted sum in lieu of) in accordance with Policy 7 of the Local Plan.

- 9.19 The principle of this form of residential accommodation within the development is entirely in accordance with Policy 6 of the Local Plan. Part F1 of the policy specifically sets the list of appropriate uses within the Plaza development, stating that approximately 150 upper floor apartments will be delivered as part of any future scheme.
- 9.20 On the basis of the above, the principle of development is shown to be entirely in accordance with the provisions of the newly adopted Local Plan. The proposed mix and quantum of uses are consistent with the provisions of Policy 6, whilst it has been demonstrated that the proposed Town Centre uses can be delivered without causing harm to or undermining existing centres or future planned investment. The scheme is an integral part of the overall planned future development which will serve the needs of existing residents, workers at, passengers of, and visitors to DSA and the surrounding employment uses. It is also intended to meet the needs of future residents, workers and passengers within the DSA Masterplan area and wider locality. The provision of such facilities will help to ensure that DSA remains competitive with other airports, and will bring forward and support inward investment and job creation, contributing towards achieving the target of creating 70,000 new jobs and 407ha of employment land to help grow the economy of the Sheffield City Region as set out in Policy 2 of the Local Plan. The proposal is also consistent with the aims of the NPPF in terms of Building a Strong Competitive Economy.

Conclusion on Social Impacts.

- 9.21 Paragraph 8 of the NPPF (2021) 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.
- 9.22 In conclusion the proposal would not adversely affect neighbouring residential properties by virtue of the separation between the proposed buildings and existing properties. The proposal would bring forward job opportunities over the next few years for the local population as well as much needed amenities and facilities, which will be a great social benefit.. When combining these factors, this weighs considerably in favour of the application

ENVIRONMENTAL SUSTAINABILITY

9.23 Design and Impact upon the character of the area

9.24 As mentioned earlier, the submitted application is a hybrid application, seeking full planning permission for the construction of the initial highways / drainage infrastructure, together strategic landscaping, and outline planning permission with all matters reserved except for access for a commercially led mixed use scheme with a maximum floorspace of up to 42,689sqm GIA. Whilst the majority of the proposed development is in outline form with all matters reserved except access, the application has been submitted a suite of information including a Design and Access Statement, Illustrative Masterplan and a built parameters plan.

9.25 The newly adopted Local Plan has a series of policies relating to design issues which will form part of the consideration of the application. Policy 41 is concerned with Character and Local Distinctiveness, stating that “Imaginative design and development solutions will be encouraged, including innovative and contemporary architecture and public art, to ensure that proposals respect and enhance identity, character and local distinctiveness through adherence to the following principles:...”

Development proposals will be supported where they:

1. recognise and reinforce the character of local landscapes and building traditions;
2. are of a high quality design that contributes to local distinctiveness;
3. respond positively to their context, setting and existing site features, respecting and enhancing the character of the locality; and
4. integrate visually and functionally with the immediate and surrounding area at a settlement, neighbourhood, street and plot scale.

The policy goes on to state that in all cases, applications and design proposals will need to demonstrate an understanding of the context, history, character and appearance of the site, adjacent neighbourhood and the wider area, to inform the appropriate design approach. For major applications this understanding should be informed by the views of local communities affected by the proposal, and alongside the adopted design approach, is to be clearly explained and presented within the Design and Access Statement.

9.26 Policy 42 of the Local Plan is concerned with Good Urban Design, stating that high quality development that reflects the principles of good urban design will be supported. The policy goes on to state that in all cases the components of a development, including use mix, layout, density and appearance must be designed and assessed to ensure that the proposal is attractive and appropriate to the area, robustly designed, works functionally. The policy then sets out a series of qualities which contribute towards successful place making.

- 9.27 Policy 46 of the Local Plan sets out the Authority's expectations around the Design of Non-Residential, Commercial and Employment Developments. As above, it seeks to ensure that such proposals are designed to be high quality, attractive and make a positive contribution to the area in which they are located. Development should be sympathetic to the local character, not cause unacceptable negative effects on local amenity, promote accessibility, be architecturally appropriate and reducing bulky and bland elevations through quality materials and detailing, ensuring that parking and servicing areas are sensitively located, and to be well landscaped.
- 9.28 Policy 6, relating to the Airport development area, states that the Plaza area should also include a carefully designed public realm, landscaping, public open spaces and pedestrianised areas to ensure a high quality and distinctive area which reflects the areas significance as an international gateway to Doncaster. Design will also ensure clear means by which this site will connect to, and can be accessed from, adjacent housing and employment sites to prevent piecemeal development or stand-alone retail development.

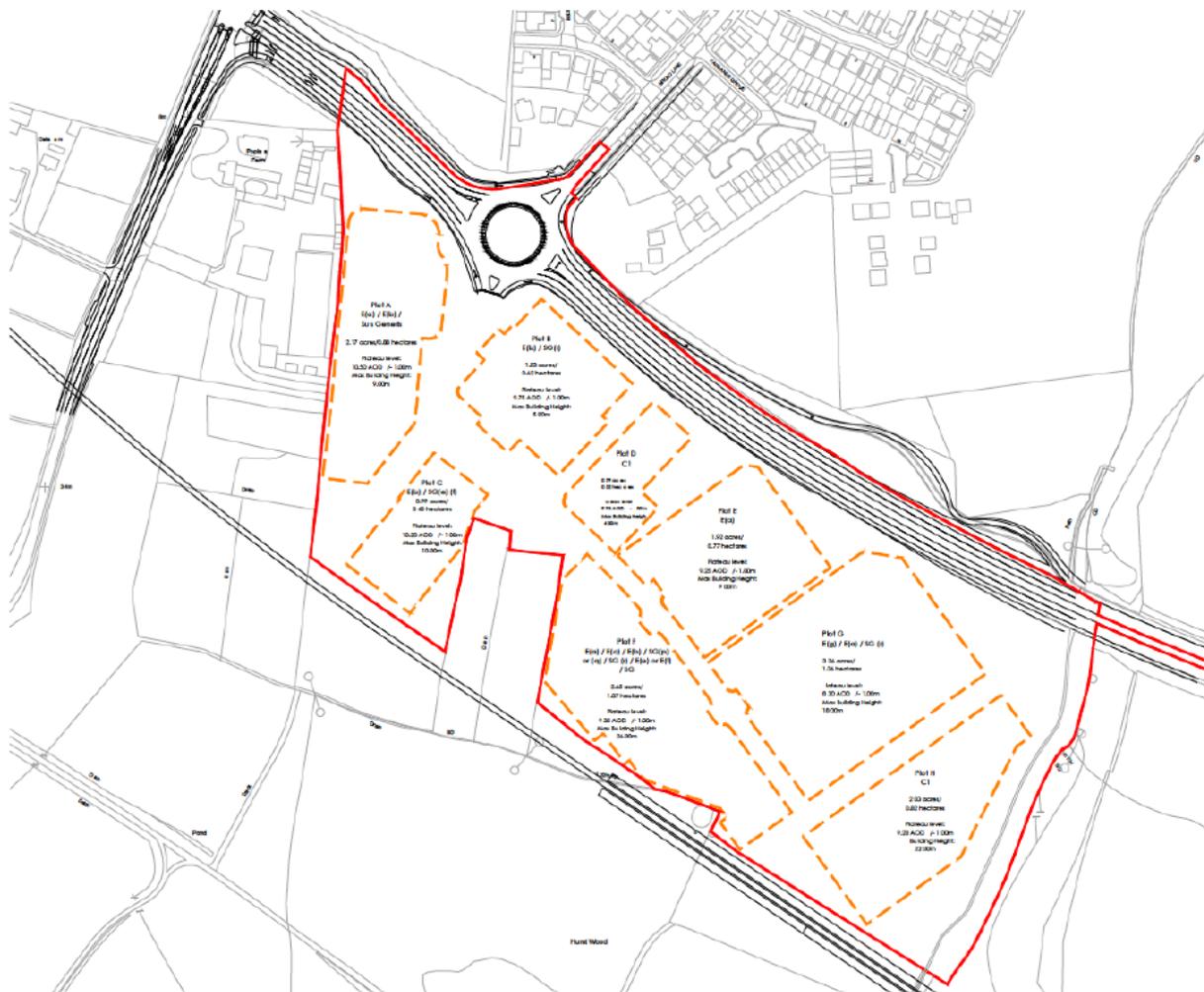


Indicative Masterplan

- 9.29 Access into the application site will be via the southern arm of the roundabout on the Airport Access Road, which runs along the northern site boundary. From there, a main access road runs to the south of the site, with the potential to link to future planned residential development adjacent to the site, with the indicative layout showing another main estate road branching off from this in an easterly direction across the site, to serve development parcels to both the

north and south. Pedestrian and cycle provision is shown indicatively along these routes.

- 9.30 The indicative layout shows 8 development parcels within the application site where future buildings may be sited. The typical maximum building heights vary across the site, with the tallest buildings shown to be located within Plots F,G and H to the rear of the development site. The maximum building height zone within the development is shown to be 26m, sited at the very back of the site within Plot F. The adjacent Plot H to the east shows a maximum height of 22m, and Plot G to the north of that at 19m. The other plots within the site show typical heights ranging between 5m and 14m, which one would typically expect of commercial buildings.

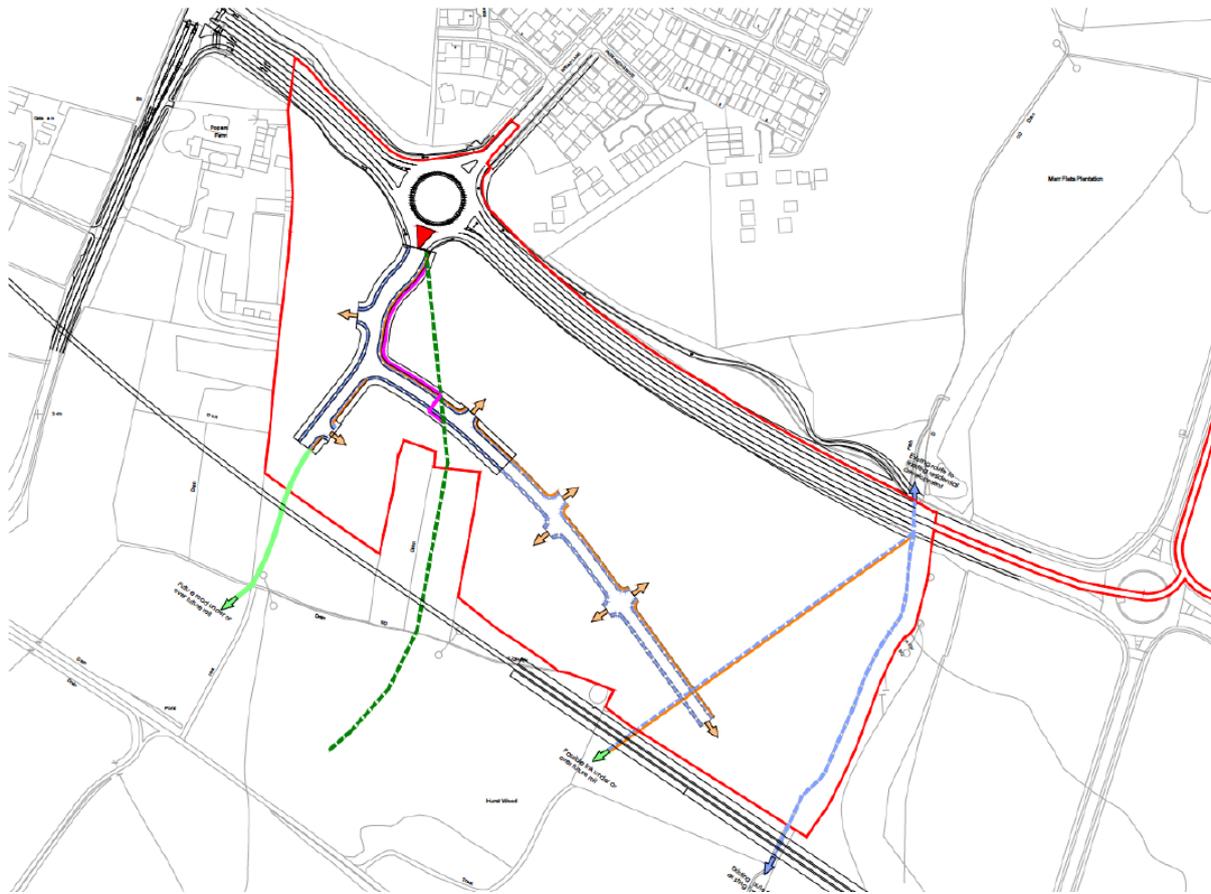


Development Cells Plan

- 9.31 The submitted information shows that within the development plots, in order to ensure that the main principle routes through the site and areas of public realm are animated and benefit from natural surveillance, the buildings will expect to present their principal elevations to these frontages. The orientation of buildings in this way will create active high street type frontages, whilst

optimising the quality of environment for occupants. In terms of the building typologies themselves, the proposed retail elements of the scheme are a mixture of single and two storey spaces, with robust boundary treatments and landscaping zones to the edge of plots, with car parking areas to be screened by the building forms wherever possible. The residential apartment blocks are shown to low / mid rise and as described earlier will include a range of unit sizes. The Design and Access statement says that the elevational treatment of these blocks is intended to be broken down with the use of a limited palette of materials, balconies, recesses and extrusions and detailing to prominent building parts. In terms of the commercial blocks shown within the masterplan, these are proposed to be high spec office buildings, with heights ranging from approximately 3 to 4 storeys.

- 9.32 The Design and Access Statement also identifies the need for key focal point buildings and where these should be located. Being the most prominent buildings they can help people to orientate themselves and draw them through the development. With regards to the masterplan, the focal point buildings are considered to be at the public realm, drawing attention and pedestrian traffic through the site towards this space. Indeed the public realm, amenity and open space is an integral part of the scheme. The central area of the plaza is intended to be the heart of the site, a desirable area which provides seating areas, attractive views and safe and accessible pedestrian and cycle links to the wider area. This central area is envisaged to be particularly pedestrian focussed, delivering a shared-use 'boulevard' type street, accommodating uses such as the cafe / restaurant and local shop facilities.
- 9.33 The Councils Built Environment officer has assessed the application, and provided comments during the processing of the scheme. It is noted that the applicant has engaged with the council in pre-application discussions prior to the submission of the application, and it is pleasing to see that they have responded to previous comments and observations made. The information contained within the DAS, parameters plans, landscape and sustainability strategies demonstrate a commitment to a high quality development. Thought has clearly been given to place-making, the creation of a 'high street' compact and distinctive centre with a mix of complementary uses, and so in general the Built Environment officer is happy to support the outline proposals at this stage.
- 9.34 In terms of connections, the applicant has amended the illustrative masterplan to show more clearly and definitively how future pedestrian / cycle linkages to the north and west of the site could be achieved, as well as showing how the routes through the site could be better accommodated. It is accepted that the final laying out and details of these linkages could be secured by way of a condition, possibly in the form of the requirement of a design code which would establish various design standards across the development site. On this basis, and subject to conditions to agree external materials, detailed landscaping, phasing and sustainability measures, the scheme is considered to be acceptable from a design point of view.



Site Circulation Plan

9.35 In terms of sustainability measures, the applicant has provided a sustainability statement with the application. It is proposed that the new buildings within the site will achieve BREEAM Very Good rating, in line with the Council's adopted policies. This includes the installation of measures to achieve key credits to reduce energy and carbon emissions, improve water efficiency and the use of sustainable materials. The applicant has confirmed that the new buildings on the site will aim to achieve a 10% reduction in carbon emissions over Part L 2013 through a range of fabric, and energy efficiency measures, as well as the consideration of low carbon renewable energy.

9.36 TRANSPORTATION AND HIGHWAYS

9.37 As part of the application, a Transport Assessment (TA) has been provided. The Council's Transportation team and Highways England have also been consulted and provided comments on the proposal. Policy 13 of the of the Local Plan is concerned with Promoting Sustainable Transport in New Developments, and seeks to ensure that new development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact. Access to developments should be able to be made by a wide range of transport modes, with walking and cycling encouraged within the development and beyond. Appropriate levels of parking provision shall be made in accordance with the overarching

objectives of the Sheffield City Region Transport Strategy (2018-2040), and site layouts should be design to control traffic speeds through a street hierarchy that promotes road safety for all. Developments should also not result in unacceptable impact on highway safety, or severe residual cumulative impacts on the road network.

- 9.38 As has already been stated, the application site will be accessed via the southern arm of the existing roundabout on the Airport Access Road. The full planning permission element of the application seeks approval for the construction of the initial highways infrastructure into the development site. From the main site access, trips can route east on the AAR through the Airport Masterplan Area, which comprises multiple land uses including employment, education, recreation and leisure destinations. To the west, the AAR connects with Hurst Lane and Great Yorkshire Way (“GYW”) at a roundabout junction. This junction was converted to a roundabout as part of the final phase of the ‘FARRRS’ works, which provided a new link road (GYW) to M18 Junction 3. Hurst Lane routes north from the roundabout towards Hayfield Green, which comprises education, employment and residential land uses with some very limited retail and food and drink uses. To the south, Hurst Lane routes to Great North Road (the A638).
- 9.39 The TA sets out the existing sustainable transport linkages from the site, given the context of the development being intended to meet demand from existing, emerging and future planned residential, commercial / employment development within the DSA Masterplan area and nearby, as well as visitors and staff of the nearby DSA Terminal. The assessment confirms that there is good potential for sustainable trips to and from the surrounding areas due to the varied mix of uses identified for the site. The catchment areas for walking and cycling from the site cover existing residential and employment areas, which combined with the proposed foot and cycleways creates a well linked sustainable mixed use centre, in the context of its co-location with existing and proposed residential and employment areas. The closest bus stops to the site are located immediately adjacent to it on the Airport Access Road, served by 2 bus routes. Further bus stops are located on Hurst Lane to the west of the site, and at that DSA Terminal.
- 9.40 In order to undertake a robust assessment of the likely trip generation caused by the proposal, and hence the impact upon the highway network, the Transport Assessment adopted a worst case scenario approach. In summary, this consists of: the maximum office space being applied for, the maximum residential floorspace being sought and the majority of the ‘Community Services’ area being made up of shop uses rather than community centre type uses (in reality this would not be expected, it is intended that this element of the development would be a more balanced blend of uses, including cafes, gyms and health centre, which would not generate such a high level of trips). It is also expected that the site would be predominantly served by trips linked with the sites primary destinations, and so would already be on the road network in any case. The worst case scenario has however been undertaken as part of the TA.

- 9.41 The applicant agreed with the Council which roads / junctions surrounding the development site required to be assessed as part of the TA, which were the site access roundabout and the Hurst Lane / Great Yorkshire Way roundabout. The assessments were carried out following 3 scenarios, those being the base level of traffic at the time of the assessment, 2029 future development including identified committed developments, and 2029 future development including identified committed developments and the proposed development (with the worst case scenario trip generation). Both of these junctions were forecast and shown to operate within capacity in the future year (2029) with both the committed developments and the proposed development added, with a maximum queue of 5 vehicles being experienced on Great Yorkshire Way. In view of this, the impact on the highway network is not considered severe and is therefore in accordance with Policy 13 of the Local Plan.
- 9.42 Highways England have also been consulted as part of the application process. Initially, a holding objection was imposed, due to the potential impact upon traffic flows on Junction 3 of the M18. In Highways England's view this junction is already operating over capacity, and so any additional traffic is seen as causing further issues, even the low number of vehicles which would be generated by this development (shown to be between an additional 60-80 vehicles per hour, about one every 45-60 secs). However the holding objection was subsequently lifted by Highways England, following confirmation from DMBC that a scheme of improvement works at Junction 3 to increase capacity has been designed, is fully funded, and is to be implemented late 2022. On this basis, it is considered that the proposal is acceptable in terms of its impact upon the strategic motorway network as well.
- 9.43 The applicant has also provided a Framework Travel Plan with the application, which proposes a series of measures to promote sustainable travel patterns and reduce the reliance on the car. These include;
- Active promotion of Public Transport Information to Staff and encouraging staff to use public transport;
 - Distribution and display of TP information;
 - Providing a personalised journey planner for each member of staff to promote access by sustainable means;
 - Initiating and publicising an in-house car sharing scheme and also contributing to the Airport's Car Sharing scheme.
 - Liaison with the Airport's TPC to establish how wider TP measures might benefit the Site.
 - Annual surveys to identify and resolve potential issues that may be preventing / dissuading people from using sustainable means of transport. This can also inform potential additional future measures.

The Framework Travel Plan sets out a target of reducing single occupancy car journeys by 10%. Monitoring surveys of staff travel patterns will be undertaken annually once the development is 25% occupied. The Councils Transport team have raised no objections to the Framework Travel Plan. A commitment to 5 years traffic monitoring to inform the targets within the Travel

Plan and trip generation shown within the TA will be secured via s106 agreement. Similarly, a Travel Plan Bond will also be required, to be utilised to implement sustainable travel mitigation measures should the Travel Plan targets not be met, also to be secured via s106.

- 9.44 Overall, the scheme is considered to be acceptable in terms of transportation issues. The applicant has provided the necessary information to the Council's Transportation team and Highways England to demonstrate that the scheme would not cause an unacceptable impact upon the local and strategic highway network.
- 9.45 The Council's Highways Team have also been consulted as part of the proposal. As explained previously, the "full" element of the planning application seeks detailed consent for the initial highways works into the site, including the tie-in to the existing roundabout on the Airport Access Road. The Highways officer responded with detailed points around the need for a two lane access and egress at the entrance roundabout, as well as providing a dedicated right turn facility into the proposed plot on the western side of the site. The applicant has provided amended plans showing these alterations. In addition, the applicant has shown the extension of the highway (and pedestrian/cycle) access further south to the application boundary, future proofing the development for linkages into the planned proposed residential development site to the south, in line with comments made. The Highways officer did raise points about the management of car parking across the development, particularly in relation to issues with airport parking, however this will be an issue which will be dealt with when detailed layouts are provided as part of future reserved matters applications.



Highways Layout

9.46 ECOLOGY AND TREES

- 9.47 Policy 32 of the Local Plan is concerned with Woodlands, Trees and Hedgerows. The policy seeks to ensure that proposals will only be supported where it is demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided. Proposals are expected to be accompanied by the appropriate level of survey information, as well as demonstrating how retained features are to be protected during development, and sufficient provision of replacement planting where there is accepted removal.
- 9.48 As part of the application, an Arboricultural Impact Assessment has been submitted, and the Council's Trees and Hedgerows Officer has been consulted with the proposals. The assessment confirms that largely, the surrounding woodland blocks are shown to be retained, with the "full" element of the proposal (for the initial highways works) only requires a minimal degree of the removal of Category C trees. Within the rest of the site, there is proposed the removal of two individual trees, two groups, two hedges and one partial group. All are classified as low quality (Category C). All trees of higher quality are to be retained through development.
- 9.49 The indicative layout does show that there will be likely to be incursion into the root protection areas of a number of trees around the site perimeter. As noted however by the Tree Officer, the proposed floor spaces are shown as "up to", and so this issue can be dealt with at detailed reserved matters stage and would be unlikely to result in further tree removal. The Assessment also sets out that during construction, protective fencing will be erected around retained specimens to prevent damage.
- 9.50 The Tree Officer notes that a very good level of arboricultural information accompanies (and largely informs) this application, and raises no objection to the scheme on arboricultural grounds. Conditions are requested in respect of additional tree protection during construction, additional survey of woodland edge specimens to inform the siting of any built structures, and for a scheme for hard and soft landscaping to be provided.
- 9.51 Policy 30 of the Local Plan is concerned with Valuing Biodiversity and Geodiversity, which seeks to protect the Borough's habitats, sites and species. The policy states that all proposals will be considered in light of the mitigation strategy in accordance with National Policy. Furthermore, any proposals which cause harm to or loss of designated Local Wildlife Sites, Local Geological Sites, Priority Habitats, Priority Species, protected species or non-designated sites or features of biodiversity interest, will only be supported where they can demonstrate that a proposal will deliver a minimum of 10% net gain for bio-diversity, protecting and enhancing appropriate buffers around wildlife features and bridge gaps to link these to the wider ecological network. Proposals will also expect to deliver long term management for wildlife sites as well as newly created or restored habitats, and can demonstrate that the need for the proposal outweighs the value of any features lost.

9.52 The applicant has provided an Ecological Appraisal with the application, together with a Biodiversity Net Gain assessment. As stated previously, the application site comprises predominantly arable land which sits on the northern edge of the Hurst Wood Local Wildlife Site. The applicant has carried out a desk study to identify nature conservation designations, and protected and notable habitats and species potentially relevant to the proposed development. A Phase 1 Habitat Survey was also carried to identify and map all habitat types and ecological features within the survey area, and an updated appraisal was also made of the potential suitability of the habitats to support protected and notable species of plants or animals.

9.53 There are no national statutory designated sites within 1km of the site. The nearest international designated sites are the Hatfield Moor SAC and Thorne and Hatfield Moors SPA, whose designations overlap, which are approximately 7 km north of the proposed development.

There are 3 Local Wildlife Sites (LWS) identified within the desk study area;

- Hurst Wood LWS lies immediately adjacent to the southern boundary of the site;
- Finningley Big Wood and Gravel Pits LWS lies immediately to the south-east of the site; and
- Hurst Plantation, Savage Brooks and Marr Flatts Wood LWS is located 170m west of the site.

9.54 In terms of protected and notable species, reptiles, bats and breeding birds have been recorded within 1km of the desk study area, whilst neither water vole or great crested newts have been recorded. The main habitats recorded on the site were arable cropland and ditch run between two arable compartments, providing connecting habitat between surrounding areas of broadleaved deciduous woodland (Hurst Wood) outside the proposed development site boundary.

9.55 In terms of area, the existing terrestrial habitat in the area comprises 11.68 ha of area-based habitat and 0.33 km of linear-based habitat. The habitats within the proposed development site are classified as of low to medium distinctiveness with low ecological connectivity; apart from the species-rich hedgerow which is associated with a ditch and is classified as a habitat of high distinctiveness. The hedgerow is assessed as in good condition and as having medium ecological connectivity. As a result of the proposal, a total of 9.99 ha of existing terrestrial habitat and 0.33 km of linear habitat (hedgerows) are expected to be lost as a result of the proposed development; including species rich native hedgerow.

9.56 The applicant has proposed a series of mitigation measures in order to limit the impact of the proposal upon the identified habitats and species. The loss of mature species rich hedgerow will be compensated through replacement hedgerow and shrub planting throughout the landscaped areas of the site. To offset habitat losses within the site substantial areas of natural planting

comprising trees, shrubs and wildflower rich grasslands will be planted within the proposed development boundary. A 10m wide undeveloped woodland buffer zone is proposed along the northern edge of Hurst Wood and the site will be planted with a mix of native shrubs and wildflower grassland to provide more natural woodland edge habitat. In addition, the installation of bird and bat boxes, log piles, and a commitment to appropriately designed lighting schemes.

- 9.57 In order to achieve the required 10% biodiversity net gain in association with the development, off-site habitat creation or enhancement is required. Such measures can be implemented upon land within the applicants control and close to the application site.
- 9.58 The Council's Ecologist has been consulted as part of the application process and, following the submission of additional information, raises no objections to the scheme. The non-statutory site at Hurst Plantation LWS will be protected by a buffer zone and as this will this will be imposed as a planning condition. The enhancement of 0.15ha of the woodland will be included in the outline application biodiversity net gain assessment. The mitigation of anthropogenic impacts from a potential increase in access can be conditioned as a Landscape and Ecological Management Plan (LEMP) at reserved matters stage and based on measures described within the submitted Ecological Appraisal. Other non-statutory habitats will be lost to varying degrees and where this does occur biodiversity net gain on and off-site habitat creations and enhancements will compensate for losses as required through local and NPPF requirements.
- 9.59 The submitted information has identified that bats are not a significant constraint to the proposals and the Council's Ecologist concurs with that assessment. Bat roosting provisions have been identified for Hurst Plantation but it is also considered that between 5 and 10% of new dwellings shall have a surface mounted or integrated bat box to provide roost opportunities throughout the development site. This can be included in the LEMP required at reserved matters application stage. Further consideration of bats and potential impacts must take into account the lighting to be used in the development. A lighting scheme for sensitive species can be conditioned at reserved matters.
- 9.60 It is acknowledged that breeding birds will be displaced by the development, however the ecologist accepts that this can be offset by existing and enhanced/created habitat within the applicants ownership and this can be supplemented by the provision of bird boxes as outlined in ecological assessment and delivered through the LEMP. Impacts on wintering birds will not be significant and as with breeding birds existing and enhanced/created habitat within the applicants' ownership can provide suitable habitat.
- 9.61 In addition, reptiles have been identified as faunal group that occupy areas of Hurst Plantation and peripheral areas of the woodland. The Ecologist recommends that measures to protect reptiles can be conditioned as a

precautionary working method statement to be submitted with reserved matters applications.

- 9.62 On the basis of the above, the Council's Ecologist has no objections on ecological grounds to the scheme. Conditions are recommended to ensure that a Landscape and Ecological Management Plan are in place, which will show how all retained and created habitats on the site are to be managed. A Construction Environmental Management Plan is also suggested, to ensure that habitats and wildlife are protected during construction activities.
- 9.63 Given the applicants landholdings where biodiversity netgain can be delivered, conditions are also recommended to agree the long term management and monitoring of onsite habitats, together with a condition to ensure that appropriate receptor site or sites are identified, and again the management and monitoring of these. Conditions will also be added to secure appropriate lighting schemes, as well as a working method statement in respect of reptiles.
- 9.64 Natural England have also been consulted, and raise no objections to the scheme in respect of potential impacts on statutory sites.
- 9.65 The Yorkshire Wildlife Trust raised some concerns with the proposals, in respect of the age of some of the surveys accompanying the application, the impacts upon wintering and breeding birds, as well as expecting further details in respect of bat sensitive lighting, and recommending that the 10m buffer along Hurst Wood be extended. The applicants have responded to the points raised by the Trust and no further comments have been received. The issues raised have also been considered by the Council's Ecologist.
- 9.66 Overall, in term of ecology and the natural environment the proposal does result in the loss of habitat but this has been appraised and agreed by the Council's Ecologist to be of low to medium distinctiveness with low ecological connectivity (excepting a species rich hedgerow), and a low number of poorer specimen Category C trees within the site. The applicants have provided a package of suggested mitigation measures by way of habitat creation and biodiversity enhancements. Proposed planning conditions would ensure that there is a robust Biodiversity Enhancement Plan for the site, as well as ensuring that there is a net gain in biodiversity as required by policy. Additional tree planting will take place, and a condition ensuring details of tree protection will be provided, and full details of landscaping to be agreed.
- 9.67 On balance, with the imposition of these conditions and proposed mitigation, the proposal is considered to be acceptable in terms of ecology and trees.

9.68 OTHER ISSUES

- 9.69 No objections have been received from other consultees to the application. In terms of heritage issues, the applicant has provided an archaeological survey having undertaken geophysical surveying. The investigations have shown magnetic anomalies with possible origins in the forms of short ditch lengths,

linear trends and pits, and could date to the Iron Age and Roman period. Based on the interpretation of the survey, the archaeological potential of the site is deemed to be low to moderate. South Yorkshire Archaeology have been consulted and raise no objections to the scheme. A two part condition is recommended, requiring a Written Scheme of Investigation to firstly be agreed, and secondly the development to be carried out in accordance with its recommendations.

- 9.70 The Council's Conservation officer notes that there are no above ground heritage assets within the site or within 250m of the site and no above ground heritage assets or their settings are affected by the allocation so there is no conservation objection to the proposals.
- 9.71 In terms of flood risk and drainage, the applicant has provided a Flood Risk Assessment and outline drainage strategy. The assessment confirms that the site is not at risk of flooding from tidal sources. The site is in Flood Zone 1 and is at very low or low risk of flooding from all sources. The outline drainage strategy submitted with the application showed that surface water will discharge from the site to the existing ditch on the eastern site boundary, and would be restricted to a required greenfield run-off rate of 2.0 litres/second and would not therefore increase the risk of flooding off site. In response to concerns expressed by local residents, the strategy has been amended to include a commitment to reduce the run off rate by a further 10% to 1.8 ;litres per second to provide betterment The amended strategy indicates the volume of surface water runoff that will need to be attenuated on site in the 1 in 30 year and 1 in 100 year plus 40% climate change allowance events. Suitable sustainable attenuation methods, appropriate to the nature of the Site, are also recommended within the strategy to achieve the desired attenuation volume on-site. A new gravity drainage network is proposed to convey surface water discharge from the proposed development to the existing ditch on the eastern boundary and a new foul water drainage network shall be installed. Flood mitigation measures are recommended for managing the residual flood risk to the proposed development. For example, suitable de-watering/ pumping measures if any groundwater is encountered during below ground construction, final finished floor levels and regular inspection and maintenance of drainage infrastructure on site. The Councils Drainage team have been consulted, and have requested conditions to ensure that full drainage details are agreed prior to the commencement of development. Similarly, Severn Trent raise no objections to the scheme, stating that connection to a foul sewer will be subject to a formal section 106 sewer connection approval.
- 9.72 The applicant has provided a Phase 1 Ground Investigation survey as part of the application. The report confirms that the application site has always been agricultural fields, and concludes that the site may have low levels of contamination deriving from herbicides, pesticides and hydrocarbons. The main risk is anticipated to be presence on-site of historical contamination leaching into the porous and permeable soils. On that basis, a more intrusive Phase 2 Site Investigation is recommended prior to any development taking

place on the site. The Council's Pollution Control Team have been consulted and recommend this to be conditioned as part of any approval.

9.73 The Environment Agency have also been consulted, and suggest conditions relating to a groundwater protection, and a remediation strategy to deal with the risks associated with contamination of the site.

9.74 The Council's Environmental Health team raise no objections, requesting conditions to secure both a Construction Method Statement and a Construction Impact Management Plan, as well as a scheme for noise mitigation for future residents of the proposed development.

9.75 Section 106 Obligations

9.76 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'. Paragraph 56 states 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'.

9.77 A legal agreement is required to secure an affordable housing contribution of 23% of built units (or commuted sum in lieu of), a traffic monitoring sum for the purpose of monitoring the outcomes of each Satisfactory Travel Plan, and a travel plan bond.

Conclusion on Environmental Issues

9.78 Paragraph 8 of the NPPF (2021) 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.

9.79 Taken in the round, the proposal's design would cause some limited impacts to the ecological and arboricultural features of the site. Such impacts are proposed to be mitigated to provide net benefits by way of improved ecological linkages and additional planting. The proposal would safeguard the historic environment in respect of archaeology and does not have any unacceptable impacts upon any above ground heritage assets. Conditions requiring management plans covering construction management, as well as landscaping details will ensure the proposal would protect surrounding residential amenity. It is considered that appropriate conditions would protect the highway and wider network, as well as ensuring very good energy efficiency, surface water drainage and finishing materials, meaning that the proposal would be sustainable environmentally. This weighs significantly in favour of the application.

ECONOMIC SUSTAINABILITY

- 9.80 The proposed development would bring forward a new gateway centre including a mix of commercial, community residential and leisure uses, forming a central hub at the heart of DSA. It is an integral part of the Emerging DSA Masterplan and its delivery has the potential to catalyse and progress future development opportunities in the wider area by delivering facilities which would complement and support planned business and residential growth as set out under Policy 6 of the Local Plan. It is anticipated that the development itself would bring forward substantial long term economic benefits through the creation of approximately 1162 full time jobs (gross) over the life of the development. The scheme would also bring forward a high level of investment and growth, in accordance with Policy 2 of the Local Plan (Level of Growth). In the short term there would also be economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however this is restricted to a short period of time and therefore carries limited weight in favour of the application.

Conclusion on Economy Issues

- 9.81 Paragraph 8 a) of the NPPF (2021) sets out that in order to be economically sustainable developments should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- 9.82 The proposal would result in some short term economic benefit in the creation of jobs during the construction phase of the proposal and longer term would result in a significant number of new jobs and investment, playing a part in creating the envisaged economic growth for Doncaster and at DSA. These factors weigh positively in favour of the application and when combined carry significant weight.

10.0 PLANNING BALANCE & CONCLUSION

- 10.1 In accordance with Paragraph 11 of the NPPF (2021) the proposal is considered in the context of the presumption in favour of sustainable development. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole. The proposed development is entirely in accordance with the Policy 6 of the Local Plan concerned with development at DSA and other relevant Local Plan policies. The report shows that there are strong material considerations in favour of supporting the proposal and there are no material considerations which indicate the application should be refused.

11.0 RECOMMENDATION

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

- **an affordable housing contribution of 23% of built units (or commuted sum in lieu of)**
- **a traffic monitoring sum for the purpose of monitoring the outcomes of each Satisfactory Travel Plan, and**
- **a travel plan bond.**

CONDITIONS

01. With the exception of that part of the development hereby granted full planning permission, no phase of development hereby permitted within the areas covered by the outline planning permission shall be commenced until details of layout, scale, appearance, access (internal) and landscaping for that phase (herein called "the reserved matters") have been submitted to and approved in writing by the Local Planning Authority.

REASON

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

02. All applications for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission.

REASON

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

03. The part of the development hereby granted full permission shall be begun before the expiry of five years from the date of this planning permission. The balance of the development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters.

REASON

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

04. 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:

Full Planning permission element (initial highway access, infrastructure, landscaping and drainage):

Proposed Access Road Alignment (Ref: M18112-A-010 Rev C)
Proposed Access Road Alignment with Cross Sections (Ref: M18112-A-011)
Planting Proposals (Ref: 60596702-L-P-01)

Outline Planning permission element:

Location plan/application boundary (Ref: 13041_PL001 B)
Development Cells and Land Use (Ref: 13041_PL002 C)
Access and Movement (Ref: 13041_PL003 D)
Drainage Infrastructure (Ref: 13041_PL004 B)
Green Infrastructure & Ecology (Ref: 13041_PL005 B)
Building priority frontages (Ref: 13041_PL006 B)
Illustrative Masterplan (Ref: 13041_PL007 C)
Design and Access Statement
Proposed foul water drainage arrangement (Ref: 60596702/SK/FW001)
Proposed surface water drainage arrangement (Ref: 60596702/SK/SW001)
Topographical survey (Ref: A0 18L002/001 & 002)

REASON

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

05. No development shall take place until a phasing plan has been submitted to and approved in writing by the Local Planning Authority, identifying the proposed phasing of the development. The development shall be carried out in accordance with the approved phasing plan or any subsequent submitted and approved amendments to this plan, unless otherwise agreed by the local planning authority.

REASON

To ensure a satisfactory development in a phased manner and integrates successfully with existing and future developments.

06. No phase of development hereby granted shall not begin until a Drainage Impact Study, a surface water drainage scheme for the site (based on

sustainable drainage principles SuDS) details of the foul, surface water and land drainage systems and all related works necessary to drain that phase of the development have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development of that phase and the drainage system shall be constructed in accordance with the approved details and operating to the satisfaction of the Local Planning Authority prior to the occupation of that phase of 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.

07. Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

REASON

To ensure that no foul or surface water discharge take place until proper provision has been made for their disposal.

08. No building/infrastructure shall be erected within 3 metres of the watercourse (ditch) or culvert, which passes through/runs adjacent to the site.

REASON

To ensure adequate access at all times and to protect the watercourse (ditch)/culvert from damage

09. 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 for each phase of development shall be approved by the Local Planning Authority prior to the commencement of each phase of development and they shall be fully operational before the site is brought into use.

REASON

To avoid pollution of the public sewer and land drainage system

10. No phase of development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation within that phase and this has been approved in writing by the Local Planning Authority. The WSI shall include:
- o The programme and method of site investigation and recording.
 - o The requirement to seek preservation in situ of identified features of importance.
 - o The programme for post-investigation assessment.
 - o The provision to be made for analysis and reporting.
 - o The provision to be made for publication and dissemination of the results.
 - o The provision to be made for deposition of the archive created.
 - o Nomination of a competent person/persons or organisation to undertake the works.
 - o The timetable for completion of all site investigation and post-investigation works.

Part B (pre-occupation/use)

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

REASON

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

11. No phase of development hereby permitted may commence until such time as a scheme to install the underground tanks, if required, for that phase has been submitted to, and approved in writing by, the local planning authority. The scheme shall include the full structural details of the installation, including details of: excavation, the tanks, tank surround, associated pipework and monitoring system. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes subsequently agreed, in writing, by the local planning authority.

REASON

To ensure that the underground storage tanks do not harm the water environment in line with paragraph 170 of the National Planning Policy Framework and the Environment Agency's Position Statements D1, D2 and D3 of the 'The Environment Agency's approach to groundwater protection'.

12. No phase of development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of that phase of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
- 1) A preliminary risk assessment which has identified:
 - all previous uses potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 - 3) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution, nor in terms of human health and the wider environment pursuant to the National Planning Policy Framework.

13. Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation for that phase shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

14. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling 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 Local Planning Authority (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.

15. Prior to the occupation of any phase of the development hereby approved, details of electric vehicle charging provision within that phase shall be submitted to and approved in writing by the local planning authority. The first dwelling or building within that phase 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 policy 13 of the Local Plan

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

17. Before any construction works are started on any phase of the site, a Construction Impact Management Plan for that phase, 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 that phase of development hereby approved.

REASON:

To safeguard the living conditions of neighbouring residents

18. Unless otherwise agreed in writing by the Local Planning Authority, prior to construction works commencing within any relevant phase of the development, a scheme for protecting residents in the proposed dwellings from noise from road traffic shall be submitted to and approved in writing by the local planning authority. All works which form part of the approved scheme shall be completed before occupation of the permitted dwellings, unless otherwise agreed in writing by the Local Planning Authority. The protection measures in the agreed scheme shall be maintained throughout the lifetime of the development

REASON:

To safeguard the amenity of the proposed dwellings from the noise levels which exist on the site.

19. Prior to the installation of any plant/mechanical extraction equipment within each phase of development, a scheme to control noise from that equipment shall be submitted to and approved in writing by the local planning authority. The rating level of sound emitted from any fixed plant and/or machinery associated with any phase of the development shall not exceed background sound level of L90,41dB between the hours of 0700-2300 and shall not exceed the background sound level of L90,37dB between 2300-0700. 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 agreed in writing with the local planning authority.

REASON:

To ensure that the development does not prejudice the local amenity.

20. No development shall take place within any phase of the development until a detailed hard and soft landscape scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The hard landscape scheme shall include details of all external hard surfacing materials including footpath treatments and carriageway finishes. The soft landscape scheme shall include a soft landscape plan; a schedule providing plant and tree numbers and details of the species, which shall comply with section 8 Landscape, Trees and Hedgerows of the Council's Development Guidance and Requirements Supplementary Planning Document, nursery stock specification in accordance with British Standard 3936: 1992 Nursery Stock Part One and planting distances of trees and shrubs; a specification of planting and staking/guying; a timescale of implementation; and details of aftercare for a minimum of 5 years following practical completion of the landscape works. The trees shall be container grown or root balled and of minimum Extra Heavy Standard (14-16cm) size in accordance with table 1 of British Standard 3936-1: 1992 Nursery Stock. The pots of containerised trees must be proportionate to the size of the tree in accordance with table D4 of British Standard 8545: 2014 Trees: From nursery to independence in the landscape - Recommendations (BS8545) and the rootball of rootballed trees in accordance with table D5 of British Standard 8545. The trees shall be handled in accordance with 'Handling and Establishing Landscape Plants' by the Committee of Plant Supply & Establishment (1995) published by the Joint Council for Landscape Industries and/or section 9 Handling and Storage and Annexe E of BS8545. Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified in writing within 7 working days to approve practical completion of any planting within public areas or adoptable highway within the site. Soft landscaping for any individual housing plot must be implemented in full accordance with the approved scheme, prior to occupation of the dwelling, which will be monitored by the Local Planning Authority. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

In the interests of environmental quality and Policy 48 of the Local Plan

21. Prior to the commencement of each phase of the development hereby granted, a scheme for the protection of the root protection area of all retained trees that complies with clause 6.2 of British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. Tree protection for that phase shall be implemented on site in accordance with the approved details and the local planning authority notified of implementation to

approve the setting out of the tree protection scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development. Thereafter, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

REASON:

To ensure that all trees are protected from damage during construction in accordance with Policy 32 of the Local Plan.

22. Prior to the commencement of each phase of development, an ecological management plan for that phase shall be submitted to the local planning authority for approval in writing. This plan shall include details of measures as set out in Sections 5.1, 5.3.1 and 5.3.2 of the Ecological Appraisal where appropriate (AECOM, March 2019) and how all the retained and created habitats on the site will be managed. The habitats shall thereafter be managed in accordance with the ecological management plan as approved.

REASON

To ensure the ecological interests of the site are maintained in accordance with Policy 30 of the Doncaster Local Plan

23. Prior to the commencement of each phase of development, a Construction Environmental Management Plan for that phase shall be submitted to the local planning authority for approval in writing. This plan shall include:
- o A risk assessment of the potentially damaging construction activities in relation to wildlife and habitats.
 - o A method statement for the protection of terrestrial fauna that may be encountered on site.
 - o Measures to protect the adjacent Local Wildlife Site, Hurst Plantation
 - o The use of protective fencing, exclusion barriers and wildlife safety measures.
 - o Detailed measures as set out in Table 5.1 of Ecological Appraisal, AECOM March 2019 where appropriate.

REASON:

To ensure the ecological interests of the site are maintained in accordance with Policy 30 of the Doncaster Local Plan

24. Prior to the commencement of each phase of development, a precautionary working method statement for the protection of reptiles should be submitted

and approved in writing by the LPA. The PWMS shall include all measures as set out in section 5.3.4 of Ecological Appraisal, AECOM March 2019.

REASON

To ensure the ecological interests of the site are maintained and protected species are taken fully into account in accordance with Policy 30 of the Local Plan and wildlife legislation.

25. Prior to the commencement of each phase of development, a lighting design strategy for light-sensitive biodiversity in that phase shall be submitted to and approved in writing by the Local Planning Authority:

The strategy shall show how, external lighting in that phase will be installed (through the provision of external lighting contour plans and technical specifications) so that it can be clearly demonstrated that it will not disturb or adversely affect the use of the semi-natural and adjoining areas of the site by bats and other species of wildlife. The strategy shall be informed by the Institute of Lighting Professionals/Bat Conservation Trust, Guidance Note 08/18: Bats and Artificial Lighting in the UK and by the details set out at section 5.3.2 of Ecological Appraisal, AECOM March 2019

All external lighting in that phase shall be installed in accordance with the specification and locations set out in the strategy, and unless otherwise agreed will be maintained as such for the lifetime of the development.

REASON

To ensure the ecological interests of the site are maintained in accordance with Policy 30 of the Local Plan

26. Prior to the commencement of development a 30 year adaptive Management and Monitoring Plan based on the Outline Biodiversity Net Gain Assessment (AECOM, November 2020) for proposed onsite habitats shall be submitted to the Local Planning Authority for approval in writing. The Management and Monitoring plan shall detail the following:

- o A 30 year adaptive management plan for the site detailing the management measures to be carried out in order to achieve the target conditions proposed for each habitat parcel in the BIA
- o Objectives relating to the timescales in which it is expected progress towards meeting target habitat conditions will be achieved, taking in account the phasing of the development.
- o A commitment to adaptive management that allows a review of the management plan to be undertaken and changes implemented if agreed in writing by the LPA and if monitoring shows that progress towards target conditions is not progressing as set out in the agreed objectives.
- o That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 2, 3, 5, 10, 15, 20, 25 and 30) immediately following habitat creation. GIS files showing the current habitat condition of each habitat parcel will accompany each monitoring report.

o The detailed scope of proposed monitoring reports including (but not exclusively), presence of any target species, date stamped photos accompanied by detailed site notes on the extent of growth and condition of habitats, notes on factors that could be hindering the progress towards proposed target condition, detailed recommendations on changes to the management actions for parcels where progress is not as planned. Once approved in writing the management measures and monitoring plans shall be carried out as agreed.

REASON

To ensure the habitat creation on site and subsequent management measures are sufficient to deliver a net gain in biodiversity as required by the NPPF paragraph 174

27. No development shall take place until a Biodiversity Net Gain Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall result in an Approved Scheme ("the Approved Scheme"). The Approved Scheme shall be approved with the purpose of ensuring that the completed Development shall not result in a biodiversity loss in accordance with the National Planning Policy Framework. The Approved Scheme shall include an on-site scheme that demonstrates a biodiversity net gain will be achieved upon substantial completion of the development. If this cannot be achieved, the Approved Scheme should confirm the identity of an appropriate receptor site or sites and a management plan for the provision and maintenance of such offsetting measures for not less than 30 years from the date of implementation of the scheme and where necessary include the provision of contractual terms to secure the delivery of the offsetting measures.

REASON

To comply with the requirements of the NPPF.

28. Prior to the commencement of any relevant phase of development, a BREEAM pre-assessment, or equivalent assessment, shall be submitted to the Local Planning Authority 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 by the Local Planning Authority. 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.

29. Prior to the commencement of the relevant works within any phase of development, 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 42 of the Local Plan.

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