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Application Number:	16/02136/OUTA
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Application Type:	Outline Planning Major (EIA Development)
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Proposal Description:	Outline application for the demolition of the existing building on site and proposed employment development consisting of light industrial (Use Class B1c), general industrial (Use Class B2) and storage and distribution (Use Class B8) units and associated service roads, parking areas, landscaping and pedestrian and cycle ways on approx. 74ha of land (Approval being sought for access)
At:	Land On The North East Side Of Selby Road, Thorne, Doncaster DN8 4JE

For:	Mr Don Parkinson & Mr Kim Parkinson & Wilton (Thorne) Limited
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Third Party Reps:	189	Parish:	Thorne
		Ward:	Thorne and Moorends

Author of Report	Mark Sewell
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SUMMARY

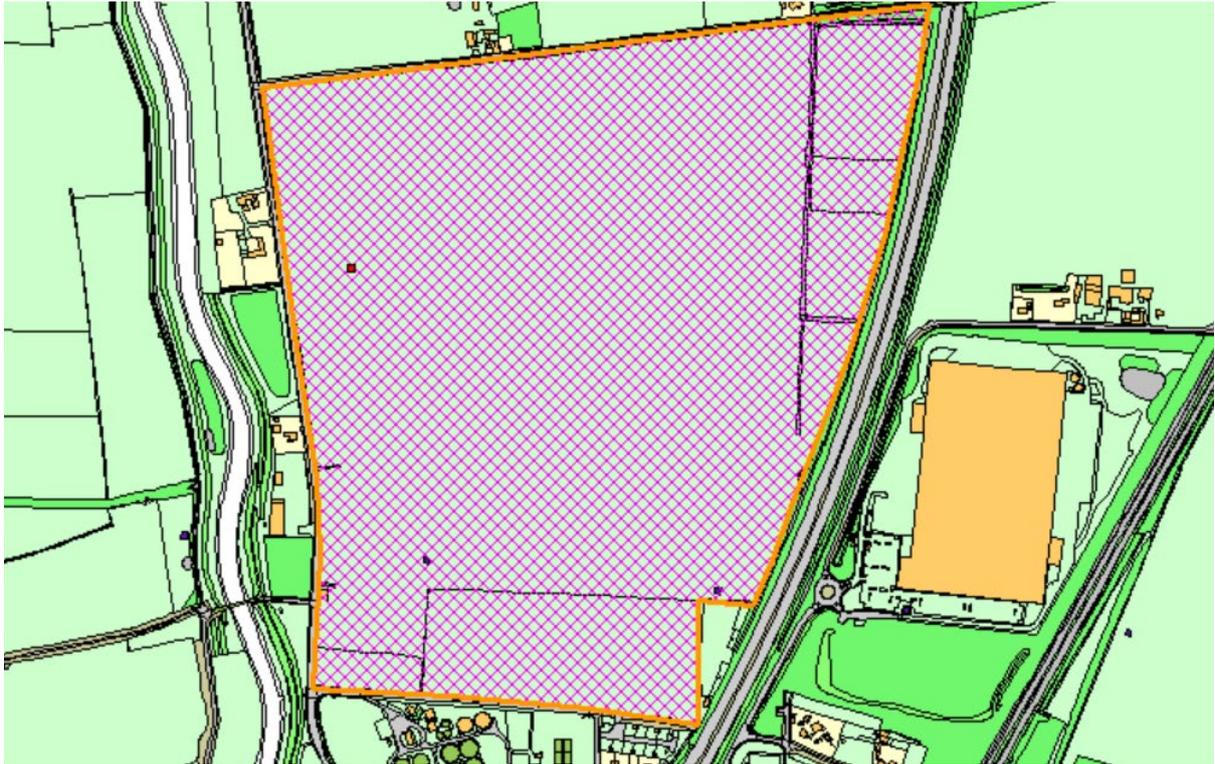
The application seeks outline planning permission for for up to 330,000 m2 (GIA) of B1(c) (business), B2 (general industry) and B8 (storage and distribution) uses, alongside ancillary office use.

The application site is located to the west of the Principle Town of Thorne, on a greenfield site allocated for employment uses under Policy 3 of the Local Plan.

The application has attracted substantial 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 significant local interest.

2.0 Proposal

- 2.1 The submitted planning application seeks outline planning permission with all matters reserved excepting access, for employment development consisting of light industrial (Use Class B1c), general industrial (Use Class B2) and storage and distribution (Use Class B8) units and associated service roads, parking areas, landscaping and pedestrian and cycle ways on approx. 74ha of land, including the demolition of an existing building on the site.
- 2.2 When submitted, the proposal fell within Schedule 2 'Urban Development Projects' of the Town and Country Planning (Environmental Impact Assessment('EIA')) Regulations 2011 ('2011 Regulations'). The proposal was considered to have the potential to give rise to significant environmental impacts, constituting EIA development. As such, the application was accompanied by an Environment Statement. Since the original submission, the site owner has appointed a development partner (the joint applicant) to progress the application. Given the length of time since the original submission, a comprehensive update of the application was undertaken to reflect the latest proposals, and to take account of consultation responses received and unresolved issues. This in turn resulted in the need to update the original Environmental Statement, which has led to the production of the original Supplementary ES in April 2020, and further Supplementary ES in October of this year. Both Supplementary ESs' include new and updated survey information to address matters where required, the scope of which has been agreed with consultees.
- 2.3 The updated information comprises further information and evidence as defined by the 2011 Regulations. As such the Supplementary ESs' will continue to be considered under the 2011 Regulations (in accordance with the 'transitional arrangements' set out within the Town and Country Planning and Infrastructure Planning (EIA) (Amendment) Regulations 2017 (as amended) (the 2017 EIA Regulations). Notwithstanding this, consideration is given to the implications of the changes introduced by the 2017 EIA Regulations where relevant throughout the Supplementary ESs. This is an approach has been agreed with the Council and which ensures consistency with the 2017 EIA Regulations notwithstanding the continued application of the 2011 Regulations by virtue of the transitional arrangements.
- 2.4 The EIA submitted considers the likely effects of the proposal that may arise during both the construction and operation of the development, with consideration given to nearby potential receptors, as well as the relationship of the development to other emerging schemes in the area. The following matters are addressed within the EIA;
- Transport;
 - Ecology;
 - Socio-Economics;
 - Landscape and Visual Impact;
 - Flood Risk and Drainage;

- Air Quality;
- Noise;
- Heritage (above ground);
- Ground Conditions;
- Heritage (below ground)
- Cumulative Impact Assessment

- 2.5 As the application is in outline form with all matters reserved excepting access, the precise final form of development is not known at this stage. As such, the Supplementary ESs' and supporting surveys and information are supported by a parameters plan which sets out details of the maximum development parameters, which include landscape zones, ground levels and maximum building heights. Should permission be granted, subsequent reserved matters application will have to be submitted in accordance with the parameters plan with regards to the internal access arrangements, the appearance of the scheme, landscaping, layout and scale.
- 2.6 In terms of the parameters, the application seeks consent for up to 330,000 m² (GIA) of B1(c) (business), B2 (general industry) and B8 (storage and distribution) uses, alongside ancillary office use. In terms of site levels, following agreement with the Environment Agency, the minimum finished floor level on the site will be 4.4m AOD, which takes account of the latest critical flood level data. For any buildings where commercial and operational requirements dictate, floor levels will be set at a level of 5.23m AOD to provide mitigation in the event of a major breach of the defences on the River Don. Offices within the proposed industrial and warehouse units will be set at a minimum FFL of 5.23m AOD. The site is currently generally flat, with ground levels ranging typically from 3 to 4m AOD. Earthworks will be required to form the development plateaus, with site won materials to be re-used on site where possible.
- 2.7 In terms of building heights, and incorporating the above mentioned minimum floor levels, the maximum development height on the site is proposed to be 40.23m AOD. Jointly, the FFL's and maximum development heights will control the building heights at the site. There will be reduced building development zones within the north, west and south of the site, taking account of the FFL the maximum height in these zones will be 26.23m. This approach ensures that the tallest buildings will be restricted to the centre of the site, furthest from any potential receptors.
- 2.8 In terms of building design, this will be subject to and agreed as part of any future reserved matters applications. The developers anticipate that designs will be of a contemporary and modern approach with a colour palette sympathetic to the surroundings. Buildings on the site will have to adhere to the Council's requirements in respect of achieving BREEAM Very Good standard and obtaining 10% of energy from renewable sources (or equivalent savings) as outlined in Policy 46 of the Local Plan.
- 2.9 In terms of drainage, the proposal's surface water drainage strategy is to discharge into existing watercourses that bisect the site at a restricted rate

equivalent to greenfield runoff rate, an approach which has been agreed by the Internal Drainage Board and DMBC Drainage. Onsite attenuation will also be required and is proposed to be designed into the landscaping proposals. Foul drainage is proposed to discharge to the existing water treatment works to the south of the site.

- 2.10 The submission includes indicative site wide landscaping proposals. A landscaping buffer will be incorporated into the eastern part of the site, and buffer will also be incorporated into the sites periphery, two landscaping corridors are shown running east to west along the existing retained drainage ditches, and new areas of open space will be provided. Individual plots will come forward with their own landscaping proposals as well, as part of future reserved matters applications.
- 2.11 Means of access are being formally agreed as part of the application, and full details have been provided of the proposed point of access to be taken from the A614 Selby Road on the western side of the site. A secondary emergency access on to North Common Road to the north is also proposed, details of which will be agreed as part of subsequent detailed approvals, as will the internal access roads, parking and servicing areas for the individual development plots. The existing Public Right of Way that runs through part of the site will be required to be stopped up temporarily during construction, whilst additional pedestrian routes are proposed to connect the east of the site to the west. Offsite access improvements are also proposed, including a new footway around the northern side of the Junction 6 roundabout, a new uncontrolled pedestrian crossing across the southern exit and northbound entry slip roads and Paddock Lane; and a pedestrian access point in the south west corner of the site. This will also include a new uncontrolled pedestrian crossing on Selby Road.
- 2.12 The applicants state that the development is likely to be brought forward in phases based on the market demand for the employment uses proposed. The first phase of the development will include the delivery of site preparation works and access arrangements for the site. It is assumed that the site preparation and infrastructure works will take between 12 and 18 months following the grant of outline planning permission and the discharge of relevant pre-commencement planning conditions. This will include delivery of the proposed access roundabout on the A614 Selby Road, an initial section of the access road into the site, the construction compound, and waste, fuel and material storage areas. It is assumed that this phase will begin in late 2020/early 2021.
- 2.13 It is assumed that subsequent phases will deliver the respective units over a period of 10 years (to 2030/ 2031), depending upon market demand. Each phase and development plot will include its own associated infrastructure, including car parking facilities and turning areas brought forward during the appropriate development phase. It is anticipated that the internal access road will be constructed on a phased basis alongside delivery of individual phases.

3.0 Site Description

- 3.1 The application site comprises of 76.63ha of agricultural land in arable use, and is located off Selby Road to the north west of the settlement of Thorne, to the west of the M18 motorway and to the north of Junction 6 of the M18. A small derelict building is located to the south west corner of the site, and two drainage ditches bisect the site from west to east.
- 3.2 Internally, the site is relatively open with limited field boundary vegetation, and trees mostly confined to the edges of the site. Roadside hedgerows and planting are in situ along parts of the northern, western and southern boundaries. The existing vehicular access to the site is from North Common Road to the northern boundary. North Common Road connects with Selby Road to the west, which in turn connects with the M18 to the south at Junction 6. There is an internal access route, known as Thorne and Dikemarsh Road which runs north to south through the eastern part of the site, terminating within it, along with a Public Right of Way which runs along this internal access road.
- 3.3 In terms of the immediate site boundaries, to the north of the site lies North Common Lane with further agricultural land beyond. The M18 motorway lies to the east of the site, beyond which is a warehouse development and then residential areas of the settlement of Thorne. A BMW Distribution Centre is located to the southeast of the site beyond the M18. A vehicle storage area is located between the site and the M18 in the south east corner of the site. Immediately to the south of the site is Lands End Road, beyond which is a water treatment plant and a travellers camp. Finally, as previously mentioned, the A614 Selby Road is located to the west of the site. A small scale commercial operation and a residential property are located on the western side of the road, beyond which is further open countryside.

4.0 Relevant Planning History

Application Reference	Proposal	Decision
15/02252/OUTM	Outline application for proposed employment development consisting of warehousing, distribution and light manufacturing units and associated service roads, parking areas, landscaping and pedestrian and cycle ways on approx. 74ha of land (Approval being sought for access)	Withdrawn

5.0 Site Allocation

5.1 Within the Local Plan, the site itself (referenced EMP04) is identified under Policy 3 (Employment Allocations) as land specifically allocated for employment uses. The policy states that only research and development, light industrial, general industry and storage and distribution uses will be permitted on these sites unless the proposal is ancillary to the employment use.

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:

- Section 2: Achieving Sustainable Development
- Section 3: Plan-making
- Section 4: Decision-making
- Section 6: Building a strong, competitive economy
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment

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 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.
- 5.9 Paragraph 104 states that transport issues should be considered from the earliest stages of plan making and development proposals, to ensure that the impacts of development upon networks can be addressed, to ensure that opportunities from existing or proposed transport infrastructure are realised, to promote opportunities for walking, cycling and public transport, and to ensure that the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account. 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.
- 5.10 Paragraph 126 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- 5.11 Paragraph 162 states that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.
- 5.12 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.
- 5.13 Local Plan
- 5.14 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.
- 5.15 Policy 1 relates to 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 with good access to the Strategic Transport Network.
- 5.16 Policy 3 is concerned with Employment Allocations. The application site is one of these allocated sites, referenced as EMP04 (East of Selby Road, Thorne) within the Policies Map. The policy states that only research and development, light industrial, general industry and storage and distribution uses will be permitted on these sites unless the proposal is ancillary to the employment use. Such sites will be developed out in accordance with specified development requirements and other relevant Local Plan policies. It is also expected that where any development is proposing 20 or more direct jobs, the Council will seek to enter into a Local Labour Agreement.
- 5.17 Policy 13 is concerned with Promoting Sustainable Transport in New Developments. The policy seeks to ensure that new development makes appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impacts. Access to the development should be made by a wide choice of transport modes, and walking and cycling are encouraged within the development and beyond. Development must not result in unacceptable impact on highway safety, or severe residual cumulative impacts on the road network, and new developments will need to provide, as appropriate, Transport Statements, Transport Assessments and Travel Plans to ensure the delivery of travel choice and sustainable opportunities for travel in line with the latest government guidance and best practice.

- 5.18 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.
- 5.19 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.
- 5.20 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.
- 5.21 Policy 39 deals with the need to take into account archaeological assets.
- 5.22 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.
- 5.23 Policy 54 identifies the need to take into account air and noise pollution.
- 5.24 Policy 56 identifies the need for satisfactory drainage including the use of SuDS.
- 5.25 Policy 58 deals with low carbon and renewable energy within new developments.
- 5.26 Thorne & Moorends Neighbourhood Plan (NP)
- 5.27 A neighbourhood plan for Thorne and Moorends is currently in preparation. Pre-submission consultation and publicity has taken place and is currently at what is known as Regulation 14 stage. Consequently it is considered that the weight to be afforded to the Thorne and Moorends NP is moderate.
- 5.28 The application site is not allocated within the Neighbourhood Plan (although note that it is an allocation in the adopted Local Plan), however the following policies are applicable:

Policy E2 : Development of non-neighbourhood plan allocated employment sites. This policy states that the allocation of sites along the M18 in the Doncaster Local Plan will be supported given the economic and logistical significance of this strategic transport route. Provision is expected to be made within development, through the layout of proposals, to promote physical connectivity with Thorne and Moorends.

- 5.29 Policy DDH3 sets out the need for good design.
- 5.30 Policy PT1 states that developments that are likely to increase the patronage for public transport service will be expected to contribute to facilitating access to those services.

5.31 Other material planning considerations and guidance

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

6.0 Representations

6.1 This application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 by way of direct neighbour notification, site notices erected adjacent to the site and via a press advertisement.

6.2 189 representations have been received in response to the proposal, from 25 different parties. The main points raised include;

- The scale of the proposal and the associated traffic noise, additional vehicular movements
- The impact upon drainage and flood risk in the area
- The impact upon wildlife and habitats
- The height of proposed buildings and impact upon rural character
- Construction and traffic noise
- Highway safety
- Increased noise and disturbance
- The loss of greenfield land
- The impact upon air quality
- The principle of accepting updated application information so long after the initial application submission
- The quality of information within the submitted ES
- Prematurity of the application

7.0 Parish Council

7.1 Thorne Town Council originally raised concerns over the application when received in 2016, mainly relating to access and also stating that they would like to be satisfied that matters relating flood risk and drainage were adequately dealt with as part of the process

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. No objections are raised, and conditions recommended in terms of construction management and traffic
- 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 flood risk.
- 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, recommend conditions around sustainability measures and design guidance

- 8.14 **Black Drain Internal Drainage Board** – No objections
- 8.15 **Yorkshire Water** – 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 **Network Rail** – No objections, however raised queries over the potential for increased use of level crossings, and the routing of abnormal loads. The applicant has provided a note in response to the points raised, and no further comments have been received.
- 8.18 **Highways England** –Initially raised concerns over the impact of proposal upon Junction 5 and 6 of the M18. Following discussions with the applicants and DMBC, no objections are raised subject to a condition limiting the amount of development that can take place before a further assessment, and potential mitigation, of the junctions takes place
- 8.19 **DMBC Pollution Control** – No objections, suggested conditions relating to contaminated land and air quality
- 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;
 - 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 to the west of the site on the other side of the A614 Selby Road, to the north on North Common Road, as well as a travellers site located to the south of the application site. The development will be in relatively close proximity to these properties, and so will affect their views. The submitted parameters plan show that the tallest buildings within the site will be located furthest from these properties, with a low building zone shown to the south, west and north of the application site. Buildings in this zone will stand to a maximum height of just over 26m AOD. 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 A614, 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. The impacts of traffic are discussed later in the report. Other issues relating to noise, disturbance and air quality are also discussed in detail within the report and assessed there.

9.8 Principle of Development

- 9.9 As already stated, the application site forms an employment allocation within the recently adopted Local Plan. The site is referenced as site EMP04 - Land to the east of Selby Rd, Thorne - where up to 73.63ha of employment uses including light industrial / research and development (B1b/c), general

industrial (B2) and storage and distribution (B8) are considered appropriate under Policy 3: Employment Allocations (Strategic Policy).

- 9.10 The scheme seeks to deliver up to 349,650m² of B1(c) (light industrial), B2 (general industrial) and B8 (storage and distribution) uses, alongside ancillary office use, over an area of approximately 73.63ha on this allocated site. The quantum and type of development are entirely consistent with the policy allocation, and will make a significant contribution to the aim of delivering at least 481ha of employment land over the plan period up until 2035, as set out in Policy 2: Level of Growth (Strategic Policy).
- 9.11 The aim of Policy 2 of the Local Plan is to set out the levels and distribution of growth for employment, housing and town centre uses (such as retail, leisure, office, culture and tourism) across the borough over the plan period. Meanwhile Policy 1 – Settlement Hierarchy, states that decisions on the location and scale of development should be informed by Doncaster's Settlement Hierarchy, and read in conjunction with Policy 2. Thorne and Moorends is classed a Main Town within the Hierarchy. The policy states that major new employment sites will be focused in locations accessible from the 'Main Urban Area' and 'Main Towns' at locations attractive to the market with good access to the Strategic Transport Network. These settlements (Main Towns) will be the focus for substantial housing growth, supported by appropriate levels of employment and retail growth and wider service provision.
- 9.12 On this basis, in locational terms, the development complies with both Policies 1 and 2. These policies direct growth in the logistics, light industry and manufacturing sectors to locations along the M18 corridor that can accommodate large buildings with good access to the M18/M180 motorways and strategic road network. These policies also seek to distribute growth to the Main Towns, including Thorne and Moorends, to ensure that regeneration benefits are spread across the Borough. In particular, employment sites are required in locations where there is strong accessibility and connectivity between where people live and the employment opportunities to be provided.
- 9.13 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 location and quantum of uses are consistent with the provisions of Policies 1,2 and 3, which seek to promote a strong economy and delivering employment land in the right locations. The proposal is also consistent with the aims of the NPPF in terms of Building a Strong Competitive Economy. On this basis, the principle of development is shown to be acceptable and consistent with both local and national planning policies.

Conclusion on Social Impacts

- 9.14 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.

- 9.15 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

9.16 Design and Impact upon the character of the area

- 9.17 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.

- 9.18 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.

- 9.19 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.
- 9.20 As mentioned earlier, the submitted application seeks outline permission with all matters reserved except for access, for up to 330,000 m² (GIA) of B1(c) (business), B2 (general industry) and B8 (storage and distribution) uses, alongside ancillary office use. Alongside the parameters plan described earlier in the report, which sets out minimum floor levels, maximum building heights and landscaped areas, the application has also been accompanied by a Design and Access Statement and an illustrative layout plan. The parameters plan provides the Authority and prospective occupiers with certainty about the development and allows for a robust assessment of potential impacts, whilst providing flexibility as to how the site is ultimately developed.
- 9.21 The illustrative masterplan has been developed following an assessment of the opportunities and constraints presented by the site, as well as being informed by the technical assessment work provided as part of the application. Input has also been gained from commercial agents and known market requirements, which provides the element of deliverability and likely design / layout solutions.
- 9.22 The illustrative masterplan demonstrates how the proposed mix of uses could be accommodated on the site alongside the known constraints and required mitigation measures, which include landscaping, drainage, on site infrastructure and retention of ditched together with ecological buffers. The plan also shows how pedestrian linkages through the site and into the wider surroundings will be incorporated.
- 9.23 As mentioned previously in the report, it is envisaged that buildings on the site will adopt a contemporary architectural approach whilst respecting the character of the surroundings. Sustainability measures including BREEAM Very Good and energy from low carbon sources will also be incorporated.



Illustrative Masterplan

- 9.24 The Council's Built Environment officer has assessed the application, and provided comments during the processing of the scheme. No objections are raised, with the officer stating that they are satisfied with the level of detail provided within the proposed illustrative masterplan and the parameters plan at this stage. It is considered important that these aspects are retained in future reserved matters applications, and so a condition is suggested to ensure that the development is carried out in accordance with the principles and parameters submitted. Conditions are also suggested in terms of BREEAM and low carbon energy.
- 9.25 In terms of the impact of the proposal upon the character of the surroundings, the applicants have also provided as part of the Environmental Statement a chapter on Landscape and Visual Impact, supported by a Landscape and Visual Impact Assessment (LVIA). The assessment was updated during the course of the application to address consultee responses and any proposed amendments. In order to provide a more detailed representation of the impacts, the applicants also provided wire frame photomontages following

comments from the Council. The details provided within the LVIA are representative of the updated Parameters Plan, showing the maximum development ridgelines at 40.23m AOD for the main development zone and 26.23m AOD for the areas indicated on the updated Parameters Plan as reduced building zones.

- 9.26 Together with the above mentioned policies around character and local distinctiveness and design, Policy 33 of the Local Plan is concerned with Landscape. The policy includes a requirement for development proposals to consider the potential impacts on the Borough's landscape, including any cumulative impacts.
- 9.27 In a wider context, the application site has been recently allocated for employment uses within the Local Plan, and as such the principle of visual impacts deriving from large scale employment uses has been accepted and deemed appropriate in this location in order to meet an agreed need for employment provision.
- 9.28 The assessment considers the predicted effects of the development upon the surrounding landscape, as well as the visual impact of the proposal when seen from the zone of visibility, and agreed viewpoints, around the application site. It is noted that the application site is not subject to any formal landscape quality designation. Whilst the site does have some landscape value, it contains no rare or important landscape features, and is located in close proximity to a motorway and large commercial units. On this basis, the LVIA concludes that the application site forms part of a landscape of medium / low value.
- 9.29 The LVIA identifies that the number of receptors that are of a higher sensitivity to change in close proximity to the site are limited to the users of the public rights of way, and the nearby residential properties. In terms of the wider landscape, the topography, existing vegetation and surrounding developments limit visibility of the site. These longer range views also often include existing development and infrastructure, such as the raised M18 motorway and the employment units on the eastern side of it.
- 9.30 Once the development has been completed, the LVIA concludes that the scheme would result in a high magnitude of landscape change within the site and its immediate surroundings. This is not unexpected though for a large scale employment development on a greenfield site. The proposed landscape corridors and green infrastructure within the site will provide some localised mitigation over time which will reduce to a degree the landscape effects of the proposal.
- 9.31 The LVIA concludes that the effects of the proposal within the wider landscape will be restricted due to the relatively flat surrounding land and the intervening vegetation and built development. The receptors of high sensitivity as mentioned above – those nearby residential properties and users of public rights of way – are localised. So these effects are considered to be significant,

however they are restricted to the close surroundings and limited in terms of the number of receptors.

- 9.32 Overall, the scheme is considered to be acceptable in terms of its landscape and visual impacts. Whilst there would be a loss of currently open countryside, there are no unusual or highly valued landscaped features. The impacts of the proposal within the wider landscape are considered to be limited, whilst it is accepted that the views of the limited number of more localised and sensitive receptors will be permanently altered by the application, the overall balance of assessment is that the scheme would not cause such a level of harm as to warrant a refusal. The site has been allocated for such uses, and so there is an acceptance of large scale employment development in this location, which is consistent with other sites along the M18 corridor.

9.33 TRANSPORTATION AND HIGHWAYS

- 9.34 As part of the application, the submitted Environmental Statement includes an assessment of the potential effects of the proposal during both the construction and operational phases, and is based upon a detailed Transport Assessment, the scope of which was agreed with Highways England and the Local Authority. The Council's Transportation team and Highways England have also been consulted and provided comments on the proposal. Policy 13 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.

- 9.35 The proposed main point of access to the site will be from the A614 Selby Road, to the western side of the site. It is proposed that a roundabout will be provided to accommodate the access to the development, and this will be sited approximately 200m to 300m north of the existing Ferry Road junction. The access can be delivered within land controlled by the applicant. It is also proposed that an additional vehicular access point for use in emergency situations will be provided on the northern boundary of the development, with access on to North Common Road. It is envisaged that this will be in the form of a 3.7m wide footway / cycleway with a removable bollard, and is shown on the submitted parameter plans. The details of this however, as with the design of the future internal road layout, will be determined as part of future reserved matters applications. The applicants have also carried out a Stage 1 Road Safety Audit in discussions with the Council, which confirms that the access proposals are satisfactory, subject to matters that can be addressed as part of the detailed design works. It is also proposed that the PROW Thorne 3 will be

re-routed though the proposed landscaped buffer along the eastern edge of the site. Pedestrian link footpaths will be created and will run west to east along the proposed landscaping corridors. Any diversions or works to Public Rights of Way will be subject to separate procedures and legislation.

- 9.36 In terms of external connections, the applicants have investigated the feasibility of providing a shared pedestrian / cycle route along the eastern side of Selby Road, in order to connect to existing infrastructure to the east of Junction 6, and provide a segregated footway and cycle route between Thorne and the development site. There is however insufficient width within the adopted highway along Selby Road to deliver this route, and such works would require land under the control of third parties, and so are not currently deliverable by the applicant. This notwithstanding, in order to encourage trips to the development site from Thorne by foot, new pedestrian footways and crossings will be provided around the northern side of the Junction 6 roundabout, including new uncontrolled pedestrian crossings across the southbound exit and northbound entry slip roads and Paddock Lane. A pedestrian access point will also be provided in the south west corner of the site, providing a direct pedestrian route to the development from Thorne. A further option for cyclists and pedestrians to access the site would be from Mount Pleasant Road continuing to the site via North Common Road to the north. Whilst this route is less direct, it does provide an adequate alternative to access the development from Thorne.
- 9.37 The application site is not currently served by direct bus services, however opportunities do exist to provide public transport connections to the site directly, either by the extension of existing bus service routes or the by way of the provision of bespoke operator specific shuttle services timed to coincide with likely shift patterns.
- 9.38 The submitted Environmental Statement identifies that the main effects during the construction and operation of the development will be traffic movements associated with the transport of construction material, and the addition of traffic on the highway network associated with the operational phase of the development. The ES concludes that the effects of construction traffic on the operation of the transport network will be of temporary, short term, minor adverse significance. In terms of the operational phase, the ES concludes that the completed development would result in a permanent, localised impact of minor adverse significance on the highway network.
- 9,39 The submitted Transport Assessment sets out the anticipated trip generation associated with the proposed development, and the applicants have agreed the scope of assessment with both Highways England and DMBC over the junctions on the local and strategic road network to be assessed.
- 9.40 The application seeks consent for a total of 330,000m² of B2 and B8 employment uses. 70% of this floorspace is to be for B8 use, and the trip generation associated with this element is estimated based on trip rates surveyed at the Redhouse Interchange Industrial Park, on the west side of Doncaster, adjacent to Junction 38 of the A1(M). The remaining 30% of

floorspace will be for B2 industrial use, and trip generation for this element has been estimated based on multi-modal trip rates derived from the TRICS database. This approach has been agreed with Highways England and DMBC.

- 9.41 The TA sets out the anticipated trip generation for B2 and B8 uses separately, and then goes on to look at existing traffic flows at agreed local junctions, and then the resulting traffic flows with the proposed development (including any other agreed committed developments). In terms of the B2 use, the TA shows a maximum person trip generation of 871 in the morning peak hour, and 732 in the afternoon peak hour. HGV traffic has been estimated separately, showing 39 movements in the morning peak, and 17 in the afternoon. With regards the B8 uses, a maximum vehicular trip generation of 441 in the morning peak is shown, with 380 in the afternoon. In terms of HGV's, this is shown to be 95 trips in the morning peak, and 77 in the afternoon. The Council's Transportation team have confirmed that they have found the trip rates within the Transport Assessment to be robust. A query was raised over the volume of HGV trips associated with the B8 use in the morning peak, however the Transportation team have confirmed that they are satisfied with the balance overall, and that the change in development traffic will not be significant.
- 9.42 The TA then sets out the distribution of trips and the potential impacts of the development on nearby junctions, as agreed with DMBC. These include the proposed new access on to Selby Road, the Selby Road / Lands End junction, the Selby Road/ Ferry Road junction, and the Selby Road / North Common Road junction. These assessments include predicted trips up to the year 2035, as well as committed developments. The Council's Transportation team have assessed the information provided, and are satisfied that the junctions assessed will operate either within capacity, or that there will be a negligible impact upon them.
- 9.43 The applicants have also assessed the potential impacts of the proposal upon the Strategic Road Network (SRN), and Highways England have been consulted upon the application. Junction 6 of the M18 is located to the south of the application site, linked via Selby Road, and this is where the bulk of vehicular movements will access the site from. Further assessment of Junction 5 to the west has also been provided. Following discussion with Highways England over the potential impacts of traffic upon Junctions 5 and 6 of the M18, the applicants have provided an SRN Mitigation Strategy document. This sets out the number of trips generated by the development that can be accommodated on these junctions prior to further assessment needing to be carried out, which may result in further mitigation. The strategy shows that at Junction 5, development delivering up to 485 vehicle trips in the morning peak and 408 in the afternoon can be delivered, whilst at Junction 6 this would be 568 trips in the morning peak and 494 in the afternoon peak. Beyond this, and as agreed with Highways England, further assessment will be carried out, which will include a model using software agreed with all parties, traffic survey of the respective junction to specification agreed, and an automatic monitoring system at the proposed vehicular access point to the

development (to be controlled by planning condition). From there, a Transport Assessment would be submitted to identify any impacts of the development upon the respective junction, and thus confirm whether it is necessary to implement a mitigation scheme at the junction. Should it be confirmed that mitigation is necessary, there are schemes agreed with Highways England for each junction to be implemented.

- 9.44 The SRN Mitigation Strategy was developed following discussion with Highways England, and following consultation, HE have confirmed that they have no objections to the application. Conditions are recommended on the above basis, restricting the amount of development that can take place before further assessments on Junctions 5 and 6 are carried out.
- 9.45 The applicant has also provided a Framework Travel Plan with the application, which sets out the existing sustainable transport linkages and opportunities, whilst also setting out 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 bus stop and service information;
 - Investigating the feasibility of providing bus services to the site
 - Promoting a local car share scheme for employees, together with the preparation and maintenance of a car sharing data base.
 - Adequate cycle parking, display of information showing cycle routes serving the site, cycle training for staff and potential discounts on the purchasing of cycling equipment (eg Cycle to Work scheme).
 - The provision of internal and external pedestrian routes
 - 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.
- 9.46 The Framework Travel Plan sets out a target of reducing single occupancy car journeys by 10% over 5 years. Monitoring surveys of staff travel patterns will be undertaken annually by the Occupier Travel Plan Coordinators, who will be responsible for the individual Occupier Travel Plans once buildings are operational on the site. The Council's 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. Furthermore, and following discussions with the Council's Transportation team and the South Yorkshire Passenger Transport Executive, the applicants will also provide moneys to enable a bus service to serve the site from Thorne North Station during the minimum periods of 7-9 AM and 4-6PM.

- 9.47 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. On this basis, the scheme is considered to be acceptable in terms of its impacts upon both the local and strategic road network and is therefore in accordance with Policy 13 of the Local Plan.
- 9.48 The Council's Highways Team have also been consulted as part of the proposal. Comments were originally made on the application when initially submitted, raising concerns over the provision of 2 access points on to North Common Road, the geometry and design of the main roundabout access on Selby Road, visibility splays and cycle connectivity. The applicants have updated all of the transport information and highways design during the life of the application to address the concerns raised. As such, the Highways team have confirmed that the information provided now addresses the concerns previously raised or they will be addressed in subsequent reserved matters applications that will be considered when these are submitted.
- 9.49 The Highways team have confirmed that the recommendations of the Road Safety Audit have been accepted or mitigation provided. The main concern is that cyclists will be required to use the Selby Road carriageway as the land is not within the applicants control to establish a segregated cycle route. As previously outlined however, there is an alternative cycle route to the site using a lightly trafficked route to the north of the site, and therefore there is an acceptable route for cycling to the site which should be promoted as part of the travel plan for the site. As also previously mentioned, this alternative route has been identified within the Framework Travel Plan, together with measures to promote all cycling routes to the site.
- 9.50 Beyond this, it is noted that the roundabout to provide access to the site will require technical approval as part of the S278 process, and a condition is also to be added to ensure that full technical detailed drawing of the site access are agreed prior to any development taking place.
- 9.51 Policy 15 of the Local Plan seeks to ensure that development on sites that are likely to generate significant HGV movements, such as strategic employment sites, must accommodate suitable on-site lorry parking and turning facilities, along with welfare facilities, or provide contribution towards the additional provision of facilities. The submitted information shows that plots will have their own parking and servicing areas, and it is considered that the adequate provision of lorry parking can be considered as part of subsequent reserved matters applications.
- 9.52 It is also recommended that a Construction Management Plan is agreed prior to any construction, in order to minimise that impact of the construction period and which will include a routing strategy and also demonstrate how the junction will be constructed and maintain the accessibility for the existing highway throughout the construction period.

9.53 ECOLOGY AND TREES

- 9.54 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.
- 9.55 As part of the application the Council's Trees and Hedgerows Officer has been consulted with the proposals. The tree officer notes that, internally, there is nothing of especial value except for the smaller, lush paddocks in the extreme SW corner of the site which have the better hedgerows, with this part of the site vastly different in character from the prairie-like nature of the remainder. On this basis, it is considered that the issue with this site is landscaping and boundary treatment where the presumption would be integration of the existing boundary hedgerows in to the wider landscaping scheme. Given this, no objections are raised in terms of the scheme's impact upon trees and hedgerows, however conditions are recommended to ensure that an appropriate landscaping scheme is agreed, as well as to ensure that details are provided for the protection of any retained trees on the site.
- 9.56 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.
- 9.57 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 biodiversity, 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.
- 9.58 The submitted Environmental Statement and the updated supplementary statement includes within it a chapter dealing with biodiversity issues, and this is supported by a Preliminary Ecological Assessment, an updated Ecology Survey Report, Wintering Bird Surveys and Biodiversity Net Gain (BNG) assessment. Given the location of the site in relation to the Habitats

Regulations sites at Thorne and Hatfield Moors Special Protection Area (SPA) and the Thorne Moors Special Area of Conservation (SAC), it was deemed required that an Habitats Regulations Assessment (HRA) screening should be carried out. This was submitted as a 'shadow' HRA which provided sufficient information for the LPA as the 'competent authority' to ascertain if an 'appropriate assessment' would be required. The 4 identified impact pathways: air quality, water quality, loss of supporting habitat and construction disturbance were assessed on against the qualifying features of the Habitats Sites and the potential for any significant impact. This assessment also included the potential for 'in-combination effects' which took into account other plans or projects independent of this application. The shadow HRA, informed by baseline ecological studies concluded that there would be no likely significant effects from the proposed project and hence no requirement for an 'appropriate assessment'. The Local Planning Authority are in agreement with that assessment.

- 9.59 As stated previously, the application site comprises predominantly arable land which results in a low level of nature conservation interest. In terms of habitat, the site is dominated by arable crops and small parcels of grassland, with gapped hedgerows to the periphery and field boundaries. There are also a small number of semi-mature trees, which again are predominantly located to the edges of the site associated with the hedgerows. The drainage ditched bisecting the site offer a receptor for wildlife and habitat for water voles, whilst the southwestern corner of the site also provides bird nesting opportunities and the hedgerows along the southern boundary and in the south western/south eastern corners also provide value for wildlife.
- 9.60 With regards to species, as mentioned above, the site's drainage ditches provide potential habitat for water vole. A number of surveys have been carried out since the submission of the application, water voles have shown to be present in the ditches in 2015 and in subsequent years to 2019. The Council's ecologist requested that further survey work be carried out, which was reiterated by the Yorkshire Wildlife Trust in their consultation response. These most recent surveys showed no water voles to now be present in the ditches surveyed within the site. It was also reported within the survey work that an off-site drain that runs adjacent to the M18 had been very thoroughly cleared out in 2021 with the drain invert scoured and vegetation removed. This ditch is on land in the control of Highways England, over which the applicants have no control. The Council's ecologist feels that this may have been a feeder drain for water voles to perhaps move into the site drains, and it may help to repopulate the onsite drains if this were allowed to revegetate. On this basis, the Council's ecologist recommends that habitat improvements and a minimum 10m stand-off from drains should be part of a management plan for any subsequent reserved matters submission. There should also be a monitoring and reporting provision to identify if water voles re-establish on the site.
- 9.61 The applicants have also carried out a number of surveys for amphibians since the application was originally submitted. Original surveys in 2015 showed small numbers of frogs and smooth newts, and further surveys in

2016 and 2020 returned a negative results and the assessment that great crested newts were likely to be absent from the site and adjoining areas. As great crested newts have not been found on site mitigation or compensation for this species is not required but specific aims such as the maintenance of wet drains should be included to benefit other amphibians.

- 9.62 A number of bat surveys have been carried out across the site, firstly in 2016 and then again in 2020 and 2021. The ecologist raised concerns with the quality of the survey work originally provided, however the more recent work carried out is considered to be well planned and executed with remote recorders being sited in optimal locations according to survey guidance. The walked transect surveys recorded a low level of activity with single numbers of mostly pipistrelle being logged along with single noctule and Leisler's. Bat roost assessments of buildings and trees categorised the building as having negligible bat roost potential. Of the 9 trees surveyed for bat roost potential only one moderate potential tree and the remainder being 'low' or 'negligible'. Further surveys will be required if there is the potential for damage or loss of trees. The site overall presents a low level foraging and commuting resource for bats. It is expected that improvements to habitats in boundary and green corridors areas will be of benefit to foraging bats but this must also be carried out in conjunction with sensitive lighting plans delivered on each plot.
- 9.63 Concerns were raised originally by the Yorkshire Wildlife Trust and the council's ecologist in terms of the lack of information given in respect of the potential presence of foraging nightjar, which is a qualifying feature of the nearby SAC at Thorne Moors. There were also concerns that the proposed development may remove habitat that could be of value for nightjar using the site as a stepping stone to further suitable habitats to the west of the site. To this end, the applicants provided addition information, and any uncertainty about the presence or otherwise of nightjar on the site has been removed with the use of research data which geolocated a number (30+) of radio tagged nightjar over a 6 year period. No nightjar were located within the proposal site over the research period. This information does not definitively prove that nightjar have not or will not use the site, however it does clearly demonstrate that the site is not of significance to foraging nightjar. On this basis, the Council's ecologist has confirmed that as no nightjar are recorded on the site there is no requirement to mitigate or make provision for this species.
- 9.64 The applicants have provided breeding bird surveys as part of the application. These were originally carried out in 2016, and following best practice they were extended to wintering bird surveys which were conducted in winter 2019-20. Both breeding bird and wintering bird surveys identified a typical range of species ranging in conservation status. The site was not considered to be a significant importance in respect of particular species or numbers.
- 9.65 Policy 30 of the Local Plan requires that all developments will provide a minimum of 10% biodiversity net gain. As part of the application, and provided with the Environmental Statement, the applicants have undertaken a biodiversity calculation that set outs the baseline scenario of the type and quantum of habitat currently on the application site. This enables the Local

Planning Authority to agree the required uplift in biodiversity enhancements as the development progresses. The baseline units are shown to comprise of 9.56 site hedgerow units, 11.21 site river units and 203.97 site habitat units (of cereal crops, neutral grassland, modified grassland, bramble scrub, developed land and broadleaved woodland). The Council's ecologist has agreed with the assessment set out by the applicants, and states that the delivery of the appropriate enhancements / mitigation across all subsequent reserved matters submissions will be subject to appropriate conditions that will ensure that this is the case. It is suggested that the BNG commitments are ring fenced around each reserved matters submission, to ensure that there is clear and complete compliance with the policy requirements. In delivering the 10% BNG within future reserved matters applications, priority will be given to retaining and enhancing on-site first, in accordance with the mitigation hierarchy, then compensating through off-site contributions where necessary. Off-site contributions may be through the purchase of biodiversity offsetting units to enable provision to be made by an approved biodiversity offset provider, or direct provision of the habitat types in a suitable location by the applicant to be agreed with the Council, and on the proviso that long term maintenance and monitoring is also secured. A Biodiversity Offset Contribution to the Local Authority (if available) at a financial cost per unit would be the final option in the hierarchy.

9.66 On this basis, it is considered that the proposal is acceptable in terms of its impacts upon ecological interests, subject to the conditions proposed, and is in accordance with Policy 30 of the Local Plan. The submitted Environmental Statement states that the residual effects of the proposal with regards to ecology are largely beneficial and not significant. The Council's ecologist has raised no objections to the application, and is satisfied also that the updated information provided has addressed both his previous concerns as well as those raised by the Yorkshire Wildlife Trust. It is considered that there are no significant ecological constraints to the proposals that cannot be mitigated for. Productive engagement with consulting ecologists throughout the latter stages of the surveys and assessment have ensured that concerns and requests for additional survey information have been adequately dealt with. Conditions are recommended for the provision of a Construction Environmental Management Plan, Biodiversity Net Gain, and to ensure that updated ecological surveys are provided to inform future reserved matters applications. Natural England have also raised no objections to the scheme, considering that the proposed development will not have significant adverse impacts on designated sites Thorne, Crowle and Goole Moors SSSI, Thorne Moor SAC and Thorne and Hatfield Moors SPA.

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 Heritage

9.69 In terms of heritage issues, there are a number of policies within the Local Plan that are concerned with both above ground and below ground heritage interests. Policy 34 – Valuing our Historic Environment, states that proposals

and initiatives will be supported which preserve, and where appropriate enhance the heritage significance and setting of the Borough's heritage assets. Policy 37, Conservation Areas, of the Local Plan seeks to ensure that proposals take fully into account the identified significance contained in the Conservation Area Appraisal for the relevant designated area where published, and proposal should not detract from the heritage significance of a conservation area. Proposal resulting in harm will be refused. Policy 39 is concerned with Archaeology, seeking to ensure that developments are located or designed to avoid archaeological remains, to ensure that these remains are preserved in situ. Where in situ preservation is not justified or feasible, and the development proposal is acceptable in principle, the developer will be required to make appropriate and satisfactory provision for the excavation and recording of the remains before planning permission is granted.

- 9.70 The Environmental Statement submitted with the application assesses the potential effects of the proposals upon the historic environment in relation to above ground heritage, as well as assessing the significance of any heritage assets and whether the proposals will have any impact.
- 9.71 With regards to above ground heritage, there are no heritage assets within the site itself. The ES identifies Thorne Conservation Area, Peel Hill Motte and Bailey Castle (Scheduled Monument), Fishlake Conservation Area and the River Don Wharf (Grade II Listed structure) as above ground assets within the locality that have the potential to maintain a visual connection to the proposed development, and as such are assessed.
- 9.72 Given the distances involved, topography, intervening buildings and vegetation the ES concludes that the effect of the development upon the significance of these heritage assets will be Nil. The Authority agrees with this conclusion, and as such the proposal is considered to be acceptable in terms of its impacts upon above ground heritage, and so in compliance with Policies 34 and 37 of the Local Plan, as well as paras 194, 195, 197, 199 and 203 of the NPPF.
- 9.73 The Environmental Statement also considers the potential effects of the proposals upon below ground heritage, and this is supported by a Desk Based Archaeological assessment. The assessment identifies one non-designated heritage asset within the site which could be impacted during the construction phase, which is the Thorne Royal Observer Corps Monitoring Post on the southern side of North Common Road. The exact location is unknown as it has previously been demolished, however there is the potential for sub-surface remains, and as such archaeological recording would be required to mitigate any harm. Beyond that, the assessment notes that there is little evidence for archaeological or historical settlement activity in the proposed development area, but as the site appears to have remained largely undeveloped this raises the possibility that early activity may survive in the area.

- 9.74 South Yorkshire Archaeology Service have been consulted as part of the application process, and raises no objections in principle to the information provided. Given the lack of evidence of archaeological remains or interest, however on the basis of the assessment being desk based, the service recommends a condition be added to ensure that further assessment work be carried out prior to the submission of any submission of reserved matters, to be agreed with South Yorkshire Archaeology Service.
- 9.75 On the basis of the information provided, and the lack of objection from both the Council's Conservation team and South Yorkshire Archaeology Service, the impacts of the proposal upon both above and below ground heritage assets are considered to be acceptable, and the proposal is in compliance with both the relevant policies of the Local Plan and NPPF.

9.76 Flood Risk and Drainage

- 9.77 In terms of flood risk and drainage, the applicant has provided a Flood Risk Assessment and outline drainage strategy. Policy 56 of the Local Plan is concerned with drainage, and seeks to ensure that development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities. The policy goes on to outline more detailed requirements concerning water runoff rates, use of SUDs, and respecting the accepted hierarchy of surface water disposal. Policy 57 concerned with Flood Risk Management, and states that all development proposals will be considered against the NPPF, including application of the sequential test and, if necessary, the exception test
- 9.78 The Flood Risk Assessment confirms that the site is located within Flood Zone 3a. In allocating the site for the recently adopted Local Plan, in accordance with para 161 of the NPPF, DMBC applied a sequential assessment for potential employment sites. Following the application of the sequential test, the Council concluded that there were no other suitable alternatives to the application site, along the M18 corridor which can deliver the level of development proposed within a lower flood risk area and that the site should be allocated for employment use. On this basis, the application site has been through the necessary sequential approach in terms flood risk. Para 166 of the NPPF goes on to state that where applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. Notwithstanding this, the applicants themselves have provided a Flood Risk Sequential Assessment, which considers the potential for the proposed development to be located in an area of lower flood risk in line with the approach set out in local and national policy. The assessment also concludes that there are no alternative sites within the relevant area of search that could accommodate the development. An Exception Test is not required to be applied in this case, as the development proposes 'less vulnerable' uses in Flood Zone 3a.
- 9.79 Although the site is located within Flood Zone 3a, it is noted that the site is protected by existing flood defences which provide protection in excess of the

1 in 100 year plus climate change and 1 in 200 year events. No part of the site experienced any fluvial flooding in the extreme flood events of November 2019 which affected the River Don in this area. The submitted Flood Risk Assessment sets out and considers the forms of flood risk at the site, those being tidal, surface water and groundwater, to be low. As previously mentioned as well, the proposed employment use is a 'less vulnerable use', which is considered to be appropriate in Flood Zone 3a under Environment Agency standing advice.

- 9.80 The Flood Risk Assessment sets out a minimum building floor level of 4.4m AOD plus a further 900mm of flood resilient construction in order to mitigate residual flood risk in the unlikely event of a breach of flood defences. A flood management and evacuation plan for the site and each building will be prepared, and each occupier required to sign up to the Environment Agency flood warning service. There are no overland flow routes draining into the site, and it is proposed that a positive surface water drainage system for the site will manage surface water run-off and restrict flows to existing greenfield run off rates.
- 9.81 The applicants have provided an outline drainage strategy with the application. The preferred hierarchy for surface water disposal states that consideration should firstly be given to discharge to soakaway/infiltration system, watercourse, and public sewer in that priority order. Available information on ground conditions shows that infiltration methods are unlikely to be viable. On this basis, the proposal is restrict flows to greenfield rates and to discharge to the existing watercourse ditches that cross the site. The drainage strategy includes preliminary calculations which have been prepared in accordance with the DMBC Development and Flood Risk SPD, and given the discharge rate and current design requirements of the site, it is considered that on-plot surface water attenuation will be required. Foul drainage is proposed to discharge to the wastewater treatment works to the south of the site.
- 9.82 The Environment Agency have been consulted as part of the application process, and raise no objections to the scheme in terms of flood risk. Conditions are recommended to ensure that the development is carried out in accordance with the mitigation measures set out in the submitted Flood Risk Assessment. The Councils Drainage team also raise no objections to the scheme, suggesting that detailed drainage arrangements are submitted to and agreed by the authority prior to the commencement of any development. The response also sets out for information the drainage design standards required by the authority. Similarly, Yorkshire Water raise no objections to the proposals, suggesting conditions to ensure that the final drainage details are agreed. The Black Drain Drainage Board, the relevant internal drainage board, also suggest a condition to ensure that final surface water drainage details are agreed, and raise no objections to the scheme.

9.83 Ground Conditions

- 9.84 Policy 55 of the Local Plan is concerned with Contamination and Unstable Lane. The policy requires proposals to provide an appropriate risk assessment, and to demonstrate that there is no significant harm, or risk of significant harm, to human health, or land, natural environment, pollution of soil or any watercourse or ground water. Any remedial action necessary will be carried out to safeguard future users or occupiers of the site or neighbouring land users.
- 9.85 The submitted Environmental Statement includes a chapter on ground conditions, as well as a preliminary geoenvironmental investigation. The application site is predominantly greenfield, and the submitted information has not identified any significant potential sources of contamination at the site. Any potential sources of contamination are likely to be associated with the use of the site as agricultural fields, made ground associated with derelict farm buildings in the south west of the site, and potential contaminant from off-site sources, such as the adjacent sewage works.
- 9.86 The Council's Pollution Control team have been consulted as part of the application, and no objections raised to the submitted information. A standard condition is recommended, that will allow for more intrusive Phase 2 ground investigations where appropriate.

9.87 Air Quality

- 9.88 Policy 54 of the Local Plan is concerned with Pollution, and states that development proposals that are likely to cause pollution, or be exposed to pollution, will only be permitted where it can be demonstrated that pollution can be avoided, or where mitigation measures (such as those incorporated into the design and layout of development) will minimise significantly harmful impacts to acceptable levels that protect health, environmental quality and amenity. The policy goes on to state that with regards to air quality, particular consideration will be given to the impact on national air quality; especially but not limited to Air Quality Management Areas, areas potentially close to the EU limit value, other sensitive areas and the aims and objectives of the Air Quality Action Plan. An Air Quality Assessment will be required to enable clear decision making on any relevant planning application.
- 9.89 The applicants have considered air quality as part of the submitted Environmental Statement, with an assessment undertaken to understand the potential air quality impacts associated with the development.
- 9.90 The application site is not located within any of the 7 Air Quality Management Areas (AQMA) declared by DMBC, the closest being located some 15lm to the south of the site in the centre of Doncaster. The submitted assessment undertook site specific air quality monitoring to obtain data to verify modelling for the operational phase of the development. The submitted information has been updated during the course of the application following comments from the Council's Pollution Control team, to both take account of both the additional committed developments to the traffic data and to take account of updates to background concentrations and emission factors. Further roadside

monitoring data has also been utilised to inform the air quality baseline assessment as requested by the Authority. The air quality monitoring illustrates that the mean air quality concentrations at the site currently are compliant with the air quality standards.

- 9.91 The assessment sets out the human receptors likely to be affected by the proposal, which include residential properties to the north of the site on North Common Road, and to the west on Selby Road. It is noted that there are no sensitive ecological receptors within 200m of the application site.
- 9.92 The main potential effects of the proposal during the construction phase that are likely to impact air quality include the import and export of materials to and from the site, temporary stockpiling of materials, landscaping works and associated vehicular movements. The applicants have stated that best practice mitigation measures will be put in place to ensure that potential dust impacts at receptors will not result in amenity issues. A construction management plan condition is recommended, which will seek to agree methods to control issues of dust (amongst others), as well as areas of storage of materials and waste, together with the details of construction traffic routing.
- 9.93 During the operational phase of the development, the main potential for air quality impacts would come from road traffic vehicle emissions. The assessment provided has undertaken air quality testing and it is considered that the impacts in relation to the residential receptors would be not significant. The assessment shows that there are no predicted exceedances of the annual air quality concentrations that are required by industry standards. The Council's Pollution Control team have raised no issues with the submitted information and assessments. Whilst no significant effects have been identified, the scheme will be developed in accordance with DMBC's Air Quality Technical Paper Guidance. This classifies the scheme as 'major' development and based on this an assessment of pollutant emission costs is required with appropriate mitigation agreed. The Councils Pollution Control team have recommended a condition to ensure that a 'working' air quality management plan will be produced that can be updated / revisited as each phase of the development comes forward to address the emissions cost associated with the development.

9.94 Noise

- 9.95 Policy 54 of the Local Plan as already discussed above is concerned with Pollution. The policy also refers to issues of noise, stating that particular consideration will be given to the presence of noise generating uses close to the site, and the potential noise likely to be generated by the proposed development. A Noise Assessment will be required to enable clear decision-making on any relevant planning application. The appendix to the policy sets out standards to be regarded to ensure that proposals are acceptable in noise impact terms.

- 9.96 The submitted Environmental Statement includes a chapter dealing with noise, and an assessment has been undertaken to understand the potential noise and vibration effects of the proposal. With regards to the existing situation, the results shows that noise levels are greatest at the eastern site boundary closest to the M18, and reducing westwards across the site. As the site is currently flat, there is direct transmission of noise across the land. The dominant noise source at the site is road traffic, from the M18 and the A614 Selby Road.
- 9.97 In order to understand the potential effects both during construction and operational phases, the nearest noise sensitive receptors have been identified, those being the five nearest residential properties. The assessment shows that during the construction phase, without mitigation, temporary substantial adverse impacts would be possible at the nearby sensitive receptors. The assessment however states that although there has been no detailed analysis of construction traffic routes or flows, suitable mitigation can be included within a Construction Management Plan to ensure that the effects are no worse than temporary and minor.
- 9.98 In terms of the operational phase of the development, the assessment states that noise impact from development-generated traffic is predicted to result in effects of negligible significance at existing noise-sensitive receptors around the site perimeter. The largest increase in noise will be at the southern section of the A614 Selby Road connecting to the proposed new roundabout junction and the M18 J6 roundabout, which would result in a permanent moderate adverse impact at high sensitivity receptors on this road link. This is however dependent on the final layout and arrangement of uses on the site, which is not fixed at the moment and will be subject to reserved matters applications. The assessment states that the potential impact of operational noise has been assessed against the existing background noise levels at receptors. Those potential effects can be mitigated through design to ensure that operational noise does not exceed those existing background levels, and as such the effect of operational noise is considered be no worse than minor adverse.
- 9.99 In terms of mitigation, it is proposed that a further noise assessment is undertaken when information in respect of plant and machinery is available for the construction phase, with the construction management plan to include measures to ensure that construction noise is restricted to industry standards at sensitive receptors. In terms of the operational phase, consideration will be given to the positioning of buildings as well as parking and servicing areas, provision of sound insulation, landscaping and bunding.
- 9.100 The Councils Environmental Health team have commented on the application and raise no objections to the information submitted. A representation was received from a neighbouring property, querying the noise information submitted, and providing a separate noise report. This report provided results of noise monitoring from one of the noise sensitive receptors, comparing with the results provided by the applicants within the Environmental Statement. Both parties query the others positioning of the noise monitoring location at this receptor, and the Council's Environmental Health Officer has provided

further comments following this additional information. The officers view is that the background noise levels quoted in the two assessments are closer than they appear, with the actual level being likely to be somewhere between. That notwithstanding, and to ensure the issue is properly addressed, conditions are recommended to make sure that further noise assessments are undertaken prior to both any construction works commencing with any phase, and prior to any occupation of buildings. Mitigation measures will be provided and agreed to ensure that noise levels are acceptable and sensitive receptors.

9.101 Other Issues

9.102 The applicants have also provide an agricultural land classification and impact assessment as part of the application. The assessment shows that the land is classified as 3a, which equates to good quality – ‘capable of producing moderate to high yields of a narrow range of arable crops or moderate yields of a wider range of crops’.

9.103 3a would be considered as Best and Most Versatile (BMV) land. Although some 74ha of BMV would be lost as a result of the development, the assessment shows that the surrounding area has a high proportion of good quality agricultural land of Grades 1 and 2. The assessment sets out the criteria for assessing the effects of loss of different grades of land, and in this case the magnitude of effect would be moderate substantial adverse. Given that the site is located in an area abundant with BMV land, the effect of the loss is lesser than in comparison to other areas not surrounded by such good quality agricultural land.

9.104 Therefore, on balance, whilst it is recognised that there a negative effect, when balanced against the wider benefits the development will bring, this is considered to be acceptable.

9.105 Section 106 Obligations

9.106 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’.

9.107 A legal agreement is required to secure;

- A travel plan bond
- Full Travel Plans
- Biodiversity Net Gain of 10%
- Local Labour Agreement
- Provision of bus service

Conclusion on Environmental Issues

- 9.108 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.
- 9.109 Taken in the round, the scheme is considered to be acceptable in terms of its impacts upon environmental issues. The submitted environmental statement has set out the effects of the proposal with regards to a range of issues, and proposed mitigation measures where necessary. No objections have been received from statutory consultees, either in respect of the level and quality of information submitted, nor the proposed mitigation and design solutions. Conditions requiring management plans covering construction management and operational noise will ensure the proposal would protect surrounding residential amenity. The scheme will deliver biodiversity net gain as required by local and national policy, whilst the impact upon the wider landscape and character of the surroundings is considered to be acceptable. Consultees have confirmed they are satisfied with the scheme in terms of its impact across a range of disciplines, including heritage, drainage, air quality, transportation and ground conditions. This weighs significantly in favour of the application.

ECONOMIC SUSTAINABILITY

- 9.110 The proposed development would bring forward up to 330,000 m² of employment floorspace, which will make a substantial contribution towards the 481ha of employment land set out within the Local Plan. The development has the potential to address a significant proportion of the needs and demands of the industrial and warehousing sectors. As such the development will have a beneficial effect in relation to meeting the Boroughs employment needs of the plan period to 2035.

Conclusion on Economy Issues

- 9.111 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.
- 9.112 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 once operational, predicted to be between 3498 and 5454 (net) FTE jobs, together with local training opportunities. The scheme would require the developer to enter into a Local Labour Agreement, secured through legal agreement. 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 3 of the Local Plan concerned with development at Strategic Employment sites 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 IN RELATION TO THE FOLLOWING MATTERS

- **A travel plan bond**
- **Full Travel Plans**
- **Biodiversity Net Gain of 10%**
- **Local Labour Agreement**
- **Provision of bus service**

Conditions/Informatives:

01. A plan showing the proposed phases and (if required) sub phases of the development ("Phasing Plan") shall be submitted to the Local Planning Authority prior to or as part of the submission of the first application for the approval of reserved matters and no development shall commence (including any demolition, earthworks or vegetation clearance) until the Phasing Plan has been approved in writing by the Local Planning Authority. Thereafter an updated Phasing Plan may (if required) be submitted for the approval of the Local Planning Authority either alongside or independently from any subsequent application for approval of reserved matters. The development shall be carried out in accordance with the most up to date approved "Phasing Plan" 'phase', 'phases' or 'sub phases'. The conditions below shall refer to the Phasing Plan and phases thereby approved pursuant to this Condition 1.
- REASON**

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

02. A Highway Works Phasing Plan showing the anticipated sequencing and general arrangement of works to improve the public highway and where relevant pedestrian and / or cycle connections within the public highway shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7) The Highway Works Phasing Plan will make reference to and at all times accord with the phases included in the most up to date approved Phasing Plan. The highway works shall thereafter be carried out in accordance with the approved Highway Works Phasing Plan.

REASON

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

03. Each phase (or sub phase) (save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7) shall not commence until details of highway works as set out in the Highways Works Phasing Plan for that phase or sub phase, that has been submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully implemented prior to occupation of each phase or sub phase.

REASON

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

04. Development (including any demolition, earthworks or vegetation clearance) shall not commence on any phase or sub phase of the development (save for Advance Infrastructure and Enabling Works pursuant to condition 7) until approval of the appearance, landscaping, layout and scale (hereinafter referred to as the reserved matters) in relation to that phase or sub phase have been obtained from the Local Planning Authority. The development of each phase or sub phase shall be carried out as approved.

REASON

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

05. The first phase hereby permitted shall be implemented either before the expiration of 5 years from the date of this permission, or before the expiration of 3 years from the date of approval of the last of the Reserved Matters to be approved in relation to the first phase as identified in the approved Phasing Plan, whichever is the later. All subsequent phases shall be implemented within 12 years of the date of this permission, or before the expiration

of 3 years from the date of approval of the last of the Reserved Matters to be approved in relation to such phase, whichever is the later.

REASON

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

06. Application for approval of Reserved Matters for the first phase shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. Application for the approval of Reserved Matters for all subsequent phases shall be made to the Local Planning Authority before the expiration of 12 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.

07. No Advance Infrastructure and Enabling Works (including but not limited to any works of demolition and/or works of a temporary nature, such as, temporary hard and/or soft landscaping or temporary vehicular and pedestrian routes if necessary, site remediation, earthworks and/or re-profiling of site levels) within a phase or sub phase (the Advance Infrastructure and Enabling Works) shall commence until details of the proposed Advance Infrastructure and Enabling Works have been submitted to and approved in writing by the Local Planning Authority.

REASON

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

08. The Advance Infrastructure and Enabling Works within a phase or sub phase shall be carried out in accordance with the details approved pursuant to condition 7. For the avoidance of doubt, any approved Advance Infrastructure and Enabling Works may be undertaken prior to the submission or approval of reserved matters applications pursuant to condition 4 and without compliance with pre-commencement conditions 17 and 22, 25, 26, 33 and 36.

REASON

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

09. The reserved matters applications shall be submitted in accordance with the Parameters Plan (reference. 2232 - 200 Revision 2).

REASON

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

10. The development hereby permitted shall be brought forward in accordance with the following approved access drawings:
- Proposed Improvements to Existing Pedestrian Route at M18, Junction 6 (reference. 3104 SK001 07 Rev D);
 - Potential A614 Selby Road Site Access - Roundabout Option (reference. 3104 SK001 01 Rev B); and
 - Proposed Improvements to Existing Pedestrian Route Lands End Road (reference. 3104 SK001 06 Rev C).
- REASON
- To ensure that the development is carried out in accordance with the application as approved.
11. No more than 333,000 sqm (gross internal floor area) of B1c, B2 and B8 development shall be built on the site; no more than 99,900sqm (gross internal floor area) of which shall be for development falling within Use Classes B1c and / or B2.
- REASON
- To ensure that the development is carried out in accordance with the application as approved.
12. No development, including Advance Infrastructure and Enabling Works, shall commence within each phase or sub phase, until a Construction Method Statement for the phase has been submitted to and approved in writing by the Local Planning Authority. The Construction Method Statement shall include:
- Details of the demolition methodology;
 - Details of the methods to be used to control dust, noise, vibration, lighting, potential water pollution and other emissions from the site;
 - The location of all temporary buildings and compound areas and arrangements for their removal following completion of construction;
 - Details of areas to be used for the storage of plant and construction materials and waste;
 - Details of temporary lighting arrangements;
 - Hours of construction work;
 - Measures, including wheel washing facilities, to ensure that construction vehicles do not deposit mud or debris on the public highway;
 - A scheme for the routing of construction vehicles accessing the site; and
 - Details of the construction earthworks methodology.
- The construction of each phase or sub phase shall be carried out in accordance with the approved construction method statement subject to any variations approved in writing by the local planning authority.
- REASON
- To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

13.

No development, including Advance Infrastructure and Enabling Works, shall commence within each phase or sub phase until a Construction Environmental Management Plan ('CEMP') for the phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, where relevant to the particular phase or sub phase:

- A General Dust Risk Plan and any required recommendations to reduce the effects of air quality, including consideration of those measures identified within Appendix 9.1 of the Supplementary Environmental Statement regarding construction activities and operations.
- The range of ecological habitats and species along with mitigation and management measures and best practice working measures as set out in Appendix 9.1 of the Supplementary Environmental Statement (October 2021) (or any measures relating to ecology subsequently approved pursuant to condition 31), including, but not limited to, procedures for site clearance and construction activities, construction lighting, protection of existing and new habitats, the requirement for bat roosts surveys (where needed) and general bat and bird mitigation.
- Pre-commencement checks for water vole at the site and off-site habitats within proximity of the site to be undertaken by a suitably qualified ecologist. If burrows are discovered, a review of appropriate mitigation is required.
- Adoption of pollution prevention guidelines relating to drainage and air quality and the construction procedures on site.
- The appointment and duties of an Ecological Clerk of Works (ECoW) generally and specific to the development area.
- A range of landscape and visual impact best practice measures if and where required and as identified within Appendix 9.1 of the Supplementary Environmental Statement (October 2021), including the protection of trees in accordance with British Standards.
- An Erosion Prevention and Sediment Control Plan, including measures to mitigate flood risk and sediment loading and emergency procedures, as set out in Appendix 9.1 of the Supplementary Environmental Statement (October 2021).
- Roles, responsibilities and communication systems to be adopted throughout the active construction periods with the local community.
- Timing of critical works where ecological supervision will be required.
- The use of protective fencing, exclusion barriers, and wildlife safety measures.

The Approved CEMP will be implemented and complied with throughout the construction period of the phase, or sub phase to which it applies.

REASON

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

14. No more than 485 two way AM peak hour trips and 408 two way PM peak hour trips shall be generated by the development until a further assessment of the impacts of the development upon Junction 5 of the M18 has been carried out in accordance with the requirements set out in the approved SRN Mitigation Strategy Document (Version 1.1 dated 23 October 2020) and the Local Planning Authority has agreed in writing that the remainder of the development can proceed.

REASON

In the interests of ensuring the safe and efficient operation of the Strategic Road Network.
15. No part of the development shall be occupied until an automated system to monitor vehicle trips from the development (which shall include reporting of ongoing maintenance and the methodology for differentiating construction traffic) has been implemented at the site in accordance with full details to be submitted to and approved in writing by the Local Planning Authority in consultation with Highways England.

REASON

In the interests of ensuring the safe and efficient operation of the Strategic Road Network.
16. No more than 568 two way AM peak hour trips and 494 two way PM peak hour trips shall be generated by the development until a further assessment of the impacts of the development upon Junction 6 of the M18 has been carried out in accordance with the requirements set out in the approved SRN Mitigation Strategy Document (Version 1.1 dated 23 October 2020) and the Local Planning Authority has agreed in writing that the remainder of the development can proceed.

REASON

In the interests of ensuring the safe and efficient operation of the Strategic Road Network.
17. Detailed engineering drawings for the proposed access arrangements shown on the plan ref (3104 SK001 01 RevB) shall be submitted for inspection and approval by the Local Planning Authority before works commence on site (save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7). The construction of these works shall thereafter be completed in accordance with the approved details prior to first occupation of the development.

REASON

In the interests of highway safety
18. Before each phase or sub phase is brought into use, areas of the phase to be used by vehicles shall be properly laid out, drained,

surfaced/sealed and/or marked out in a manner to be approved by the Local Planning Authority and shall thereafter be retained as such.

REASON

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

19. A detailed travel plan for each phase or sub phase which is in accordance with the Framework Travel Plan (dated 21 February 2020, Version 3.3) and which finalises the measures to be put in place for the phase shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the phase or sub phase. The Travel Plan shall be implemented in accordance with the stated timescales. The Travel Plan shall be managed, implemented, monitored and reviewed in accordance with the approved details

REASON

In the interests of promoting sustainable patterns of travel in accordance with Policy 13 of the Doncaster Local Plan.

20. Prior to the occupation of each phase or sub phase details of electric charging points for that phase or sub phase shall be submitted to and approved by the Local Planning Authority. Thereafter that phase or sub phase shall be constructed in accordance with these 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 Doncaster Local Plan.

21. The development shall be carried out in accordance with the submitted flood risk assessment (ref [September 2020/5714-JPG-XX-XX-RP-0620-S2-P03/JPG]) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 4.4 metres above Ordnance Datum (AOD) to take account of the flood risk identified for the Isle of Axholme. For buildings where there are commercial and operational requirements that also need to mitigate against flood risk from a potential breach from the River Don, floor levels shall be set no lower than 5.23 metres AOD.

- All offices will have a finished floor level no lower than 5.23mAOD.

- All proposed units will have a safe place of refuge no lower than 5.23mAOD and will be large enough to accommodate all staff on site.

There will be the provision of flow paths through the development at existing ground levels. These will maintain flow routes through the site in the event of a breach in the River Don

defences as described in the FRA. Details of such must be submitted in accordance with the requirements of condition 22
REASON

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

22. No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7), shall commence within each phase or sub phase until such time as a scheme detailing the flood flow routes for that phase or sub phase has been submitted to, and approved in writing by, the local planning authority. The development of the phase or sub phase shall be carried out in accordance with the approved details.

REASON

To ensure that there are no detrimental impacts to flood flow routes.

23. Prior to the first occupation of their respective building(s) within a phase or sub phase, each occupier shall prepare and submit to the Local Planning Authority for approval a Flood Management and Evacuation Plan to set out the procedures for evacuation and management in relation to that phase or sub phase in the event of an imminent flood. Thereafter each phase or sub phase will operate in accordance with the approved Flood Management and Evacuation Plan.

REASON

To ensure occupants and users of the site are safe from the risk of flood.

24. Prior to the occupation of their respective building(s) within a phase or sub phase, each occupier within the phase or sub phase shall sign up to the Environment Agency flood warning service and shall provide written evidence to this effect to the Local Planning Authority.

REASON

To ensure occupants and users of the site are safe from the risk of flood.

25. No phase or sub phase (save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7), shall commence until details of the foul, surface water and land drainage systems and all related works necessary to drain that phase or sub phase have been submitted to and approved by the Local Planning Authority. The details shall be in broad accordance with the submitted Drainage and Flood Risk Statement (September 2020). No building within any phase or sub phase shall be occupied until the works relating to that building have been carried out in accordance with the approved details.

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

26. No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7) shall be commenced within any phase or sub phase until a scheme for the prevention of pollution within that phase has been submitted to and approved in writing by the local planning authority. The scheme shall include the following measures:
- Oil interceptors included on car parking areas and commercial hardstanding areas;
 - Rain water down-pipes sealed at ground level; and
 - Provision of settlement facility during construction period on any surface water discharge points.

The development of each phase or sub phase shall be carried out in accordance with the approved scheme.

REASON

To avoid pollution of the public sewer and land drainage system

27. Prior to the commencement of each phase or sub phase (including any Advance Infrastructure and Enabling Works) a Full Noise Assessment will be undertaken in accordance with BS5228: 2009 to assess the plant and machinery to be utilised within the construction process associated with that phase or sub phase. The Assessment shall be submitted to and approved by the Local Planning Authority.

REASON

To safeguard the living conditions of neighbouring residents.

28. Daytime construction will be controlled to no more than 70 db LAEQ outside noise sensitive receptors. Where relevant, noise mitigation measures to secure this limit shall be set out in the Full Noise Assessment to be approved pursuant to condition 27 and thereafter that phase or sub phase will be constructed in accordance with any recommendations or mitigation set out within the approved Full Noise Assessment.

REASON

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

29. Prior to the occupation of each phase or sub phase, a Noise Assessment undertaken in accordance with BS4142 shall be submitted to and approved by the Local Planning Authority. Where necessary, a noise management plan shall be prepared as part of the Noise Assessment to minimise the noise impacts associated with a specific operation and other noise sources of an industrial nature. That phase or sub phase shall be occupied and operated in accordance with any mitigation measures

identified in the approved Noise Assessment and noise management plan

REASON

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

30.

On submission of each reserved matters application for a phase or sub phase, a lighting design strategy for light-sensitive biodiversity shall be submitted to and approved in writing by the Local Planning Authority for that phase or sub phase unless otherwise agreed in writing by the Local Planning Authority: The strategy shall show how, external lighting is specified, located and orientated so that it can be clearly demonstrated that it will not disturb or adversely affect the use of the semi-natural areas of the site and its surrounding green spaces by bats and other species. Any luminaries used in the peripheral areas of the site's adjoining areas of greenspace should be of the LED type which provide a lower intensity of light. The use of warm white spectrum (preferably 2700Kelvin) should be adopted to reduce the blue light component with a wavelength exceeding 550nm. The lighting design strategy will be designed to complement and co-ordinate with lighting designs on adjoining plots.

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.

All external lighting shall be installed for that phase or sub phase in accordance with the specification and locations set out in the strategy and maintained as such.

REASON

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

31.

Where development of a phase or sub phase is to commence more than two years from the date of the original protected species surveys, additional/updating surveys relevant to that phase or sub phase shall be carried out prior to commencement of that phase or sub phase to ensure that approved mitigation is appropriate for the current situation. If alternative mitigation is required, then an updated ecology mitigation strategy in Appendix 9.1 of the Supplementary Environmental Statement (October 2021) as set out in Condition 13 shall be submitted to and approved in writing prior to the commencement of that phase or sub phase of the development. Thereafter the development of the phase or sub phase shall proceed in accordance with the approved updated ecology mitigation strategy.

REASON

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

32. Prior to the commencement of works above the ground floor slab within each phase or sub phase a report (the initial SAP report carried out as part of Building Regulations will be sufficient information in many cases) shall be submitted to the local planning authority and approved in writing from them, explaining how CO2 emissions from the development will be reduced by providing at least 10 Percent of the development's energy through on-site renewable energy equipment or improvements to the fabric efficiency of the building. The carbon savings, which result from proposed measures, will be above and beyond what is required to comply with Part L of Building Regulations. Unless otherwise agreed in writing by the Local Planning Authority, the development shall then proceed in accordance with the approved report. Before any building is occupied or sold, the local planning authority shall be satisfied that the measures have been installed, which will enable the planning condition to be fully discharged.

REASON

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

33. Reserved matters applications for each phase or sub phase shall include a BREEAM pre-assessment, or equivalent assessment, demonstrating how BREEAM 'Very Good' will be met. Unless otherwise agreed in writing with the Local Planning Authority, that phase or sub phase must take place in accordance with the approved assessment. Prior to the occupation of any building within a phase or sub phase, a post construction review should be carried out by a licensed assessor for that building and submitted to the Local Planning Authority for approval.

REASON

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

34. Prior to the commencement of any works above ground floor slab in each phase or sub phase, details of the proposed external materials for that phase or sub phase, 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.

35. Prior to the first occupation of each phase or sub phase, an air quality management plan for that phase or sub phase shall be submitted to and approved in writing by the local planning authority. This plan shall calculate a damage costs calculation for that phase or sub phase undertaken in accordance with DMBC's Air Quality Technical Guidance Note and demonstrate how they have been utilised to offset vehicle emissions during the lifetime of that phase or sub phase. Measures in any mitigation plan shall be in addition to those provided as a requirement for other planning matters. The mitigation plan shall be implemented upon first occupation of that phase or sub phase. A revised or replacement management plan may be submitted to the Local Planning Authority at any time.

REASON

To ensure that the development does not adversely effect air quality, in accordance with Policy 54 of the Doncaster Local Plan

36. No development (including any demolition, earthworks or vegetation clearance save for any Advance Infrastructure and Enabling Works approved pursuant to condition 7) shall be commenced within any phase or sub phase until a detailed hard and soft landscape scheme 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 in prominent locations 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 development plot must be implemented in full accordance with the approved scheme, prior to occupation of any building within said plot, 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 in accordance with Policy 32 of the Local Plan.

37

Prior to the commencement of development (including any demolition, earthworks or vegetation clearance) within any phase or sub phase, a scheme for the protection of the root protection areas of all retained trees and hedgerows that complies with clause 6.2 of British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. Tree protection shall be implemented on site in accordance with the approved details and the local planning authority notified of implementation to approve the setting out of the tree protection scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development. Thereafter, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

REASON:

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

38.

The first submission of Reserved Matters shall contain a Design Guide, to be approved by the Local Planning Authority, which shall be applied to all subsequent Reserved Matters submissions for all other units within the site. The document to be produced

shall refer to and reflect the Council's current design guidance, and cover the following key detailed design matters:

- Urban design principles- how the development will create a permeable and secure network of blocks and plots with well-defined, active and enclosed streets and space;
- Architectural appearance, building details and materials;
- Hard and soft landscape, including fencing, lighting, signage, cycle parking.

It is recommended for further detailed advice, applicants speak to the Council prior to developing the design guide.

REASON

To ensure a consistent design approach to the development of the site in the interests of the satisfactory appearance of the site.

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

REASON

To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with policy 35 of the Doncaster Local Plan.

37. No development shall commence within each relevant phase or sub phase (including any Advance Infrastructure and Enabling Works) without a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.
- a) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All

the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.

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

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

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

REASON

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

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.