SITE CLASSIFICATIONS – EMPLOYMENT CAPACITY

2.0 EMP 1 – INLAND PORT

2.1 Site Context

The site is bordered to the north by the M18 motorway which runs on a low embankment, and to the east by the River Torne within an engineered channel that fronts the former Rossington Main Colliery. The southern site boundary borders Carr Lane and Carr Bank and open agricultural fields, the western boundary borders agricultural fields which rise to Wadworth and the A1 in the south west and Loversall in the northwest. Figure EMP 1.1 is a location plan of the site.

At a borough level, this site is located predominantly within LCA E1 Thorne River Carrlands and within a small section of LCA C1 Stainton to Edlington Limestone Plateau. DMBC LCCA describes the character in detail. In summary: LCA E1 covers the flat valley floodplain and alluvial peat deposits of the River Torne. Arable farmland covers much of the LCA and consists of medium to large geometric fields in an irregular pattern with fragmented or missing hedge boundaries. Many fields are bordered by ditches which are a subtle feature of the character area. Mature trees are present along the former hedge lines and occasional small blocks of deciduous woodland are scattered across the area. The River Torne along the eastern boundary of the LCA is fed by a series of drains and streams that cross the LCA from the west. Access within the LCA is restricted mainly to public rights of way and farm tracks. There are long distance views to collieries and associated spoil heaps outside the LCA including New Rossington to the east.

Residential development within EMP 1 is limited to two isolated farmsteads surrounding the site. The village of Loversall is the closest settlement, 200 m from the north western boundary. Wadworth is found 1.2 km to the southwest, on the rising ground of the Limestone Plateau of LCA C1. The eastern edge of the site is bordered by the large elevated spoil heap of Rossington Main Colliery; beyond this are the large woodland Holmes Carr Great Wood and the settlement of New Rossington.

2.2 Site Description

The site covers a large area of agricultural land between the former Rossington Colliery, the M18, the village of Loversall and the A1 corridor amounting to an area of 425 hectares (ha). In broad terms the area consists of a mix of arable and grass agricultural fields. Landform is relatively flat at around 5 m AOD with land rising with land rising to 15 m in the northwest corner of the site, east of Loversall, and 20 m in the southwest corner. There are several scattered farmsteads on the site and in the surrounding area. A bridleway crosses the site following Rakes Lane and links Loversall with the Bessacarr area of Doncaster. To the south there is a permissive right of way on Carr Bank that links Rossington to Wadworth. A single track goods railway line crosses the site on a south west to north east orientation. The railway is in cutting in the southern area and at grade through the rest of the site. To the northeast of the site, beyond the M18, is the Potteric Carr nature reserve. Located to the north western edge of the site, the village of Loversall contains a Conservation Area. On the eastern edge of the village, closest to the site boundary is the listed church of St Katherine. Views are possible from the church grounds (between the mature vegetation) towards the north western boundary of the site.
Following field work the site can be split into four distinct landscape character units: The illustrative boundaries are shown on the plan and Figure EMP 1a.

**EMP 1.1**

This landscape character unit (LCU) is located to the western edge of the site area bordering the village of Loversall. The area is distinct as it has is a relatively large amount of mature tree cover when compared to the surrounding areas. Mature trees are found within the remnant parkland areas of Loversall Hall and Low Farm. The largest woodland block on the site area, Washing Dike Plantation, is found, in addition to the tree lined Rake’s Lane (a public Bridleway) and St Catherine’s Well Stream area. Landform is gently undulating descending to the flatter areas of the site to the east, between 10 m and 5 m AOD. As the landform is slightly elevated, views are possible eastwards towards the spoil heaps of Rossington Main Colliery and the large electricity transmission line on a north to south orientation crossing the site in front of the spoil heap. Fields within the area are of a medium scale and of grassland and arable use. No public roads are found within the LCU however access is gained by one bridleway along Rake’s Lane. The lack of public roads helps give the area a feeling of isolation, however, this is tempered by the constant traffic noise and movement of the M18 motorway to the north, negatively affecting the tranquillity of the area. The now semi derelict Low Farm is an attractive example of the local vernacular building style, constructed from the local limestone with a red pantile roof. The local building style is in further evidence in the village of Loversall itself. The fields are enclosed by fragmented hedgerows which become more fragmented and sparse to the open area to the east. This area is located on the border of two LCA’s, E1 and C1 and as such has a variety of landscape characteristics linked to both LCA’s that enhance the landscape quality.

The landscape character sensitivity of this LCU is assessed to be Medium.

**EMP 1.2**

This LCU is located through the central area of the site; the area is wholly agricultural with medium to large scale fields and reasonably isolated as there are few access tracks found within the area. Landform is almost flat ranging between 4 m to 8 m AOD. Woodland cover is very sparse with only the small Mombrick Wood found in the central area of the LCU. Small numbers of hedges or hedge trees are present; with the exception of one prominent line of 10 mature trees along the field boundary to the south of the M18, Junction 3. There are no settlements within the area and buildings are limited to a two agricultural storage barns. The tranquillity of the area is negatively influenced by the M18 motorway to the north and to a lesser degree by the railway line, the boundaries of which are well vegetated dissect the LCU. An electricity transmission line crosses the south eastern edge of the LCU in front the elevated colliery spoil heap of Rossington Main Colliery. Water drains through the LCU from the higher ground to the west along St Catherine’s Well Stream and Huxter Well Drain. The River Torne borders the area to the south east,
beneath the spoil heap. This LCU is characteristic of the wider LCA E1 within which it is located.

The landscape character sensitivity of this LCU is assessed to be Medium.

**EMP 1.3**

This LCU is located in the south western corner of the site area. The landform rises to the south west from approximately 6 m AOD, gently rising to 30 m AOD at Wadworth Carr. The area is wholly agricultural under arable and grassland production. The fields are of a medium scale surrounded by fragmented Hawthorn hedges and a small number of hedge trees, two mature trees within the field by Carr Bank act as prominent local landscape features. One access track, Dow Lane, runs through the LCU, Carr Lane and Carr Bank form the southern boundary. Both tracks are bordered by mature historic hedgerows. The railway dissects the area, both in vegetated cutting in the south and on embankment in the central area. No buildings are found within the LCU; however Mill Farm overlooks the western boundary. Distant views are possible to Wadworth Church tower to the west, but there are no views to the M18 or A1. A line of electricity poles are also visible, in addition to a communication mast. Similar to EMP 1.1 this LCU is a transition zone between two LCAs and as such has a range of characteristics from both LCAs, this adds to the variety and landscape quality of the area.

The landscape character sensitivity of this LCU is assessed to be Medium.

**EMP 1.4**

This LCU is located in the north eastern segment of the site. The area is low lying, approximately 4 m AOD, and is characterised by small scale angular arable fields bordered by drainage ditches. Due to the low lying nature of the LCU, the area is at risk of flooding. Few fragmented hedgerows are visible however there are a relatively high number of individual trees growing along the ditch banks. Tree and scrub cover is found along the embankments of the M18 to the north and alongside the at grade railway line to the west, effectively enclosing the area. A large electricity transmission line runs along the eastern boundary in front of the derelict Rossington Main Colliery area. Public access through the area is limited to the bridleway which crosses a footbridge over the railway line and is an elevated feature within the flat landscape. There is no settlement within the LCU, with the only built features being a small number of agricultural barns that border the bridleway and track. The small scale character of this area is heavily influenced by the constant noise and views of the M18 to the north providing a major detractor. This LCU contains features that are characteristic of the wider E1 LCA; fields bordered by ditches within a wholly agricultural open landscape.

The landscape character sensitivity of this LCU is assessed to be Low.

### 2.3 Visual Sensitivity

The site is relatively low lying and flat averaged around 5 m AOD with higher ground rising to 20 m in places on the western boundary. The site is clearly visible from the M18 which is on embankment to the north. The well used Rakes Lane Bridleway crosses the site offering users low level views over the northern part of the site. Due to the intervening vegetation, views from Loversall are screened and there are likely to be only distant views from a small number of properties in Wadworth. Overall the site is assessed to have Low visual sensitivity as for the size of site; it is overlooked by few residential properties. The most prominent views are from the embanked M18.

### 2.4 Landscape Sensitivity

There are a number of distinct characteristics associated with the site that are sensitive to the type of development proposed. The remnant parkland to the east of Loversall is important to the setting of the village, particularly the church and hall on the eastern edge. This area and the immediate surrounding areas would be highly sensitive to employment development. This parkland character setting for Loversall would not be replaceable once lost and is rare to the LCA. Overall within the site area characteristic field pattern would be lost to large scale development, in addition to the small amount of tree cover and fragmented hedgerows. With the exception of the
colliery spoil heap bordering the site, there is no large scale development within the area. Taking into account the local landscape character sensitivity and visual sensitivity, the landscape sensitivity of the area is assessed to be Medium. It should be noted that the remnant parkland to the east of Loversall is assessed to have a High landscape sensitivity.

### 2.5 Landscape Value
This is a large scale open area with several minor variations in character across the site as described in the previous sections. The site is characteristic of, and contributes to the wider landscape character of the two LCAs through the presence of features including: the medium to large scale fields, fragmented field boundaries with occasional mature trees, restricted public access, few settlements and open views enclosed locally by hedgerows. The transition areas to the west of the site between the changing LCAs increases the range of landscape features found. The site is contained within the Doncaster greenbelt and the landscape is typical of the wider LCA. Taking this into account, overall the site is assessed to have a Medium landscape value.

### 2.6 Mitigation Potential
Should development take place the site presents many opportunities for mitigation including the following:

- Provide a substantial buffer to act as an element of separation between the development area and the Loversall remnant parkland fields and trees of the area. Development should be concentrated to the eastern edge of the site near to Rossington Colliery and the transmission lines, to the east of the railway line;

- Maintain the Rake’s Lane bridleway corridor and vegetation along it for recreation routes only, i.e. not for vehicular access. Provide a buffer zone to the fringes of the bridleway to retain a green corridor through any developed areas of the site;

- Structure planting to maintain and strengthen all woodland blocks particularly Washing Dike Plantation and Mombrick Wood. Create connections and a green link between these woodland blocks in the central site area along the vegetated course of St Catherine’s Well Stream;

- Building size, orientation, layout and car parking may be limited to respect existing field pattern, scale and landscape features; and

- Vehicular access should be provided from the M18 Junction 3/Rossington area only, to prevent the construction of new roads to the west of the site to Loversall and Wadworth. Prevent access into the site from Carr Lane, Wadworth. This includes any potentially damaging temporary access during construction phases.

The landscape features and mitigation proposals are shown on Figure EMP 1b, Landscape Analysis Plan.

### 2.7 Landscape Capacity
Assuming that mitigation measures as outlined in the previous section are implemented, and taking into account the landscape sensitivity of the area which is Medium and landscape value which is Medium, the landscape capacity of this site to accept employment development is assessed to be Medium. Should development take place, it would be recommended to locate development in LCU 1.4 in preference over development in the western portion of the site on the rising ground to Loversall and Wadworth, which would act as a buffer to these areas. LCU 1.1 is assessed to have a Low capacity for development due to the remnant parkland setting of the area and close proximity to the village of Loversall. If the whole site was to be developed and the mitigation proposals not followed the capacity of the landscape to accept development would be further reduced.
1. View north from Carr bank towards Little Moor

2. View west from Rake's Lane bridleway towards Rossington Main

3. Loversall

4. View north from Rake's Lane towards the M18
3.0 EMP 2 – BRADHOLME

3.1 Site Context

The site is located to the south of Thorne and the Stainforth and Keadby Canal (S&K Canal) within flat agricultural fields fronting the M180 which forms the southern boundary. The western boundary borders the A1146 beyond which a golf course and the M18 are found. The eastern boundary borders a local road beyond which is an open agricultural field.

At a borough level this site is located within LCA G2 ‘Thorne and Hatfield Peat Moorlands’ and LCA E3 ‘East Don and Dun River Carrlands’ predominantly and within a small section of LCA H2 ‘Blaxton to Stainforth Sandland Heaths and Farmland’.

In summary, excluding the peat moorlands areas, LCA G2 as described in the DMBC LCCA is characterised by arable farmland, consisting mostly of large geometric fields bounded by straight ditches with a few hedges and mature trees. The landscape is fairly open but views onto the Moors are restricted by mature deciduous trees on their edges. There is a scattering of farmsteads often built in red brick and surrounded by large sheds and a shelterbelt of trees. Major transport corridors cross the farmland on raised embankments including two motorways, a railway line, and the S&K Canal. Other roads are straight, slightly elevated above the surrounding landscape and lined by well maintained ditches.

LCA E3 is a medium scale, agricultural landscape characterised by arable farmland and pockets of unimproved pasture, in geometric fields with an irregular pattern. There are fragmented hedges interspersed with mature trees and a network of drains on field boundaries. Trees are also found in places alongside the watercourses and as infrequent small blocks of deciduous woodland. There is little settlement within the LCA however it is bordered by urban edges to the east, west and south-west. The area is physically divided by many elevated transport routes including railway lines and two motorways which enclose the landscape and cut off views.

3.2 Site Description

The site covers an area of agricultural land dissected by a network of roads over an area of 277 hectares. Land use is divided between arable and grass agricultural fields around five farmsteads. Landform is low lying and generally flat; approximately 3 m AOD, rising to 5 m AOD in the central and south eastern corner of the site, and therefore at risk of flooding. Public access is limited through the area with one footpath crossing the western section of the site. The northern boundary borders a popular footpath alongside the S&K Canal which provides views over the site area.
Following fieldwork the site can be split into two distinct landscape character units (LCU), the illustrative boundaries are shown below and on Figure EMP 2a.

**EMP 2.1**

The LCU is located in the southern half of the site bordering and encompassing the M180. The landform is flat and low lying, approximately 4 m AOD, with the only elevated features being the manmade embankments of the motorway corridor. Land cover is wholly agricultural and field sizes range from medium to large under arable crop production. With the exception of the roads, built development with the LCU is limited to two farms; Tudworth Hall Farm and Tudworth Lodge Farm, although two additional farmsteads border the area. Public access through the LCU is restricted to two footpaths and the main roads that split the area. Tree cover is very sparse and found along field boundaries only which are often bordered by ditches and verges. Fragmented hedgerows are generally found along the road corridors only. Drainage ditches are prevalent draining the land to the north, particularly Brierholme Carr Drain which drains fields to the south of the M180. The confluence of four main roads and the traffic upon them at the Tudworth Hall Farm roundabout gives the central part of the LCU a discordant feeling and the presence of traffic negatively affects the character of the surrounding fields. The LCU is located predominantly within the LCA E3 ‘East Don and Dun River Carrlands’. The LCU is not characteristic of the wider LCA as fields within this LCU are larger than found in the rest of the LCA, hedgerows are very sparse and there is a lower level of mature tree cover, both along field boundaries and within individual woodland blocks. At a borough level the wider characteristic of industrial uses in the LCA are not in evidence within this LCU however the elevated transport routes which divide the LCA are highly evident and characteristic. The LCU has characteristics similar to those found in the open landscape between the Thorne and Hatfield Peat Moorlands of LCA G2.

The landscape character sensitivity of this LCU is assessed to be Medium.

**EMP 2.2**

The LCU is located in the northern and eastern segments of the site bordering the S&K Canal and Thorne. The landform is flat and low lying, approx 4 metres AOD, under arable production within medium sized fields. Tree cover is limited to within the fragmented field boundaries only; no woodland or plantations are present. Due to the flat nature of the landscape views are restricted by the hedge trees giving a greater impression of tree cover than is
actually the case. The S&K is elevated above the surrounding landscape part screening views to the settlement of Thorne to the north. To the east geometric arable fields extend with distant views possible over the flat fields due to the lack of trees. The LCU is dissected by a number of field drains which act as field boundaries, draining to the east, alongside the S&K Canal. No public footpaths cross the LCU however two fishing lakes have recently been built near to Wykewell Bridge, within the site boundary. Settlement within the LCU is limited to three farmsteads and one residential property. The S&K Canal forms an attractive and interesting northern boundary to the LCU due to the movement of pleasure boats and leisure activities upon it and the vertical opening bridges which are distinctive man made landscape features. In the site the local vernacular style is in evidence through the access bridges over the field ditches; constructed out of red brick with half round stone copings. The north eastern section of the LCU in particular is free from detractors such as traffic noise and provides a pleasant rural outlook, the only detractor being a low level line of electricity poles crossing the area to the east of Thorne. At a borough level this LCU is predominantly located within LCA G2 ‘Thorne and Hatfield Peat Moorlands’ however the area has few of the moorland characteristics of this LCA. The area again is characteristic of the open area found between both peat moorland areas but this is little described in the LCA. In contrast to EMP 2.1, the area has a range of low lying field sizes, both irregular and regular shaped, with tree cover along field boundaries which are bordered by both fragmented hedgerows and drainage ditches.

The landscape character sensitivity of this LCU is assessed to be Medium.

3.3 Visual Sensitivity

The site is low lying and flat, 4 m AOD, and bordered by the elevated S&K Canal to the north and the embanked M180 to the south. Both transportation corridors provide views over the site at the northern and southern ends. Residential properties on the southern edge of Thorne also have potential views over the northern area of the site from their upstairs windows. The farmsteads within the site area have close range views over the agricultural fields in the internal areas. Views are more extensive within the southern area of the site along the motorway corridor due to the lack of tree and hedge cover which is in contrast to the northern area where hedgerows and hedge trees interrupts near views. Overall the site is assessed to have a Medium visual sensitivity due to the open nature of the southern site area and the limited residential receptors of the northern site area near to the S&K Canal.

3.4 Landscape Sensitivity

The site has a number of characteristics that would be sensitive to the type of development proposed. The setting of the S&K Canal and the public footpath alongside it would be impacted by development in the northern edge of the site as the agricultural fields and trees of the area positively contribute to the setting of Thorne. The tranquil agricultural qualities of the eastern area of the site would be sensitive to any development due to the undeveloped and open feel of the area. The fields fronting the M180 to the southern site area would be less sensitive to development as there few landscape features of note worth retaining and the area is negatively influenced by the busy motorway corridor. Taking into account the landscape character sensitivity and visual sensitivity, the landscape sensitivity of the area is assessed to be Medium.

3.5 Landscape Value

Overall the area is of a medium to large scale with variations in landscape character stretching from the northern boundary with the S&K Canal to the M180 in the south. The landscape within the northern area of the site contributes to the setting of the popular S&K Canal and the edge of Thorne through to the quiet and undisturbed agricultural outlook of the eastern site boundary. In the southern area of the site the landscape is open and has few features of note, heavily influenced by the busy road corridors. The site has no formal designations within the DMBC UDP but it is has a number of historic hedgerows and is covered by general countryside policies. Overall the site is assessed to have a Medium landscape value.
3.6 Mitigation Potential

Should development take place the site presents many opportunities for mitigation, including:

- Provide a substantial buffer and element of separation between the site area and the S&K Canal, southern Thorne boundary. A ‘green corridor’ could be created along the course of the path and canal;

- Restrict development from the eastern edges of the site that would be highly visible to the open fields that extend to the east;

- Retain existing field pattern (hedgerows, hedge trees and drains) within any built development layout;

- Focus development to the M180 corridor as a priority over the northern areas of the site; and

- Use of local brick within built forms consistent with local vernacular style.

The landscape features and mitigation proposals are shown on Figure EMP 1b, Landscape Analysis Plan.

3.7 Landscape Capacity

The landscape sensitivity of the site is assessed to be Medium and the landscape value is assessed to be Medium. Assuming that mitigation measures as outlined in the previous section are implemented and taking into account the landscape sensitivity and landscape value, the landscape capacity of this LCA to accept employment development is Medium. Should development take place it would be recommended to be in the southern areas of the site as these have a lower landscape sensitivity and value whilst offering opportunities for mitigation screening.
View west from Wykewell Bridge

View west towards Wykewell Bridge

View north west from the A18 over the M180

View north east from the A1146 towards Thorne
4.0 EMP 3 – WEST MOOR PARK

4.1 Site Context

The site is located to the east of Armthorpe and Nutwell on Doncaster’s eastern edge. The area spans the M18 Junction 4 and is centred on the existing ‘West Moor Park’ employment area. The western boundary borders the residential areas of Nutwell and Armthorpe and the agricultural fields approaching Edenthorpe. The northern, eastern and southern site boundaries border open agricultural fields.

At a borough wide level this site is located predominantly within LCA H2 ‘Blaxton to Stainforth Sandland Heaths and Farmland’ and a section of LCA G1 ‘West Moor Peat Lowlands’.

Within the DMBC LCCA, LCA H2 is described by, it’s overlain gravel and sand drifts, which give rise to sandy stony soils, influencing landscape character. The LCA is bisected by the M18 motorway; to its west there are larger urban settlements, many of which are almost merging; to its east the landscape is more rural and typified by intensively farmed, large scale arable fields drained by a network of geometrically arranged ditches. Diversification of the farming land use includes recreational uses such as fishing, boating lakes, a miniature railway, caravan and camping sites and off road motor bike tracks. Restored gravel pits and ongoing sand and gravel extraction is traditional in this area. Views are influenced by a combination of flat landform and the presence of some trees, woodlands, hedgerows and many wooded skylines. Overall this is a rather diverse and in places rather indistinct landscape area, which is unified by the underlying geology, floodplain topography and almost extinct sandy heathland character.

LCA G1 consists of a flat slightly sunken pocket of land defined by a surface geology of peat. It is a simple landscape which is largely undeveloped. It is a small but intact area of mainly arable farmland with large geometric fields arranged in a regular pattern. Fields are bounded by straight shallow ditches with reeds; occasional fragmented hedgerows and lines of deciduous trees.

4.2 Site Description

The site covers a very large area of agricultural and developed land spanning the M18 motorway totalling an area of 481 ha. Part of the site is already developed as the ‘West Moor Park’ employment area which consists of very large warehouse buildings. Landform is generally flat in the east at 5 m AOD rising to the west to 10 m AOD. The site borders the residential areas of Nutwell and Armthorpe to the west, ongoing and restored sand and gravel workings to the east and arable farmland to the north and south. Within the undeveloped areas of the site settlement is limited to four individual farmsteads. Public access is limited through the area to one bridleway along West Moor Lane and a permissive track along Holme Wood Lane. A large electricity transmission line passes through the site to the east of Nutwell heading north towards Edenthorpe.

There are infrequent smaller fields of pasture and occasional small blocks of deciduous trees. The area is bordered by several farms, but there is only one farm, West Moor Farm, within the LCA itself. Large warehouses have been constructed at the West Moor Park employment site near the motorway junction and have encroached into the southern tip of the LCA. They are currently separated from the farmed areas by the A630 main road. Access within the site area is limited consisting of farm tracks and public access via public footpaths across the area. However, the busy M18 and A630 roads border the eastern edge and encroach into the southern tip respectively.
Following fieldwork the site can be split into three distinct landscape character units (LCU), the illustrative boundaries are shown below and on Figure EMP 3a.

**EMP 3.1**

This landscape character unit (LCU) is located on the western edge of the site area and contains small agricultural fields adjoining the eastern edge of Nutwell and Armthorpe. Landform within the LCU is at approximately 5 m AOD. The LCU is bordered by the warehouses of the West Moor Park estate to the north, the established residential areas of Nutwell and Armthorpe to the west and the M18 to the east. Land cover within the area is a mix of grassland and woodland interspersed around mature overgrown hedgerows and hedge trees. Combined with New Close Wood, the hedgerows and hedge trees give the area an enclosed small scale feel which help to screen views to the surrounding detractors; the motorway, industrial estate and electricity lines. Holme Wood Lane, a public right of way, borders the site and connects into the open agricultural areas to the east of the M18. Local residents also appear to walk informally within the grassland fields (currently unfarmed) between gaps in the fragmented, overgrown hedgerows. Playing fields and a skate park border the north eastern corner of the site which abuts the older and smaller scale employment and warehouse area. Residents on the eastern edge of Nutwell have direct views over the area and towards the electricity transmission line. The recent warehouse development of West Moor Park has had mitigation planting and screening bunds constructed around them but this is yet to mature. The surrounding land uses have the effect of enclosing the site and the above average tree cover of the LCU give the site different character to the wider H2 LCA which is of a larger scale with wide ranging views. The fields play a role in improving the setting of the adjoining residential areas.

The landscape character sensitivity of this LCU is assessed to be Medium.

**EMP 3.2**

This LCU is located within two areas of the site, at the eastern and western ends. Landform within the eastern area of the LCU is generally flat at 5 m AOD, whilst it is gently rising in the western area to 10 m AOD. The western area (The Lings) is split into two large fields under arable production traversed by the large electricity transmission line. The eastern area (Thornham and Holme Wood) is predominantly under agricultural use; other land uses include sand and gravel workings and a motor bike off road track in a former sand and gravel extraction area. The Lings area is distinctive from surrounding areas due to the presence of a number of individual mature trees within the lower section of the arable field bordering the West Moor Park area and cemetery. Residential properties border, and have views over the area. The properties...
are bounded by a range of fenced and hedge styles visible adjoining the fields. Within The Lings area views are channelled between existing developments along the road corridor. The Thornham and Holme Wood area is characterised by flat, medium sized, arable fields interspersed with former and ongoing sand and gravel extraction areas. Tree cover is most prevalent around the six farmsteads and at Holme Wood, with a small number of trees found within the hedgerows. At the ground level, due to surrounding vegetation, existing and post quarrying operations (including off road motorbikes) are generally screened from view by mature hedgerows and mitigation planting. The M18 passes through the area on a small embankment providing glimpsed views into the LCU, the constant noise of the motorway is also apparent. The highly prominent warehouses of West Moor Park form a backdrop to westerly views across the area. The LCU is generally typical of that found in the wider LCA; a diverse and indistinct landscape area, of varying land uses unified by the underlying geology.

The landscape character sensitivity of this LCU is assessed to be Medium.

4.3 Visual Sensitivity

The site is generally low lying with large areas overlooked by the passing M18 and A630. The residential northern edge of Armthorpe borders ‘The Lings’ area of the site and the residential eastern edge of Nutwell overlooks the New Close Wood area of the site. The New Close Wood area is a well used wedge of land between the residential areas and M18 from which the current West Moor Park employment area is visible. The enormous scale of the warehouse development at West Moor Park results in it being visible from within all the LCUs of the site; the M18 and A630 do however restrict low level views to the area. Development within Thornham, Holme Wood and West Moor Park areas of the site would be highly visible due to the open, flat nature of the landscape and limited tree cover. Key views over the site would be gained from the passing M18 and A630 and the large residential areas bordering the site at the western edge. Due to the variety of landscape features and land uses bordering the site, overall the site is assessed to have a Medium visual sensitivity.

4.4 Landscape Sensitivity

The different LCUs of the site have a number of different characteristics that would be sensitive to the type of employment development proposed. The small scale nature of the fields within the New Close Wood and The Lings area would be sensitive to large scale development even though they already contain a number of detracting features including large scale electricity transmission lines and the M18 combined with views to the West Moor Park employment area. The West Moor Farm and Thornham areas are wholly agricultural in character which extends further east into open countryside and development in these areas would be out of character. The disturbed gravel extraction areas to the east of the site are likely to be less sensitive to some forms of smaller scale development. Taking into account the local landscape character and visual sensitivity, the landscape sensitivity of the area is assessed to be Medium.
4.5 Landscape Value

This is a large open area, spanning two LCAs, with landscape features characteristic of the Sandland Heaths Farmland area and the Peat Moorlands area. The landscape of EMP 3.1 plays an important role in the setting of the residential properties that border the area both in visual amenity and for informal recreational uses. EMP 3.3 is entirely agricultural with the A630 forming a physical barrier between developed and undeveloped areas. The Thornham and Holme Wood areas of EMP 3.2 contain important mineral resources with the restored workings suitable for recreational uses. The site area is not within Doncaster’s green belt but is covered by general countryside policies. Local wildlife sites found within the area include Holme Wood, New Close Wood, Thornam Lane, Cozen Croft Wood and Wyndthorpe Hall Wood (part). A number of historic hedgerows are also found within the site around Cozen Croft and East Nutwell. Overall the site is assessed to have a Medium landscape value.

4.6 Mitigation Potential

Should development take place the site presents many opportunities for mitigation including the following:

- Retention of field boundaries particularly the mature and overgrown hedgerows and hedge trees to the east of Nutwell;
- Retention of individual trees within ‘The Lings’ area to the north of Armthorpe;
- Provide a buffer and green corridor area around the residential fringes of Nutwell and Armthorpe to help screen large scale development from view;
- Where necessary concentrate ‘development’ to previously developed areas of the sand and gravel pit workings. This would not be suitable for warehousing but may suit low level leisure uses that can be screened from the wider landscape;
- Restrict development in the locally rare West Moor Peat Moorlands area;
- Where development does occur; smaller scale commercial development to the fringes of residential areas to respect the transition in scale of buildings.

The landscape features and mitigation proposals are shown on Figure EMP 3b, Landscape Analysis Plan.

4.7 Landscape Capacity

The landscape sensitivity of the area is assessed to be Medium and the landscape value of the area is assessed to be Medium. Assuming that mitigation measures as outlined in the previous section are implemented and taking into account the landscape sensitivity and landscape value, the landscape capacity of this LCA to accept employment development is Medium. The landscape to the east of the M18, whilst open and characteristic of the wider area is in part damaged due to ongoing and historic sand and gravel extraction. The landscape in these areas has a higher capacity to accept sensitive small scale development.
View east from the residential areas of Nutwell

View south from the A630 West Moor Park roundabout

View north west from the A630 towards West Moor Farm

View west from Holme Wood Lane towards the M18 and West Moor Park
Doncaster Metropolitan Borough Council
Landscape Character and Capacity Study
Employment Sites
EMP 3
West Moor Park

Reference
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5.0 EMP 4 – HATFIELD STAINFORTH

5.1 Site Context

The site is a large triangle shaped wedge of land bordered by the M18 motorway junction 5 to the east, the settlement of Hatfield to the south and the railway line adjoining Stainforth Colliery and Stainforth to the northwest.

At a borough level the site is contained within LCA E3, East Don and Dun River Carrlands. The DMBC Landscape Character Assessment states; this LCA is defined by the sand and gravel deposits and flat floodplain landform associated with the Rivers Don and Dun Navigation. The agricultural landscape is a medium scale, characterised by arable farmland and pockets of unimproved pasture, in geometric fields with an irregular pattern. There are fragmented hedges interspersed with mature trees and a network of drains on field boundaries. Trees are also found in places alongside the watercourses and as infrequent small blocks of deciduous woodland. The LCA has a diverse land use which encompasses some areas of housing, strategic employment, a motorway service station, a landfill site and a scattering of leisure sites such as the water park. There is a good network of public rights of way. With the exception of a few scattered farmsteads, there is little settlement within the LCA, however the LCA is bordered by urban edges to the east, west and south-west and there are more urban influences on the edge of Stainforth where there are degraded areas. Deep coal mining is a highly evident historic and current activity, with extensive views of the collieries and spoil heaps. The area is physically divided by many elevated transport routes including railway lines and motorways which enclose the landscape and cut off views.

5.2 Site Description

The site area, at approximately 320 hectares, is a significant part of the wider E3 LCA and as such shares many characteristics of the E3 LCA. The site contains a mix of small and medium scale arable and grassland fields bordered by hedgerows which range from over mature to fragmented. Landform is low lying and generally flat approximately 3 m – 5 m AOD, the M18 to the eastern boundary runs along an embankment and encloses the site from the east. Within the site area land use is predominantly agriculture plus individual features such as Hatfield Water Park, which is bordered by a small number of residential properties and caravan site. Other land uses include the Doncaster North motorway services, at junction 5 of the M18 and a landfill site which rises up above the surrounding flat landscape. Only one access road runs into the site area, however, the area is served by a number of publicly accessible tracks and footpaths. The north western site boundary follows the railway line beyond which the spoil heaps of Stainforth Colliery are prominent. The southern site boundary borders the northern edge of Hatfield, this diverse area includes residential development, a school and light warehousing/employment areas bordering the agricultural fringe. The central and eastern areas are characterised by a large number field drains at field boundaries containing mature trees.
Following field work the site can be split into three distinctive landscape character units (LCU’s). The illustrative boundaries are shown on the below plan and Figure EMP 4a.

**EMP 4.1**

This landscape character unit (LCU) is located to the central and eastern areas of the site. The area is free from development with the exception of the water park area to the south east and the motorway services in the eastern central area. The area has a distinctive enclosed feeling, partly due to the surrounding elevated features of the motorway, spoil heaps and landfill site; but mainly due to the large amount of mature individual trees found along the ditches bordering the small grassland and arable fields of the area. The fields within the central area are of long grassland and not in current use. The central area has a quiet, unspoilt feeling around which the Hopyard Hay Meadow local nature reserve is found. With the exception of the access into the water park there are no roads found within this area but characteristically there are a number of mature green lanes, used for local access and footpaths, bordered by a network of historic hedgerows. The significant detractor to the LCU is the constant traffic noise experienced in the eastern fringes emanating from the M18. The southern and central areas of the LCU experience views south to the prominent church tower in Hatfield. The southern boundary is a mix of various land uses including a public park, playing fields, caravan site, waterpark and school which all add to the diversity of the area. The LCU is not typical of the wider E3 LCA as it contains a range of features not found in the rest of the LCA, including the small scale uncultivated fields, hay meadows and green lanes.

The landscape character sensitivity of this LCU is assessed to be Medium.

**EMP 4.2**

This landscape character unit (LCU) is located within the south western end of the site, a linear area bordering the northern edge of Hatfield and adjoining the railway line and Hatfield and Stainforth train station to the west. This diverse area is an urban rural fringe zone containing small to large scale arable and grassland fields, fly tipped scrubland and small scale warehouse and industrial units. The LCU is flat and bordered by a mix of fragmented hedgerows, ditches and post and wire fences. Tree cover along the field boundaries is limited, and notably sparse, in comparison to EMP 4.1. Landform is flat with views possible along the edge of Hatfield. Public access is restricted to one road that connects into the landfill site which rises up above the area beyond the northern boundary. A small network of field drains is found draining the area to the east around the urban fringe fields. Two...
small electricity lines pass through the fields of the area. Views are possible to the pit winding gear of Stainforth Colliery to the north and Hatfield Church to the south. The LCU is reasonably typical of the diverse nature of the wider E3 LCA.

The landscape character sensitivity of this LCU is assessed to be Low.

**EMP 4.3**

This LCU is located to the northern boundary of the site, adjoining the railway line and Stainforth Colliery. The area is the site of an operational waste landfill facility. The landform is artificially raised above the surrounding ground levels, up to approximately 15 m with both restored and operational areas visible from public rights of way. The area has an untidy appearance with nets lining the top of the waste mound (to prevent litter blowing away) visible from the motorway to the distant east. The lower fringes of the site have been restored to grassland fields and blocks of scrubland vegetation. There is no public access into the area however a bridleway runs along the western edge. The area has an untidy appearance with large amounts of windblown and fly tipped litter visible within the fields. There is no residential development within the area with the HGV traffic movements to the landfill are a feature. Due to the size of the LCU it is not typical of the wider E1 LCA however the landfill is a noted feature of the E3 LCA.

The landscape character sensitivity of this LCU is assessed to be Low.

### 5.3 Visual Sensitivity

Landform within the site is generally flat but the visual sensitivity varies due to the range of tree cover within the site. Ground level views to the east of the site (EMP 4.1) are restricted due to the large numbers of mature trees lining the ditches of the area. Views in the west of the site (EMP 4.2) are extensive due to the sparse levels of tree cover. The residential and employment areas on the northern edge of Hatfield have views over the southern boundary of the site. The northern site boundary is largely screened from view due to the landform associated with the landfill and colliery spoils heaps. Views of the western edge of the site are possible from the railway station and adjoining line which follow the northern site boundary. The eastern site area is visible from sections of the M18, which is in part elevated, and from the services area. Due to the varied nature of the site it encompasses a range of visual sensitivities. Large scale development would have a high visual sensitivity on the northern edge of Hatfield and eastern edges alongside the M18, but a low visual sensitivity on the northern edge of the site adjacent to the spoil heaps and landfill. Overall the site is assessed to have a Medium visual sensitivity.

### 5.4 Landscape Sensitivity

The site has a range of landscape features that would be sensitive to the type of proposed development. The small scale field and drainage network within EMP 4.1 has a distinctive sense of place and would be sensitive to large scale development that leads to the loss of the field boundaries and mature trees. The network of footpaths along the tracks in this area, lined by mature hedgerows and trees, would be negatively affected by development. The landfill area and open fields to the west of the site (EMP 4.3 and 4.2) would be less sensitive to development as the landscape here is degraded through a lack of management and the influence of the urban fringe. The small scale network of lanes and hay fields of EMP 4.1 is rare within the LCA and would be very hard to replace if lost. Considering the local landscape character and visual sensitivity of the site as a whole, the landscape sensitivity is assessed to be Medium.

### 5.5 Landscape Value

This is a large diverse area but with several variations in character as described in the previous sections. This predominantly agricultural area is contained by development and built features on all sides. At a local level the site has no specific policy protection other than that offered by general countryside policies. The network of public footpaths to the east of the area within the old field networks offers recreational opportunities to local residents connecting into the Jubilee Park and Water Park areas. This attractive area is a valuable local resource but the areas tranquillity is affected by the traffic
noise of the M18. Areas to the west of the site area are surrounded by the degraded land uses with few elements worthy of conservation. Within this LCU there is a marked difference between the eastern and western areas of the site however overall it is typical of the wider LCA. Taking this into account, overall the site is assessed to have a Medium landscape value. The Hopyard Hay Meadow local nature reserve in the east of the site would however have a high landscape value.

5.6 Mitigation Potential

Should development of the site take place, the site presents the following options for mitigation:

- Focus all development to the western corner of the site first, extending to the landfill area only;
- Prevent development within the central areas where the small scale field networks, hay meadows and green lanes are found;
- Should development of the western areas take place, consider extending Jubilee Park and Hatfield Water Park northwards to create additional leisure and recreational areas;
- Retain the mature network of tracks to be used as footpaths, reinforce these green corridors with additional planting offsets from development; and
- Integrate and retain existing field boundaries and mature vegetation within proposed development pattern.

The landscape features and mitigation proposals are shown on Figure EMP 4b, Landscape Analysis Plan.

5.7 Landscape Capacity

Assuming that mitigation measures as outlined in the previous section are followed and implemented, and taking into account the landscape sensitivity of the area which is Medium and landscape value which is Medium, the landscape capacity of this site to accept employment development is assessed to be Medium. Should development take place on this site, it is recommended to take place in the western areas only. Development is not recommended within the small scale hay meadows and fields of the central northern and eastern areas (EMP 4.1) which would have a negligible capacity for development.
The eastern edge of the site near to the Services

View north west from the footbridge by the M18

View west from West Field bridleway

View south over Holmefield near to the railway line
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