The Inspector’s Further Preliminary Question – Doncaster Sheffield Airport – Issued 19th May 2020

INSPECTOR’S NOTE NO. 2.1:
FURTHER PRELIMINARY QUESTIONS TO THE COUNCIL

Doncaster Sheffield Airport

FPQ1. Various parts of policy 7 refer to specific geographic areas and others do not. In some cases, the terminology used in the policy to describe the geographic area does not seem to correspond to that used on the key to the Policies Map. The Schedule of Minor Typographical and Cartological Amendments\(^1\) includes additional references in some parts of the policy to some specific sites shown on the Policies Map (site 940 E1, E2 and E3). However, I consider those to materially affect the policy and necessary to make it effective, meaning that they should be included as a main modification rather than “minor amendments”. Furthermore, clarification is needed in other parts of the policy to ensure that they are clear about which geographic area they apply to. They include:

A – “at the airport”.
B – “within the airport area”.
D – no geographic area is referred to so it is not clear whether it applies to any of the allocations or other designations on the Policy Map, including Countryside.
E – as suggested in CSD6.
F – presumably this applies to site 940 E3. But also E1 and E2? Anywhere else, including other allocations or Countryside?
G – “land north of Hayfield Lane”.
H – which areas are “on site” and “off site”?
J – are all the “safeguarding areas” shown on the Policies Map?.
K – “the airport site”.

Please prepare, as a suggested main modification, a revised version of policy 7 that clarifies the above. It should also clarify the uses proposed for site ref 517 designated on the Policies Map. This appears to be an allocation without

\(^1\) CSD6.
planning permission, but it is not listed in Table 4 which means that policy 4 does not apply to it.

**Council Response:** A revised version of Policy 7 is provided below as a suggested Main Modification. In amending this policy, a number of consequential amendments have been made to the exploratory text, maps and Appendix 3 to ensure consistency and clarity. The Council also provide these below.

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## Chapter 5: Doncaster Sheffield Airport

### Introduction

5.1. Since its closure in 1996, former RAF Finningley has been transformed into a significant regional airport. In the intervening years, Doncaster Sheffield Airport (DSA) has grown and expanded its passenger and cargo operations and is now recognised as an important asset for both the Borough and City Region.

5.2. DSA is often referred to as the ‘Gateway to the City Region’. The airport now forms part of a corridor linking DSA to the M18, which incorporates along it the iPort initiative (an intermodal rail freight interchange), as well as the large housing redevelopment of the former Rossington colliery (1,200 new homes). Beyond this the M18 links to the A1 and the M1, including to the University of Sheffield Advanced Manufacturing Park in Rotherham, as well as the M180 and the Humber ports. Strategically, both the airport and the Borough are therefore well connected, both on a local / regional level and to wider national and international routes.

5.3. The potential of this area and the transformational effect it could have on the local and regional economy is acknowledged.

5.4. The airport is an economic priority both for Doncaster and for the Sheffield City Region as a whole. The airport corridor is recognised regionally as a catalyst for business development, inward investment and job creation with regard to logistics, engineering and associated aviation activities. The Doncaster Inclusive Growth Strategy continues to support airport growth including expanding the enterprise sectors and linking to regional growth corridors (such as the aforementioned Advanced Manufacturing Park). Doncaster Sheffield Airport will play a key role in driving the local and regional economy forward.

5.5. In March 2018, DSA published its Growth Plan\(^2\), which is said to show “illustrative but realistic” plans for development and growth at the airport between 2018 and 2037. This document includes plans for:

- Large passenger growth.
- Growth in cargo operations.
- The enhancement of the terminal building.
- Airside development.
- Development of the Maintenance, Repair and Overhaul (MRO) facility, linked to the Advanced Manufacturing Research Centre.

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\(^2\) The published name of this growth plan is ‘Masterplan 2018 – 2037 Draft consultation report’
5.6. Should the goals of the Growth Plan be realised, there can be little doubt that the airport will be transformed by 2037.

5.7. The Council is broadly supportive of the ambitions for the airport, and recognises the importance of this unique asset. A successful airport brings economic benefits for the Borough and the City Region. It opens both up to enhanced business and employment opportunities, and increases opportunities for international investment, as well as easy access to international markets for local businesses. It can make the Borough a more attractive place for both people and business to locate, and provides convenient tourism opportunities for the Borough's residents, as well as opening the Borough and City Region up to, and catering for, in-bound visitors and trade.

5.8. The Council, and local planning policy, broadly supports the published Growth Plan and is generally supportive of the aspirations included within it; the following policy ensures the Council has sufficient overall policy input to ensure that the Airport delivers sustainable and carefully planned growth.

Policy 1: Doncaster Sheffield Airport Policy Area and Business Park (Strategic Policy)

Growth and investment at Doncaster Sheffield Airport (within the Airport Policy Area defined on the Policies Map), will be supported to enable its development and expansion in line with the following principles:

A) Aviation uses and infrastructure required for the safe operation and growth of the operational passenger and freight airport uses at the airport will be supported within the airport operational area, as defined on the Policies Map, will be supported. In this area the following new or enhanced infrastructure will be supported:

1. an expanded passenger terminal;
2. additional taxiways, aprons and aircraft stands;
3. new air cargo transit sheds;
4. new aircraft 'Maintenance, Repair and Overhaul' (MRO) campus and advanced manufacturing research centre;
5. airside related retail and catering facilities;
6. public and staff car parking;
7. public transport facilities and enhanced services in accordance with an adopted airport travel plan;

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3 This document was produced independently and not subject to input from the Council prior to publication
8. training centres for airlines and related services; and
9. other facilities for general aviation and associated infrastructure.

B) Aviation related development will be permitted within the airport operational area (as shown on the Policies Map).

C) Site 517 is allocated within the airport operational area for new airside employment and operational uses only, including:
   1. new air cargo transit sheds;
   2. a new aircraft ‘Maintenance, Repair and Overhaul’ (MRO) campus and advanced manufacturing research centre; and
   3. other aviation related development, including aircraft hangars, necessary to be located within the airport operational area.

D) Employment (B1 a (airport related only) /b/c, B2 and B8) uses will be supported on land allocated at the Airport (allocated site 748 & B1 b/c, B2 and B8 on allocated site 941) subject to the requirements of Policy 4.

E) Additionally, further employment development will be supported within Employment Policy Areas within the Airport Policy Area for:
   1. engineering and manufacturing for aerospace and automotive purposes;
   2. supporting activities relating to the operation of the airport or ancillary to employment areas; and
   3. offices where they are aviation related or meet the sequential test requirements of Policy 23.

F) An area of 105.5 hectares (as shown on the Policies Map as sites 940 E1; 940 E2 & 940 E3) and which includes existing woodlands is identified as a potential housing-led mixed use urban extension on land to the south-west of Hayfield Green and to the west of Doncaster Sheffield Airport, as per Parts 1 – 3 below:
   1. 10 hectares of land east of Poplars Farm and south of the Airport Access Road (as shown on the Policies Map as site 940 E1) is allocated to accommodate a central area of retail, food and drink, hotel and other commercial and community uses to serve the needs of existing and future residents, employment areas and users/staff of the airport.
   2. 11 hectares of land east of Hurst Lane (as shown on the Policies Map as Site 940 E2) is allocated for housing to accommodate up to 280 dwellings to support initial phases of airport expansion and employment growth.
   3. An additional area of approximately 70 hectares (as shown on the Policies Map as site 940 E3) is proposed as an Airport Reserve Housing Site and could accommodate up to 920 houses. The release of housing on this site will be phased is conditional, and being strictly tied to the robustly evidenced

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4 ‘Airside’ refers to land within the airport operational area
delivery of jobs in line with the airport growth plan and as set out in part F G below.

G) Any release of housing in excess of the 280 dwellings allocated on site 940 (E2) to support the initial phases of airport expansion and employment growth will only be permitted on site 940 (E3) in line with the following principles and mechanisms:

1. The number of jobs created to trigger the release of housing will be on the ratio of 0.11 houses for every job created, up to a maximum of 1,200 houses. This will be net additional jobs in addition to the number of jobs identified by the Council as existing at the airport as at 2020\(^5\), plus an annualised share in lieu of the initial tranche of 280 houses, as below.

2. The allocation of 280 houses will be permitted on land specified in the Policies Map site 940 (E2) in lieu of 2,545\(^6\) FTE jobs in addition to the existing jobs at the airport. The delivery of the 2,545 jobs to account for the initial housing allocation will be annualised out across the 15 years remaining in the plan period (2020 – 2035, or a rate of 170 jobs expected per annum – this is called the annualised share). For further housing to be released, the applicant must clearly demonstrate that the level of jobs at the airport as at April 2020 has been maintained, and on average, 170 net additional jobs per annum have been created and sustained in addition to this, at the point of application. If this can be demonstrated, then any jobs delivered above this figure will trigger a release of housing on the ratio of 0.11 houses per extra job above that owed in lieu on site 940 (E3).

3. Evidence of the number of additional jobs created (releasing up to a maximum total of 920 houses in addition to the initial 280 houses – a maximum of 1,200 houses overall), must be submitted alongside any planning application for residential development within the Airport Reserve Housing Site site 940 (E3). This evidence will be reviewed in an independent report commissioned by the Council and paid for by the applicant. For further housing to be supported, the evidence will need to clearly demonstrate and quantify the provision of net additional full time equivalent jobs delivered on within the Airport Policy Area site, or via jobs specifically and clearly related to Doncaster Sheffield Airport within the Borough, over and above the number of jobs existing at the airport as at 2020 plus the annualised share to account for the initial tranche of 280 dwellings, with clear evidence that the additional jobs have already been delivered. To be clear, jobs are net, and therefore based on a running total factoring in gains and losses.

H) Development supporting aviation heritage and training will be located at land north of Hayfield Lane within the airport operational area (as shown on the Policies Map as ‘Community Facilities: Vulcan Hangar and Training Centre’).

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\(^5\) As at Local Plan adoption

\(^6\) 280 houses = 2545 jobs using a ratio of 0.11:1
I) Access to the Airport must be shown to be compatible with an up to date Airport Surface Access Strategy (ASAS) to enable easy access through a range of travel modes from the Borough, City Region and the wider region. Any additional car parking to meet the demand of users of the airport and businesses should be provided on-site within the Airport Policy Area linked to increasing use of public transport. There will be a presumption against provision of airport car parking in off-site locations outside the area of the Airport Policy Area growth plan.

J) In relation to transport infrastructure, the following new or enhanced infrastructure related to the airport will be supported:

1. a new electrified main line rail connection and railway station at Doncaster Sheffield Airport, connecting the airport onto the East Coast Main Line.
2. improved access to the M18 from the airport site.

K) Development proposals must be informed by comprehensive airport area-wide masterplanning (henceforth known as the ‘masterplan exercise’). This must include production of an agreed design code for the housing areas south of the Airport Access Road / Great Yorkshire Way (Sites 940 E1; E2; & E3), to be prepared in advance of any development on this land. The masterplan exercise and design code must be prepared in collaboration with the Council, landowners, airport operator, with the wider engagement of stakeholders and the local community.

L) Development proposals must satisfy the requirements of all other relevant policies of the Development Plan and respect the following specific development guidelines:

1. Within the Public Safety Zones adjacent to the airport runway, as identified on the Policies Map, there is a general presumption against new development, unless the proposal accords with guidance in DfT circular 1/2010 or any successor guidance.

2. Within the following safeguarding areas (as shown on the Policies Map) planning applications are required to be the subject of consultation with the airport:
   - the established official safeguarding plan for the airport;
   - 13 km radius bird strike hazard area for development proposals likely to attract birds (as shown on the policies map); and
   - A building and structure height safeguarding area of 15km with some extensions to the north and south related to take offs and landings (as shown on the Policies Map); and
   - a 30 km radius circle of critical airspace centred on the airport (which covers the whole of the Borough) that needs to be safeguarded against any harmful effects of wind farms.  

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7 This includes land both inside and outside of the Borough. The policies map only shows the portion of this radius within Doncaster.
8 As this covers and applies to the whole Borough, it is not shown on the Policies Map
Within such areas, the height and location/design of development that creates a bird hazard and location of wind farms may be restricted. Development that could affect the operational integrity or safety of traffic services of the airport or its surveillance systems will not be permitted.

2. A Strategic Delivery Plan will be required to enable a full assessment of the transport implications and identification of timely future interventions required to support and facilitate delivery of the masterplan.

M) Development at within the **Airport Policy Area** site will be informed by a Green Infrastructure (GI) Strategy which protects the component assets and enhances the GI network through planned interventions (e.g. habitat creation and restoration) and appropriate land management. The GI Strategy will be developed in conjunction with the Local Authority and other relevant stakeholders, alongside wider masterplanning as above. The GI Strategy will prevent the fragmentation and isolation of existing ecological assets, particularly established woodlands and grasslands, and allow and enable species movement through and around the **Airport Policy Area** site. Development proposals at the site must demonstrate how they deliver a net gain for biodiversity and enhance the ecological network in accordance with the Green Infrastructure Strategy.
Explanation

5.9. National policy\(^9\) recognises the importance of Airports and their potential to contribute to economic growth at both national and regional level. The UK’s air links make it one of the best connected countries in the world, and the government is keen to continue this. The growth and importance of airports outside London is acknowledged and encouraged. However, national guidance also recognises the potential for airports to have both positive and negative impacts, with airport expansion to be “judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts”.

5.10. The primary function and purpose of the airport is as a passenger and freight terminal. As such, of fundamental importance is the maintenance and improvement of this airport function itself. Development of “airside” land inside the airport operational area boundary is supported for aviation development and aviation infrastructure. Other functions solely related to the functionality of the airport include airside operations and public safety.

Airside Operations

5.11. Certain development within the airport operational area boundary benefit from permitted development\(^10\). Development requiring planning permission related to the airport function is supported for the types listed on land within the airport operational area boundary (see Figure 5).

Public Safety

5.12. Doncaster Sheffield Airport is protected through the process of aerodrome safeguarding\(^11\). Within this area, as defined on the Policies Map (for the parts falling within the Borough of Doncaster), the airport must be consulted on planning applications. Safeguarding areas are maintained to allow the airport to operate safely.

5.13. It is important that development at the airport does not have an impact on the continuity of safe operations. These include: the maintenance of airspace through which aircraft fly; protecting the integrity of radar and other electronic aid from interference; protecting visual aids, such as runway lighting; and avoiding any increase in the risk of bird strike.

5.14. Land uses or tall structures which would prejudice air safety will not be permitted within the ‘safeguarding area’. Additionally, it is envisaged that a Public Safety Zone will be designated at each end of the runway over the course of the plan period, within which development will be restricted in accordance with the approach set out within DfT Circular 1/2010 or any successor guidance, in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing (see Figure 5). It includes a general presumption against new or replacement development or change of use of existing buildings within Public Safety Zones, when defined. No new residential development is permitted within these zones.

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\(^9\) 2013 Aviation Policy Framework
\(^10\) General Permitted Development Order, 2015, Part 8, Classes F - M
\(^11\) Town and Country Planning (safeguarded aerodromes, technical sites and military explosive areas) direction 2002
**Airport Masterplan Exercise**

5.15. The Council is keen to support the growth of Doncaster Sheffield Airport. However, it must also ensure this is done in a considered and balanced manner, in order that any growth is delivered in a sustainable way, and with potential negative impacts suitably mitigated.

5.16. In order to achieve this, the Council, through this Policy 7, is supportive of the multi-use growth of the airport, in line with the development of a comprehensive airport wide masterplan exercise, which will be prepared in collaboration between the Council, landowners, airport operator, with wider engagement of stakeholders and the local community.\(^\text{12}\)

5.17. The masterplan exercise will ensure a holistic approach to development at the airport, and ensure that the various elements are brought together in a carefully considered and well thought out manner, as opposed to a piecemeal approach which could result in a poorly integrated, disconnected series of developments. This is particularly important given the release mechanism for housing and the aspirations for a central plaza which will serve the needs of local residents.

5.18. The masterplan exercise will consist of an overall growth plan, and a well-considered place-making vision and strategy covering areas identified for airport operations, employment development, the new local centre, transport infrastructure, green infrastructure, ecology areas, open space and new housing areas. It will need to demonstrate how the various land uses will be conceptually and physically integrated, particularly in terms of transport connectivity and the creation of a high quality mixed use place. It will need to clearly establish a delivery framework and phasing plan in order to meet these requirements.

5.19. Of particular importance are the need to consider the following issues.

**Archaeology**

5.20. As part of satisfying other development policies within the Local Plan the impact on the heritage assets in the vicinity of the airport will need to be assessed including the impact on any archaeology that may be present. A study of aerial photography and other archival sources has shown that there are likely to be archaeological remains present on the allocated airport sites south and west of the runway, of up to regional or higher significance. A detailed archaeological evaluation of these sites will be required to determine the extent, nature, date, and condition of any archaeological remains present, and to establish their significance which will then inform the layout and design of future proposals.

**Design**

5.21. The overriding intention of the proposed masterplan exercise is to provide a well-designed and carefully thought out scheme, however there are specific design requirements which must be taken into account.

\(^\text{12}\) To be clear, this is separate to the airports ‘Masterplan 2018 – 2037 Draft consultation report’, which was published by the airport owners and not subject to wider stakeholder involvement in its development.
5.22. Overall the scheme should achieve high quality development with distinctive design for all new buildings and spaces, reflective of the area’s significance as an international gateway to Doncaster, the Sheffield City Region, and beyond. This is especially important for the central plaza and all development adjacent to the Great Yorkshire Way.

5.23. A comprehensively connected scheme should be created for both the movement of people as well as ecological movements. This includes connectivity through the individual developments and integration with existing local networks.

5.24. It must be ensured that the masterplan exercise and design code is designed, phased and delivered to ensure that there is adequate opportunity for employment, living and community interaction, including recreation, nature and open space throughout the course of the development.

Environmental Management

5.25. The approved masterplan must include as a major element, a Green Infrastructure Strategy. The Green Infrastructure strategy should clearly set out how the important ecological and landscape features are identified in relation to biodiversity, landscape character and green space provision.

5.26. The ecological section of the Green Infrastructure Strategy shall identify how biodiversity will be protected and enhanced to deliver a biodiversity net gain. The application of the mitigation hierarchy will provide a means by which development impacts on biodiversity (habitats, species and ecological networks) will be accounted for, and avoided, mitigated, or, as a final resort, compensated, in line with the GI Strategy and within the context of the airport masterplan. Off-site biodiversity enhancement utilising the DEFRA biodiversity Metric, in line with Policy 30, will be required where a biodiversity net gain cannot be secured as part of a development proposal, utilising the DEFRA biodiversity metric.

5.27. The direct, indirect and cumulative environmental impacts associated with the airport’s development and operation need to be understood and addressed, including those to human health (such as noise and air quality), biodiversity and wider environmental degradation. In particular, Thorne and Hatfield Moors are internationally important, rain-fed, wetland nature reserves and are inherently susceptible to degradation associated with pollution and poor air and water quality. Detailed consideration, including through a Habitat Regulation Assessment, will need to be given to the air quality impacts of future increases in flights and any other activity. The land take of the airport and its associated development will result in the significant loss of habitats, including priority habitats, impacts on priority species, and the functioning and connectivity of ecological networks. Proposals will need to account for their impacts, follow the mitigation hierarchy and deliver strategic biodiversity compensation in-line with an agreed airport Green Infrastructure Strategy that delivers the Lawton principles of ‘bigger, better, more and joined’ habitats.13

Employment

13 The Lawton Review, DEFRA, 2010
5.28. The allocated employment sites will provide opportunities for businesses who wish to take advantage of being close to an airport. It is envisaged that companies specialising in engineering and manufacturing for aerospace and automotive purposes will be attracted to the available land thus providing higher skilled jobs. The airport offers an opportunity for aviation related office uses to locate there and this policy will in principle permit offices at the airport as long as they are needed to support aviation services or they can meet the sequential tests and impact assessments as set out in Policy 23. Regard should also be had to Policy 4 which requires the developer/applicant to enter into a local labour agreement which will help to develop the skills of the Borough’s workforce.

5.29. The masterplan exercise must also take account of employment development and, as with housing, it should set out the design expectations, principles and parameters which new applications will need to follow. Regard will need to be given to issues such as public access including pedestrian links and cycle routes. There may also be a need for a lorry park in line with Policy 16.

**Housing**

5.30. In relation to the housing, the masterplan exercise will include a comprehensive design code which will clearly set out the design expectations, principles and parameters which new applications for housing will conform to. This is important to co-ordinate a large phased housing scheme which may be delivered by a number of developers. The design code must be produced and agreed by the Council prior to any application for housing south of the airport access road / Great Yorkshire Way on sites 940 E2 and E3. In developing the masterplan exercise and design code, the applicants must adhere to other relevant Local Plan policies and Supplementary Planning Documents. As a gateway site to the region, it is important that the design of buildings and landscaping are of high quality. The housing will also be subject to wider Local Plan policies which will be important to ensure that a proportionate amount will be delivered as affordable housing given some airport related jobs will be lower paid.

5.31. Further information on the release mechanism for housing on land to the south of the Airport Access Road sites 940 E2 and E3 is available in Appendix 1.

**Retail and Commercial**

5.32. In the delivery of expanding the airport and nearby residential development at the scale envisaged, the provision of a central plaza area to provide new services and community facilities will be supported. This area should accommodate appropriate small scale retail, related services, and community facilities (in the interests of creating a mixed use community) leisure uses (as defined in the Use Classes A1 to A3 and D2) whereby they will be permitted in order to serve the needs primarily of existing and future residents, employees in the area and visitors. Other suitable uses such as hotels (Use Class C1) will help meet the demand for development by the expanding airport. Within any such development there should be opportunities to link the area to the wider network to ensure good public transport links and a safe and secure walking and cycling routes are integrated where it would not lead to unsustainable trip generation for users and help develop a thriving community.
Transport

5.33. Ensuring sustainable multi-modal access is a fundamental element of successful growth at the airport. Preparation of the masterplan exercise must consider transport requirements in relation to an up to date Airport Surface Access Strategy (ASAS). The ASAS should be regularly reviewed and looks to develop, implement and promote sustainable surface access to the airport to facilitate long term growth and to maximise the opportunities for inclusive transport access.

5.34. Surface access to the site must consider both the impact of vehicle trips on the highway network and ensure access by sustainable modes. Prioritisation of modal access must be compliant with the NPPF, considering the needs of pedestrians and cyclists and public transport accessibility. The masterplan exercise should ensure opportunities for sustainable transport are maximised and provide safe and secure access by all modes. Car parking requirements should be line with an up to date ASAS and relevant standards set out in Appendix 6, considering the need for a balanced approach to ensure effective demand management and be justified by need as agreed by the Local Authority.

5.35. The masterplan exercise must include a full assessment of the transport implications and identification of timely, future interventions required to support and facilitate delivery of the development. Significant impacts arising from the proposed development on the transport network may require mitigation measures. Access improvements are required from the airport to the M18 to ensure network capacity to support growth aspirations.

5.36. Doncaster Council is currently working with Doncaster Sheffield Airport, Sheffield City Region, Department for Transport, Network Rail and Transport for the North to further plans for a new station at Doncaster Sheffield Airport. The introduction of a new station, and associated improvements to the rail lines, will support the growth and investment at the airport and beyond. The station will provide transformational connectivity to the airport, not only by expanding the travel catchment for air passengers, but also by introducing a new sustainable mode of travel to access the airport, with the potential to significantly reduce car usage. Should plans for the ECML be realised, relevant sections of the Local Plan related to this will be reviewed in light of the potential significance of this proposal.

Other

5.37. It is likely that land will be required to be safeguarded for a primary school in this location, and the impact of development on schools will need to be monitored and managed accordingly.
Figure 5: Airport Operational Area & Public Zones
Additional Note: The changes listed in this response will result in changes to the submitted policies map. For clarity, the map below shows how the policies map will now be drawn at the Airport, including the Airport Policy Area:
Appendix 1: Doncaster Sheffield Airport Policy Area and Business Park

Policy 1 proposes the release of housing linked to delivery of jobs within the Airport Policy Area at the airport (or airport masterplan area, or jobs closely related to airport functions). This Appendix clarifies how this is calculated.

Site 940 E2 is allocated for a development of 280 houses on land adjacent to the airport. A Reserve Housing Site is earmarked for up to a maximum of 920 houses on land adjacent to this (site 940 E3) meaning a total of 1,200 homes could be brought forward overall at the airport. (Both sites are shown on the Policies Map).

The release of houses on the site 940 E3 Reserve Housing Site will be strictly controlled and linked to the proven delivery of jobs within the Airport Policy Area at the airport (or masterplan area, (or jobs closely related to airport functions).

In the following example, it is assumed that the airport currently employs approximately 1,000* people.

The ratio of jobs : houses (i.e. the number of houses allowed per job created) for calculation purposes is 1: 0.11. For clarification, 500 jobs, 1,000 jobs or 2,000 jobs would result in 55, 110 and 220 houses respectively (jobs number x 0.11). The delivery of approximately 9 jobs would therefore result in 1 house.

To support the economic expansion of the airport, 280 of the 1,200 houses will be allocated ‘up front’ (Site 940 E2) in lieu of delivery of jobs. However, the Council will expect the jobs related to this initial tranche to be delivered. Therefore, before any of the remaining 920 houses are permitted on site 940 E3, it must be evidenced that a number of jobs equivalent to the 280 houses has actually been delivered:

- Using the ratio of 1 : 0.11, 2545 jobs is the equivalent of 280 houses.
- The Local Plan will be adopted in 2020 with a plan period to 2035, which is 15 years. The 2,545 jobs equivalent to the up-front 280 houses will be split between the 15 years. 2,545 / 15 = 170 (rounded);
- Before any further release of land is permitted for housing development beyond the 280 upfront houses, the applicant must demonstrate, at the time of an application for planning permission, that:
  a) the level of airport related jobs existing at the time of Plan adoption has been maintained; and
  b) an additional 170 net jobs per annum (based on the number of years since 2020 at the point of application) have been delivered.

Should the applicant be able to robustly evidence that this has been achieved, then a calculation can be made to determine how much housing can be permitted. Any net full time equivalent (FTE) jobs delivered above this figure at that point in time will allow housing to be permitted at a rate of 0.11 houses per additional job.

* This figure will need to be recalculated and agreed at the point of Local Plan adoption (expected to be 2020). The Appendix will be updated when adoption date is known.
For example, should an applicant wish to apply for housing on the Airport Reserve Housing Site 940 E3 in 2030, the amount permissible would be calculated as follows:

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year of application</td>
<td>Existing jobs (indicative estimate for illustrative purposes)</td>
<td>Jobs in lieu (years since Plan Adoption x 170)</td>
<td>Minimum FTE jobs delivered before additional housing released ((C + D) - (B + C))</td>
<td>Rate of housing release for any jobs delivered above figure in column D</td>
</tr>
<tr>
<td>2030 (10 years)</td>
<td>1,000</td>
<td>1,700</td>
<td>2,700</td>
<td>0.11 per job</td>
</tr>
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Using this example, should an applicant wish to apply for housing on site 940 E3 in 2030, they must show that the number of jobs at the airport is over 2,700, or in other words, since Local Plan adoption in 2020, 1,700 new jobs have been delivered in addition to the agreed number of existing jobs at Local Plan adoption. For any jobs over 2,700 jobs, houses would be permitted at a rate of 0.11 houses per additional job.

Using the table above, the figures below are presented to illustrate how the calculation would work:

- In 2030, the applicant robustly proves that the airport is directly responsible for the employment of 8,000 people within the Airport Policy Area at the airport (or airport masterplan area, (or via jobs closely related to airport functions).
- 1000 jobs (actual number to be confirmed at Local Plan adoption) must be deducted as they already existed at Plan Adoption in 2020 (8,000 – 1,000 = 7,000).
- 10 years’ (2020 – 2030) worth of jobs related to the split of the upfront housing allocation (site 940 E2) must also be subtracted to account for houses already delivered up front (170 x 10 = 1,700; 7,000 – 1,700 = 5,300 jobs).
- 5,300 net additional jobs must then be translated into houses using the ratio of 1 job : 0.11 houses. (5,300 x 0.11 = 583 houses).
- In this scenario 583 houses would therefore be permitted on site 940 E3. This is in addition to the 280 which were permitted up front on site 940 E2.
- The overall site (940 E2 and 940 E3) would therefore, at this point, be capable of delivering 863 houses out of a maximum of 1200 (583 + 280).
- The remaining 337 (1,200 – 863) houses could only come forward on the remainder of site 940 E3 were an applicant to demonstrate delivery of any further net additional jobs beyond those assumed above, and using the calculation above.

There are some very important caveats to this policy:

- The maximum number of up-front houses permitted in the initial tranche on site 940 E2 is 280.
The 2,545 jobs that would otherwise result in 280 houses on site 940 E2 (using the ratio of 1 : 0.11) must be delivered in lieu of this. This must be taken into account when an application for additional housing comes forward on site 940 E3.

The maximum number of houses that may come forward dependent on the delivery of jobs is 920 on site 940 E3 - in addition to the initial 280 on site 940 E2. This means there will be a maximum of 1,200 houses permitted on sites 940 E2 and 940 E3 related to the proven delivery of jobs. Should the number of jobs exceed the related equivalent number of houses (10,910 jobs (1,200 / 0.11)), no further housing will be permitted related to the additional jobs.

Jobs figures are net. They factor in gains and losses over time. They must be robustly evidenced and shown as actually delivered before housing release related to this can be considered.

The final list of the types of directly related jobs that it is acceptable to count towards this calculation will be agreed following discussions between the Council and the airport. However:

- Jobs created must be within Doncaster Borough.
- Jobs must be Full Time Equivalent (FTE).
- Jobs must be directly related to the Airport Policy Area (or airport masterplan area, or jobs closely related to airport functions). For example, new FTE jobs at an offsite Doncaster based supplier of specialist air related goods directly procured by Doncaster Sheffield Airport.

The Council considers that this strikes the right balance between supporting the airport and its economic aspirations, which are also important to the Borough and the City Region, and capturing the benefits for Doncaster. Additional housing acts as both support for the Airport's development and an incentive to deliver jobs to boost the local economy.

The initial tranche of housing is designed to help the Airport begin to realise its economic ambitions and potential. However, the jobs related to this must be delivered. This is the only time that housing will come before jobs in this location. For subsequent applications, jobs delivery must be clearly demonstrated before housing is released. This means the impetus is with the airport operator, if it wishes to enable housing development, to deliver its economic ambitions, which are also important for the Borough.