Doncaster Local Plan Examination
Mr Don Parkinson, Mr Kim Parkinson and Wilton (Thorne) Ltd (ID 05293)
Matter 12 Statement – Transport and Access

Issued September 2020

1.1 This Hearing Statement has been prepared on behalf of Mr Donald Parkinson, Mr Kim Parkinson and Wilton (Thorne) Ltd (ID 05293). The Statement responds to Question Q12.2 only.

1.2 Donald and Kim Parkinson are the majority landowners of draft employment allocation 001: J6 M18, Thorne North and Wilton (Thorne) Ltd are their development partner. Wilton (Thorne) Ltd is part of Wilton Developments Ltd, who has a long established track record of delivering employment sites in the region.

1.3 The Thorne North site comprises 73.63ha of land and is located off Selby Road to the north west of Thorne, to the west of the M18 and to the north of M18 Junction 6.

1.4 The site is also the subject of a pending outline planning application (ref. 16/02136/OUTM) for the development of employment uses. A comprehensive suite of updated plans and documents was submitted to DMBC in April 2020. This information is currently undergoing assessment and the application remains before DMBC for consideration.

Matter 12: Transport and Access

Question 12.2: Is it necessary to modify the Plan for it to set out requirements for any allocated sites to secure or contribute towards improvements to A1(M) or M18 junctions?

1.5 Our client supports references to transport matters within the draft Local Plan in relation to Site 001: Junction 6, M18 Thorne North and the strategic transport network. It does not consider it necessary to modify the Plan in order for it to set out requirements for the allocations to secure or contribute towards specific improvements to the A1(M) and M18 junctions.

1.6 As identified at paragraphs 61-62 of the Duty to Co-Operate Statement of Common Ground [ref. CSD13.2], the Council has engaged closely with Highways England (‘HE’), who are a signatory of this document. It confirms that both parties will maintain a collaborative working approach to securing developer contributions where appropriate and will investigate other potential funding opportunities in order to bring forward site allocations in the Local Plan.

1.7 When read as a whole, the draft Local Plan sets out a clear framework for securing transport improvements, where necessary, and to make proposed developments acceptable in planning terms. The Plan also sets out the Council’s intention for delivering transport projects and the appropriate funding streams. In particular, Policy 13 (Strategic Transport Network) sets out improvements to key routes, major road network enhancement priorities and the requirement
to submit a Transport Assessment (‘TA’) for developments that generate large volumes of freight traffic; and Appendix 2 sets out the specific requirement to undertake a TA where necessary.

1.8 The Local Plan and the Council’s supporting evidence base document ‘Doncaster Infrastructure Strategy (2020 Update)’ [ref. SDEB28] sets out the mechanisms for securing any required transport improvements via Section 106 agreements and Community Infrastructure Levy (‘CIL’) payments. This is reflected in draft Policy 66 (Developer Contributions). It is noted that, the role of developer contributions and specifically Section 106 obligations is to make a development acceptable in planning terms.

1.9 Dealing specifically with Site 001: Thorne North, an assessment of the ability of both Junctions 5 and 6 of the M18 to accommodate the level of additional traffic associated with this proposed allocation and the other allocations within the Plan is contained in the Doncaster Local Plan – Local Plan Modelling – Interim Progress Update document, which was prepared on behalf of Highways England in December 2019 [ref. SDEB51]. It confirms that with the mitigation that it identifies, both junctions will be able to operate within capacity in 2035 (i.e. the end of the plan period).

1.10 Any requirement for Site: 001 Thorne North to contribute towards the improvements to M18 junctions (including the timing of those works), will be determined having regard to the outcome of a Transport Assessment (TA), as required by paragraph 111 of the NPPF and Appendix 2 of the draft Local Plan. In accordance with these requirements, a TA has been carried out and submitted as part of the pending outline planning application on this site and this assesses any impacts of the development upon the road network and, where relevant, sets out appropriate mitigation measures. The TA forms an appendix to the Environmental Statement. The TA concludes that the existing local highway network will satisfactorily accommodate the predicted development traffic. The TA commits to agreeing a methodology for monitoring and potentially mitigating traffic impacts associated with Junctions 5 and 6 of the M18, if necessary, in the future. Separate to this, the TA and Environmental Statement also propose new sustainable transport measures, including a pedestrian footway and crossing to the northern side of the Junction 6 roundabout, new uncontrolled pedestrian crossings across the southern 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. A commitment is made to providing further public transport connections to the site through implementation of the proposed Framework Travel Plan.

1.11 The applicant has engaged with Highways England on the TA and its recommendations, particularly those that require a review mechanism of the impact of the development on M18 junctions. Highways England has agreed that there is sufficient existing capacity at Junctions 5 and 6 to allow a large element of development to come forward prior to any improvement works. The timing and detailed nature of the required works can then be secured through the appropriate wording of a planning condition to require a methodology for monitoring and mitigating traffic impacts associated with the development at those junctions. This work is set out in a Strategic Road Network Mitigation Strategy (September 2020, version 1.0) which has been circulated to both HE and DMBC. This has been undertaken based on the work which underpins Highway England’s assessment as set out in document ref. SDEB51 (see above). As a result of these discussions, Highways England has confirmed by way of a letter dated 15th September 2020 that it does not object to the application proposals, subject to agreeing appropriate wording of planning conditions to attach to any future planning permission. The letter from Highways England is appended to this Statement.
In conclusion, and as demonstrated by the process undertaken on the application to date, the Council’s above approach meets the requirements of the National Planning Policy Framework (‘NPPF’), paragraphs 56, 104, 108 and 111, which require development and transport priorities to be aligned, the submission of Transport Assessments where developments will generate a significant amount of movements and the need for significant transport impacts to be mitigated against.

The Council’s approach to securing transport improvements to respond to proposed developments, and the process the applicant has undertaken in relation to Site: 001 demonstrates, that, as currently worded, the Local Plan is justified, effective and consistent with national policy. It creates a framework for developers to assess and understand the need for improvements as a specific result of a development proposal, not only on the strategic road network but also as a result of the development as a whole on all modes of transport. The Local Plan therefore does not need to be modified to set out requirements for allocated sites to secure or contribute towards general or specific improvements to M18 junctions.
Appendix 1: Letter from Highways England dated 15th September 2020
Dear Anna

Land on the North East Side of Selby Road, Thorne – Proposed Employment Development Reference 16/02136/OUTM

Highways England has been consulted on the proposals for the employment site at land on the North East side of Selby Road, Thorne, planning application reference 16/02136/OUTM.

In response to this application, we have issued formal recommendations which recommend that planning permission not be granted for specified periods. The purpose of these recommendations has been to allow us to carry out a comprehensive and robust assessment of the impact of the development proposals on the Strategic Road Network (SRN), in order to maintain its safe and efficient operation.

The current formal recommendation relating to these proposals was issued on 13th August 2020, and is due to expire on 12th October 2020. I understand the plans for Selby Road Thorne are due to be considered at the Doncaster Local Plan Examination, therefore I provide this letter to confirm Highways England's current position on the Selby Road Thorne Plans for the Examination.

In principle we are happy that no objection to the plans for the employment site at Selby Road Thorne can be raised subject to appropriate controls. Highways England are working with the Local Authority and the applicant to agree appropriate wording of planning conditions to attach to any planning permission that may be granted for the development proposals and expect that the application will be able to be determined in due course.
I trust this makes our current position clear on the matter.

Yours sincerely

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