Doncaster Local Plan 2015-2035: Examination in Public

Hearing Statement by Peel L&P and Doncaster Sheffield Airport Limited

Matter 12: Transport and Access

16 September 2020
## Contents

1. Introduction  

Nick Graham  
nick.graham@turley.co.uk  

**Client**  
Peel Investments (North) Ltd  

**Our reference**  
PEEM3116  

16 Sept 2020
1. **Introduction**

1.1 This Statement is prepared by Turley on behalf of The Peel Group and Doncaster Sheffield Airport Limited (hereafter referred to as “Peel” and “DSAL” respectively) in respect of the examination of the Doncaster Local Plan 2015-2035 (“DLP”). It provides Peel’s and DSAL’s response to the Issues and Questions identified by the Inspector in respect of Matter 12: Transport and Access, as set out in Inspector’s Note 4\(^1\).

1.2 In overall terms, Peel and DSAL are fully supportive of the emerging DLP and consider that it is imperative the plan proceeds to adoption to ensure that Doncaster has an up-to-date Local Plan as required by national planning policy, and one which provides the policy tools for the planning system to support sustainable growth, including aviation growth, in accordance with national planning and aviation policy. Notwithstanding such general support, Peel / DSAL have identified a number of specific issues and concerns relating to the soundness of specific policies. Amendments to the relevant policies are suggested, without which those policies are not considered sound. The representations\(^2\) and the comments set out in this Statement demonstrate how such concerns can be readily addressed through Modifications to the policies such that the DLP can be found sound.

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\(^1\) Inspector’s Note No. 4: Matters, Issues and Questions, 11 June 2020 [INSP4]

\(^2\) Doncaster Local Plan (Regulation 19) Proposed Submission Version: Representations on behalf of the Peel Group (September 2019) [ref. 04288]
2. **Matter 12: Transport and Access**

Q12.1. Is the support for each of the eleven road improvements listed in policy 13 part A and Table 7 (“major road network enhancement priorities”) and indicated on the Key Diagram (“transport proposals”) and Figure 6 (“proposed infrastructure”) justified and consistent with national policy? In particular:

a) Do these elements of the Plan serve a clear purpose, and is it evident how a decision maker should react to a proposal to deliver one of the schemes or, alternatively, react to a development proposal that could compromise the delivery of one of the schemes?

b) Are the schemes based on robust transport evidence in accordance with national policy and guidance?

c) Were reasonable alternatives to the schemes considered during the preparation of the Plan including through the sustainability appraisal?

d) Have the environmental impacts of the schemes been identified, assessed and taken into account?

e) Is there a reasonable prospect that each of the schemes will be delivered during the Plan period?

2.1 One of the list of roadway improvements stated in policy 13 and Table 7 is an improvement to access to DSA from the M18 Motorway. The Council has confirmed that this refers to a potential new link road from Junction 4 linking the M18 directly with the A614. This is a logical improvement which Peel / DSAL would support as it reduces journey distances and times for people travelling south along the M18 to areas in the south of Doncaster and beyond into north Nottinghamshire.

2.2 Peel/DSAL would support this type of highway improvement but the policy needs further modifications to the policy itself and Table 5 to provide clarity on the location of the scheme and the additional connectivity it would provide.

2.3 Peel/DSAL look forward to commenting on a proposed modification to the policy in due course.

2.4 Peel / DSAL have not seen evidence which demonstrates that the additional link will be necessary to accommodate the growth of DSA and GatewayEast in accordance with Policy 7. Accordingly, any policy requirement for such a link to be provided as part of the development of DSA and GatewayEast is not justified with any evidence and is not sound.

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3 In Table 7, the road improvement is identified as “Improved access to Aero Centre from M18”.
Turley Office
1 New York Street
Manchester
M1 4HD

T 0161 233 7676