LAND AT MILL LANE
LOCAL PLAN SITE REF. 185
CARCROFT & SKELLOW
Promotional document on behalf of Metacre Ltd
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2.1 This document has been produced on behalf of the Metacre Ltd by Pegasus Group, to promote land at Mill Lane, Carcroft & Skellow.

2.2 Doncaster Council have recently published their Draft Local Plan containing proposed policy and site allocations for housing and employment uses. Land at Mill Lane is currently identified as being located in the Green Belt.

2.3 The purpose of this document is to support options for new and emerging housing sites to be included as allocations within the Local Plan and to demonstrate how the site could be delivered to provide new housing in a sustainable location within Carcroft & Skellow.
2.4 The site is an approximately 15 hectare parcel of land to the east of Mill Lane, on the eastern fringe of Skellow. The site lies within the administrative boundary of Doncaster Council.

2.5 The site is well connected to the local road network (B1220 and A1). Residential development is located to the south and east of the site.

2.6 The site consists of arable agricultural land with vegetated boundaries.

2.7 There are no listed buildings within the site and the site is not located within an identified Conservation Area. However, there is a Grade II Listed mill building outside, but on the edge of the site.
3 / PLANNING POLICY

PLANNING POLICY - NATIONAL

3.1 The revised National Planning Policy Framework (NPPF) (July 2018) sets out the Government’s planning policies for England and how these are expected to be applied. The main purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development; economic, social and environmental.

3.2 Paragraph 16 states that Plans should:
   a) be prepared with the objective of contributing to the achievement of sustainable development;
   b) be prepared positively, in a way that is aspirational but deliverable;
   c) be shaped by early, proportionate and effective engagement between plan makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.

3.3 Paragraph 33 confirms that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary.

3.4 Paragraph 67 outlines that strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.

3.5 Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly (paragraph 68).

3.6 Paragraph 74 states that a five year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan, or in a subsequent annual position statement.

3.7 To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.

PLANNING POLICY - LOCAL

3.8 Doncaster Council have released their Draft Local Plan for consultation (September 2018).

3.9 Draft Policy 3 ‘Level and Distribution of Growth’ outlines that the Local Plan’s strategic aim is to facilitate the delivery of at least 920 (net) new homes each year over the plan period 2015-2032 (15,640 homes in total) with sufficient land allocated to deliver at least 15 years’ supply (13,800).

3.10 The Council’s overall strategy indicates that new development (including homes, supporting services and associated jobs) will be focussed in and around existing urban areas, primarily Doncaster’s ‘Main Urban Area’, its 7 ‘Main Towns’ and 10 ‘Service Towns and Larger Villages’. Carcroft & Skellow is classed as a ‘Service Town and Larger Village’. Provision is made to accommodate a minimum of 250 additional new dwellings at Carcroft & Skellow.
Where are new homes in Carcroft-Skellow being proposed through the emerging Doncaster Local Towns/Villages in the borough. The Homes & Settlements consultation (March 2016) proposed a housing allocation to the Plan?

Green Belt

Flood Risk

Council's Strategic Flood Risk Assessment (November 2015) slightly lower target for Carcroft-Skellow of 250 new homes during this same timeframe. Please note, these are the current Green Belt boundaries as per the Unitary Development Plan and will need to be reviewed as part of the Doncaster Local Plan.

National policy only allows land to be taken out of the Green Belt in exceptional circumstances, for

What are the main physical and policy constraints to growth at the town of Carcroft-Skellow?

The emerging Doncaster Local Plan, and its supporting evidence base, has identified Carcroft-Skellow as one of 10 Service Please note, these are the current Green Belt boundaries as per the Unitary Development Plan and will need to be

town is entirely surrounded by a tightly drawn Green Belt boundary as identified on the map via the green shading. ECONOMIC CONTRIBUTION

3.11 A development of the scale envisaged here (see section 6) will derive a total estimated annual household expenditure into the economy of around £4.5 million (Source: Household Spend by Region for 2014-16 produced by Office for National Statistics).

Note: these calculations are based on the highest potential capacity for this site.

### Estimated Annual Household Expenditure

<table>
<thead>
<tr>
<th>Site Name: Mill Lane, Skellow</th>
<th>Yorkshire &amp; the Humber</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of dwellings:</strong></td>
<td>175</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Category</strong></th>
<th><strong>Expenditure (£)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Food and non-alcoholic drinks</td>
<td>£464,100</td>
</tr>
<tr>
<td>Alcoholic drinks and tobacco</td>
<td>£108,500</td>
</tr>
<tr>
<td>Clothing and footwear</td>
<td>£190,200</td>
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<tr>
<td>Housing¹, fuel and power</td>
<td>£558,900</td>
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<tr>
<td>Household goods and services</td>
<td>£324,900</td>
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<tr>
<td>Health</td>
<td>£17,900</td>
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<tr>
<td>Transport</td>
<td>£613,500</td>
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<tr>
<td>Communication</td>
<td>£137,400</td>
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<tr>
<td>Recreation and culture</td>
<td>£63,500</td>
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<tr>
<td>Education</td>
<td>£66,400</td>
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<tr>
<td>Restaurants and hotels</td>
<td>£389,500</td>
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<tr>
<td>Miscellaneous goods and services</td>
<td>£308,700</td>
</tr>
<tr>
<td>Other expenditure items</td>
<td>£1,005,100</td>
</tr>
<tr>
<td><strong>Total estimated annual household expenditure</strong></td>
<td><strong>£4,455,400</strong></td>
</tr>
</tbody>
</table>

Estimates represent a three-year average and are derived from household spend by region for 2015-17, produced by the Office for National Statistics.

All figures have been rounded to the nearest £100.

1 Excluding mortgage interest payments, Council Tax and Northern Ireland rates.

Draft Proposals Map (2018)
THE SITE

4.1 The site is located to the north of existing residential areas of Skellow. The western-most site boundary adjoins land associated with Skellow Mill. The site is separated from the wider residential areas to the west of Mill Lane, by the route of the River Skell, which is located within a woodland corridor.

4.2 The northern site boundaries are broadly open, with intermittent remnant hedgerow vegetation and occasional mature trees.

4.3 Local topography is such that levels, gently reduce to the north and east before rising to meet the western edges of the settlement of Burghwallis.

4.4 The site comprises one large arable field which early mapping records as several fields, some of which extended into areas now developed for housing.

4.5 Existing mature oak and ash trees demarcate former field pattern within the site. These are occasionally supplemented by hedgerow shrub species (Hawthorn and bramble), however this element is frequently unsubstantial and likely to have been eroded by modern farming practices.

4.6 Along the eastern site boundary, vegetation forms a more continuous definition between the arable site and an area of designated open space and which includes play equipment.

4.7 The majority of the site is located within Flood Zone 1 as identified by the Environment Agency Flood Map for Planning and is therefore considered to be at lowest risk of flooding. A small section of the southern part of the site is located within Flood Zones 2 and 3.

4.8 Preliminary flood risk and drainage technical work for this site has found that there are drainage mechanisms and/or engineering solutions which would reduce or remove the risk of flood, alongside a sequential approach to steer residential development to the areas of lowest flood risk within the site.
Viewpoints Plan showing the site location and the location of Landscape Character viewpoints for the following photographs.
LANDSCAPE CHARACTER

4.9 The site falls within National Character Area 30 – Southern Magnesian Limestone. Within the Landscape Character Assessment for the Doncaster District, the site falls within Character Area C3 – ‘Carcroft to Norton Limestone Plateau’, some key characteristics of this character area are listed as follows:

- ‘Gently rolling landform dipping gently to the north, south and east;
- Many fragmented or lost field boundary hedges but where they remain they often contain mature trees;
- Historic parklands with associated groups of mature trees;
- Occasional springs, streams and small water bodies;
- The area feels less open and with fewer long distance views than the other Limestone Plateau areas due to the lower elevation and enclosure by the scattered tree cover.’

4.10 Our appraisal accords with the broad characteristics above. There is strong definition within the local landscape which is provided by deciduous woodland. To the west, woodland flanks the route of the River Skell and extends alongside Skellow Mill and Burghwallis Grange to the north. To the east, broad woodlands associated with the parkland landscape of Owston Hall further provide a sense of enclosure. The site, at the northern edge of Skellow, is located within a corridor that extends across arable farmland from the site in the south, to Grange Lane and the village of Burghwallis, in the north.

4.11 A large proportion of dwellings located along the southern site boundary have little garden vegetation and exert an abrupt transition between the settlement edge and the rural landscape. The existing settlement edges appear discordant with the otherwise positive character of the wider landscape which has few detractors.

4.12 Several mature oak and ash trees located along the site boundaries and remnant hedgerows within the site which indicate past field pattern.

4.13 It is also acknowledged that the site is included within an area of Special Landscape Value, which includes commentary on particular features and elements within the landscape which contribute to the purposes for this local designation.

4.14 Land to the north of Green Lane is located within the area of Special Landscape Value (Owston/Burghwallis). The character of this farmed area, is defined in particular by enclosure provided by tree plantations and woodlands and the monastic landscape and park (now including golf course) at Owston. There is limited visual connection between the areas of existing settlement and the area of Special Landscape Value. The influence of urban and highway infrastructure in proximity to the site and the erosion of field pattern and landscape features within it, indicate that the preclusion of the site within the designation as appropriate. Development within the site could bring about positive elements which could improve the local context of the area of Special Landscape Value.

4.15 The whole study area, including the site, is located within the Doncaster Green Belt. As part of the Local Plan process, a review of the Green Belt is being undertaken. The existing settlement and highway influence upon the site and the erosion of positive characteristics which remain within the site, suggest that its removal could facilitate a strategy through which landscape character could be restored and provide a new Green Belt edge.
VIEWS FROM THE NORTH:

- Principal visibility from the north is available from Grange Lane and some areas of Burghwallis with a southerly aspect. Properties located to the west of Scorcher Hills Lane are orientated with direct views towards Skellow and from these locations the existing residential edges are visible between the woodland areas to the east and west. For motorists travelling along Grange Lane, the principal aspect is to the south. Grange Lane increases in elevation as it reached Burghwallis, a linear village at approximately 25m AOD. Two Public Rights of Way provide connection between Burghwallis and Skellow. The bridle path, also locally designated as a Green Corridor, provides a vegetated route which also acts to filter views towards Skellow from the historic areas of Burghwallis.

1 View from the northern site boundary looking towards dwellings located to the south of Grange Lane.

2 View south from Grange Lane.

3 View from Public Right of Way (footpath) south west towards site.
VIEWS FROM THE EAST:

• Principal visual receptors are those using Public Rights of Way in the area. The bridleway and locally designated Green Corridor, links Skellow with Burghwallis. The route is partially enclosed within vegetation which offers a high level of screening (Image 4). However, in parts, the route is open and from locations in the north, as the route leaves Burghwallis (Image 5), and in the south, as the route nears the public open space, open views extend across the wider landscape (Image 6).

• The settlement edge of Skellow is an existing element within views, with little screening provided by garden or other vegetation in the landscape. From the northern part of the Right of Way, views into and across the site are open, with the western, higher, part of the site being the most visible. It is noted however, that in these more distant locations, the site forms a smaller part of broader views which extend to woodland in the east and west.

• From the open space to the east, the site is offered a moderate level of screening from vegetation located along its eastern boundary.
VIEWS FROM THE SOUTH:

- Principal visual receptors are located in residential areas directly south of and adjoining the site. Mid and late 20th century housing is orientated with direct views into the site with a varying degree of screening (Image 7). New development would comprise a change to the open, rural aspect experienced by some of these receptors. It is noted that garden fencing and outbuildings provide local, low level screening to views from some receptors.

- There could be an opportunity to improve the appearance of the settlement edge as part of the sites development, in locations where the existing edges appear abrupt from surrounding locations (Image 8).
VIEWS FROM THE WEST:

- The River Skell follows a route north to south. Vegetation which flanks the route provides definition of the sites western boundary. Slightly north, buildings and vegetation associated with Skellow Mill continues to provide visual segregation of the site from the wider landscape to the west (Image 9).

- Views into and across the site for transient receptors on Mill Lane and residences beyond to the west are filtered by existing vegetation which forms the principal element within views towards the site.

- Some windows within Skellow Mill have an outlook into the site to the east. However, generally, the propensity for views into the site from the mill and surrounding buildings, is limited by boundary walls and vegetation (Image 10) and the mill site is enclosed by vegetation and woodland to all sides.
CARCROFT AND SKELLOW: A SUSTAINABLE PLACE FOR GROWTH

4.16 Carcroft and Skellow has an array of local services and facilities offering its population shopping, eating and drinking, healthcare, employment and education (primary) and leisure and sports opportunities.

4.17 The town is served by good, frequent public transport service – there are numerous bus services operating from the town, linking to nearby villages and larger urban areas including Doncaster City Centre. Train services are accessible in the nearby town of Adwick le Street.

KEY

- Site boundary
- Development Limits
- Conservation Area
- Green Belt
- Area of Special Landscape Value
- Residential Policy Area
- Housing Site
- Commercial Policy Area
- Open Space
- Bus stops
- Place of worship
- Post Office
- Convenience Store
- Primary School
- Pharmacy

Sustainability Plan (based on the adopted UDP Proposals Map (1998))
OPPORTUNITIES

- The subtle topography within the site presents locations from where views to the wider landscape are of particular quality. Development pattern should aim to place emphasis upon these within the layout to provide a positive visual connection with the wider landscape of the area of Special Landscape Value and the wooded landscape associated with Owston and also where views extend beyond the A1 to the west.

- An improved landscape edge along the northern site boundary would better assimilate the settlement edge within the wider landscape. A well-defined woodland belt which connects existing woodland and hedgerows would be appropriate. A suggested minimum width is 25m.

- The most north-easterly part of the site is of the greatest visual sensitivity. In combination with the creation of views from within the site to the east and the lower level in this location, provision of public open space within this area would be considered a beneficial land use which facilitates views beyond the site and sets built form back from this site edge.

- The restoration of hedgerows and hedgerow trees, including lost field pattern could reinstate
Opportunities and Constraints Local Scale

\section*{Opportunities}
- Direct connections could be made between the site and the existing area of Public Open Space to the east.
- Potential view corridor to distant landscape beyond the A1.
- Potential view corridor to distant landscape beyond the A1.
- Proposed continuation of woodland along northern site boundary to improve existing visual impact, strengthen local character and provide areas of new habitat. Glimpse views through to landscape beyond.

\section*{Constraints}
- Maintenance of the visual separation between Goodmanham and Market Weighton;
- Relationship to the Important Landscape Area;
- Relationship with properties on Spring Dale Road;
- Protection and integration of existing mature hedgerows around the site;
- Protection and integration of the shrubby woodland within the former railway cutting.
5.1 This section provides an overview of the settlement character and local vernacular in this part of Carcroft & Skellow.

5.2 Skellow was a rural settlement that has expanded with suburban developments from the twentieth century. Limestone was the traditional material, which is rendered on some buildings but the contemporary form is of a mix palette involving buff and red brick. Principal roof materials are slate and clay pantiles.

5.3 The settlement is well served by open public spaces, with a range of small and medium-sized parks scattered through both the modern housing estates to the west and the older estates which border Carcroft. Today, most of the western half of Skellow is occupied by a patchwork of late 20th century housing estates.
5.4 Doncaster’s adopted Core Strategy states that Carcroft and Skellow has seen “significant qualitative improvements but urban extensions are modest. Economic regeneration in the area has seen an increase in business start-ups by local entrepreneurs.”

5.5 The typical housetype in Skellow is two-storey, semi-detached houses. The majority of the dwellings in the north east of the town are orientated to face the street, set back from the street edge with front garden areas.
MASTERPLAN

6.1 The analysis of the site and understanding of the various opportunities and constraints have assisted in forming a concept layout for the site.

6.2 The plan opposite illustrates the layout for the primary and secondary routes, suitable locations for public open space and proposed development parcels that have been identified as appropriate for housing. Based on an average density of 30 dph, the site has the potential to accommodate at least 165 homes.
SUMMARY

6.3 This document has demonstrated that the site is extremely well suited to a residential development of the type and scale proposed.

6.4 It has been shown that the site offers a deliverable, developable and appropriate response to its location and would make a meaningful contribution towards the delivery of the Borough's future housing requirements.

6.5 We disagree with the Council’s reason for rejecting Site 185 - that “part of the site is within Flood Risk Zone 2/3 so allocation of the site would lead to inappropriate development in a high risk area - the site fails the flood risk sequential test.” The presence of areas of Flood Zone only on a proportionately small part of the site does not make the site unsuitable in its entirety. This site promotion document has demonstrated how the site is capable of being designed in a way that excludes built development from the Flood Zone. Flood risk mitigation is also possible over the wider site area. The residential uses would be within Flood Zone 1, therefore there would be no failure in sequential flood terms.

6.6 The Local Planning Authority is invited to favourably consider this site for residential allocation.