1.1 This document has been produced by Persimmon Homes to promote land at Armthorpe Lane, Kirk Sandall, Doncaster.

1.2 Doncaster Metropolitan Borough Council is preparing a new Local Plan which will provide the planning strategy for the Borough. The Local Plan will also allocate suitable sites for development.

1.3 The purpose of this document is to provide an overview of how the site at Armthorpe Lane could accommodate housing development for consideration in the preparation of the Local Plan. The document will demonstrate how the site could be delivered to provide new housing in a sustainable location on the edge of Kirk Sandall to support and meet the Borough’s housing needs.

1.4 A preliminary Geo-environmental Investigation prepared by Lithos, Flood Risk Assessment by Fortem, Highways Access Appraisal by Local Transport Projects, and Archaeology and Heritage Desk Based Assessment by MAP Archaeological Practice have been carried out for the site and are submitted together with this promotional document.
2.1 The site is formed of two parcels of land which lie to the west of Armthorpe Lane at the eastern edge of the village of Kirk Sandall. The site lies within the administrative boundary of Doncaster Council.

2.2 Kirk Sandall is defined as being within Doncaster Main Urban Area in Policy CS2 of the Doncaster Core Strategy (2012). The Main Urban Area will be the focus for growth and regeneration.

2.3 The site consists of four fields currently in agricultural use. Brecks Lane runs through the site, dividing it into two parcels of land. One 400 kV and two 66 kV overhead electricity lines run north/south through the site.

2.4 To the north is a railway line, beyond which are open fields and the village of Barnby Dun. Armthorpe Lane abuts the site to the east, beyond which are open fields. To the south are more fields and the A18. To the west of the site is the village of Kirk Sandall.

2.5 The site is not within a Conservation Area, and there are no Listed Buildings within or adjoining the site.

2.6 The site is well connected to the local road network and wider strategic road network (A18 and A630). The village is served by Kirk Sandall Train Station, with direct services to Doncaster, Hull, and Sheffield.

2.7 Kirk Sandall Industrial Estate is a key employment area located within Kirk Sandall and Edenthorpe.
PLANNING POLICY - LOCAL

3.1 The current adopted development plan consists of the Doncaster LDF Core Strategy (adopted 2012) alongside saved policies of the Doncaster Unitary Development Plan (adopted 1998) and its Proposals Map. Kirk Sandall does not have an adopted Neighbourhood Plan and the site does not form part of an adopted Neighbourhood Plan Area.

Doncaster Council Unitary Development Plan

3.2 The site is allocated within a Countryside Policy Area, based on the adopted Proposals Map opposite and the housing requirement from 1998 when the Unitary Development Plan was adopted.

Doncaster Council Core Strategy 2011-2028

3.3 Policy CS2 (Growth and Regeneration Strategy) sets the housing targets for the current plan. Policy CS2 identifies that Kirk Sandall is located within Doncaster Main Urban Area, where the indicative housing allocation number is 9,225 - 11,808 between 2011 - 2028. The policy recognises that the Main Urban Area will be the main focus for growth and regeneration.

3.4 Policy CS3 outlines the Council’s policy on development in the Countryside. "The countryside in the east of the borough will continue to be protected through a Countryside Protection Policy Area.”

3.5 The most recent Local Development Scheme document (December 2017) for Doncaster Council states that Doncaster Council is continuing to prepare its single Local Plan. This will supersede the Local Development Framework Core Strategy and the saved policies of Unitary Development Plan. It will set out both the strategic and local planning policies for the Borough and will include a new Proposals Map.

PLANNING POLICY - NATIONAL

3.6 The National Planning Policy Framework (NPPF) 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. Paragraph 11 refers to a presumption in favour of sustainable development, which should be seen to “positively seek opportunities to meet the development needs of their area”.

3.7 To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

3.8 Any emerging plan must be prepared in accordance with the Duty to Cooperate, legal and procedural requirements and must be sound; i.e. it must be:
- Positively prepared – providing a strategy which as a minimum, seeks to meet the area’s objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework.
Adopted Proposals Map (1998)
4 / SITE ANALYSIS

ANALYSIS

4.1 The site lies adjacent to the eastern built-up areas of Kirk Sandall and extends for much of their eastern extent.

4.2 The site, for the most part, comprises arable farmland. Two arable fields are divided by Brecks Lane which connects Armthorpe Lane with Kirk Sandall in the west. The northern-most part of the site is comprised of improved pasture located to either side of a series of drainage ditches at this lowest part of the site. The rise in topography to the south is very subtle, increasing from approximately 9m AOD in the north to up to 12m AOD near to Brecks Lane, and subsequently dropping slightly towards the southern site boundary.

4.3 The existing residential areas to the west of the site are interrupted by Brecks Plantation and Common Plantation, which extend north and south from Brecks Lane and adjoin the site. A Public Right of Way connects Thorne Road in the south with Brecks Lane and subsequently permissive routes exist within Brecks Plantation which is the larger of the two areas of woodland that adjoin the site. In the north, the site is traversed by a Right of Way (footpath) which follows the route of a drain and connects Eccleston Road with Armthorpe Lane.

4.4 Site boundaries to the east and south are predominantly defined by native field hedgerows or drainage ditches, with a small enclave of residences located to the west of Armthorpe Lane opposite Park Hill. To the north, the site boundary is, in part, adjoined by the railway line which connects between Doncaster and wider routes to the north and east.

4.5 The site is traversed by one 400 kV and two 66 kV overhead electricity lines which run north/south throughout the site.
SUMMARY OF TECHNICAL REPORTS

Flood Risk Assessment prepared by Fortem

4.6 The Flood Risk Assessment identifies that a significant majority of the site is located within Flood Zone 1, with all other sources of flood risk low or mitigated by the introduction of the development adoptable drainage network. A small area in the northern parcel is within Flood Zone 3, with mitigation solutions available.

4.7 The potential for infiltration drainage on the site is subject to detailed infiltration testing. The surface water drainage hierarchy has been considered and the most appropriate discharge regime is the existing watercourse located within the site boundary. Surface water discharge can be provided at acceptable rates. Foul water from the development will discharge to the existing combined sewer in the north of the site.

Ecological report prepared by Quants Environmental

4.8 The Ecological report identifies that there are no ecological sensitivities on the site.

Archaeology and Heritage Desk Based Assessment prepared by MAP Archaeological Practice

4.9 The report confirms that there are no Designated Heritage Assets within or bordering the proposed development area. There are two Non-Designated Heritage Assets within the Proposed Development Area, an entry describing extensive cropmarks of Iron Age or Romano British field systems and a Historic Environment Characterisation report. There are two Designated and seventy-two Non-Designated Heritage assets located within one kilometre of the Proposed Development Area. The Proposed Development lies within an area of extensive cropmarks of field systems likely to date to the Iron Age or Romano British Periods and so any development is likely to impact on sub-surface archaeological deposits. However, the report advises that there is nothing to prevent development and a programme of archaeological evaluation can take place at pre-determination stage, in order to assess the extent and survival of archaeological deposits on site to enable a suitable mitigation to be proposed.

Site Investigation (DBA) prepared by Lithos Consulting

4.10 The Preliminary Geo-environmental Investigation report has considered any potential constraints presented by ground conditions including mining and quarrying activity, hazardous gas, foundations, highways, drainage, contamination and other potential development constraints. The site is demonstrated to be suitable for its current and proposed use, although further investigation will be required for the proposed change in use. An appropriate ground investigation strategy is provided.

Access Appraisal provided by LTP

4.11 The Highway Access Appraisal demonstrates that safe and suitable access can be provided, with various options available. The appraisal also identifies where capacity modelling may be required, with any requirement for mitigation to be determined on the outcome of the modelling.
CHARACTER CONTEXT

4.12 The site falls within National Character Area 39 – Humberhead Levels. Within the Doncaster Landscape Character and Capacity Assessment (March 2007), the site falls within Character Type H2: Blaxton to Stainforth Sandland Heaths and Farmland. Some key characteristics of this character area are listed as follows:

- Flat low-lying floodplain with Sherwood sandstone overlain by gravel and sand.
- Medium to large scale intensive arable farmland with rectangular fields and fragmented and missing hedge boundaries and frequently lined with bracken.
- Scattered farms with diversifying and recreational land uses.
- Network of larger drains and smaller wet ditches.
- Numerous sand and gravel extraction sites including restored areas.
- Occasional mixed deciduous and coniferous woodlands.
- Occasional heathland and small remnants of roadside heathland vegetation including both bracken and gorse.
- Small rural settlements scattered in the east, and large former mining settlements in the west.
- Major transport routes including motorway and railway.

4.13 Our appraisal accords with the broad characteristics above and we would concur with the conclusions of the Appraisal that the landscape is of moderate condition and landscape value.

4.14 The location, orientation and movement of traffic along Armthorpe Lane, in combination with the tall structures of the 400 kV pylons within the site running parallel to it, create disparity between the wider open landscape extending further east and the settlement edge located to the west. Within the local landscape, the well wooded setting which surrounds Park Hill and extends along the railway line between Armthorpe Lane and Hatfield Lane, combined with the route of the railway itself, offers an existing strong definition between the village of Barnby Dun and the site. The manner in which potential development within the site comes forward should give due regard to the distinction between Kirk Sandall and Barnby Dun. However, it is considered that development could occur within the site without the perception of settlements merging due to the strength of the existing intervening elements within the landscape.

4.15 It was noted during site work, that existing residential areas display a variety of characteristics which gave a distinct feel to each location. The circa 1920s development which centres around Lancaster Avenue, Sutton Road and Eccleston Road precedes much of the later development to the south and includes well defined avenues and streets. Development to the south of Brecks Lane is of more dense arrangement associated with 1980s onwards.

4.16 The landscape strategy for H2 – Blaxton to Stainforth Sandlands Heaths and Farmlands within the Doncaster Landscape Character and Capacity Assessment, is to ‘Create and Strengthen’.
4.17 This location plan shows the locations of where photos of the subsequent views were taken.
VIEWS FROM THE NORTH:

4.18 From areas to the north, visibility is highly constrained by existing industrial/commercial units located between the railway line and Doncaster Road. Motorists travelling along Doncaster Road are offered further screening by roadside vegetation. From within the site looking north, vegetation along the northern site boundary offers some softening of the units from within the site.

4.19 From locations within the southern residential areas of Barnby Dun, visibility extends towards the upper portions of the tall pylons within the northern part of the site, however visibility of other elements within the site and any housing beyond, is curtailed by buildings, garden boundaries within the foreground landscape. The allotment gardens which occupy land on the southernmost edge of Barnby Dun are set a low level in comparison with the adjacent Armthorpe Lane which rises to bridge the railway line. The road and bridge limit the propensity for views to extend towards the site.
VIEWS FROM THE EAST:

4.20 Principal visual receptors are those at a group of residences located to the west of Armthorpe Lane. Image 3 shows the view from Armthorpe Lane adjacent to these properties and Image 4 shows the nature of the boundary and garden screening to the west of these properties.

4.21 Other residences in the area in proximity to the site are those at Parkwood Rise. This cul-de-sac incorporates bungalows which are set within a mature woodland setting and from which views are highly constrained. The woodland setting at this location extends eastwards towards Park Hill Grange. Views in the direction of the site from the golf course driving range and Park Hill are highly filtered by mature trees (Image 5).

4.22 Slightly further south along Armthorpe Lane are four houses which have a more open aspect whereby existing housing and woodland at the eastern edge of Kirk Sandall are determinable. Development within the site would increase the extent and proximity of built form within westerly views from these properties (Image 6).
4.23 Further to the east, opportunities for more distant views towards the site from the bridleway which connects Barnby Dun and Dunsville, are limited. Images 7 and 8 show the nature of the view. Users of the Right of Way are at such a distance and views towards the site would be oblique to the direction of travel, there is not likely to be a notable change to the views or experience of receptors along this route. Residential areas at the western edges of Dunsville are set behind establishing areas of woodland plantation which enclose views.

5 View south west from entrance to driving range.

6 View from Armthorpe Lane.
7 View south west from Hatfield Lane (bridleway).

8 View west from the entrance to Quarry Park off St Mary’s Road.
VIEWS FROM THE SOUTH:

4.24 Receptors in closest proximity to the site which would experience the greatest change to views are those within an area of relatively modern housing in the area of Longfield Drive. Image 11 shows the relationship between this existing residential area and the site.

4.25 Due to the long and narrow form of the site, more distant views from the south are restricted and exist principally for motorists travelling north along Armthorpe Lane. Beyond this, there are a few properties (Common Farm, Green Lane Farm and a bungalow to the north east of the roundabout) with Hatfield Lane and the A18 from where development within the site could be discerned. These properties are located between 240 and 970m south east of the site at their nearest point. The flat topography and distance indicates that upper storeys and rooflines could appear at some distance above other elements in closer proximity to these properties.
View north from Longfield Drive.
4.26 Principal receptors located to the west of the site are residents within existing housing areas, users of two Public Rights of Way which connect into the site from these existing settlement edges and motorists along Brecks Lane.

4.27 The broad area of woodland at Brecks Plantation and Common Plantation, offer screening to some areas of the site from the west. In other locations, existing areas of housing are located adjacent to the site, from which existing views are likely to comprise garden planting and boundary fencing, beyond which the upper parts of the pylons and overhead cables may be visible.

4.28 Users of Brecks Lane passing adjacent to the site, would identify a change to the land use associated with the development of the site for housing. It would increase the extent of residential development which exists further west along the route.
VISUAL IMPACT

4.29 Visibility into the site is constrained and views from wider areas are very few. Where views are available, principally from adjacent residential areas and roads adjacent to the site, the 400 kV pylons and 66 kV overhead cables form an element of the landscape, set between existing areas of housing at the eastern edge of Kirk Sandall, the railway line and areas of woodland located beyond the site.

4.30 The character of the site is affected by the overhead cables and pylons, which sit awkwardly between the housing area to the west and wider open landscape to the east. It is anticipated that residential development of the site could occur with limited adverse effects upon wider visual amenity.

Designations

4.31 There are no national designations covering the site that recognise particular landscape, character, or visual importance.

4.32 The site is included within the Doncaster Council Core Strategy 2011–2028 as being located within the Countryside Protection Policy Area.

4.33 No important views are identified which could be compromised by future development within the site.

4.34 There are existing areas which are included at areas of Open Space which lie adjacent to the site and which offer good amenity for future residents.

4.35 Development of the site would result in the new built form within arable land, but within which the distinctive and highly visible overhead power lines and tall pylons dominate. However, the net loss of farmland throughout the site as a whole could be balanced by areas of public open space which would be designed to mitigate the prominence of the pylons. This could bring about inclusion of elements which enhance local wildlife infrastructure.
KIRK SANDALL: A SUSTAINABLE PLACE FOR GROWTH

4.36 The village of Kirk Sandall has an array of local services and facilities offering its population shopping, eating and drinking, employment, health, education (primary) and leisure and sports opportunities.

4.37 The town is served by a good, frequent public transport service. Kirk Sandall Train Station has direct services to Hull, Doncaster, and Sheffield. In addition, there are numerous bus services operating from the village, linking to nearby villages and larger urban areas including Doncaster, Armthorpe, and Rossington.
OPPORTUNITIES AND CONSTRAINTS

4.38 The Doncaster Landscape Character and Capacity Assessment (March 2007) considers the broad capacity for housing and identifies the following strategies which could be employed to mitigate new areas of housing within Kirk Sandall:

- Keep a clear separation between the settlements of Barnby Dun and Kirk Sandall by not extending the development edge north beyond the line of the existing edge of Kirk Sandall.
- Keep development adjacent to existing housing edges to avoid fragmentation of remaining farmland.
- Development outline to follow the outline of the small fields.
- Avoid disrupting the historic features such as the church and graveyard and their setting. (These are located 1km west of the site).
- Avoid designated nature sites. (The closest is at Quarry Park, 1.7km east).
- Retain existing public rights of way and buffer them with tree and hedge planting to reduce the extension of urban influences.
- Blend in the edge of the development with trees and hedges found on the existing edge.
4.39 Overall, the Assessment considered the capacity of Kirk Sandall to accommodate housing to be moderate.

4.40 An indication of the potential landscape framework for the site has been prepared and is included on the Opportunities and Constraints Plans to help guide the way in which development could occur within the site and further reinforce this eastern settlement edge.
Opportunities

4.41 Maintaining separation between the development and Barnby Dun would retain much of the existing Public Right of Way within an area of open space designed to reflect the nearby landscape character and accord with the suggested measures of mitigation set out within the Landscape Character and Capacity Assessment.

4.42 The existing eastern edges of Kirk Sandall have garden boundaries which back on to the wider arable farmland. It is considered that the relationship between the settlement edge and the rural landscape could be improved and the development could offer solutions which more closely align with current best practice.

4.43 Increased planting to all site boundaries would strengthen these as corridors for wildlife and improve connectivity between existing areas of trees which surround the site to the north east and west. In addition, provision of new landscape within the site which connects existing woodlands, would also be beneficial.

4.44 Broadleaf trees and existing gappy hedgerows located along site boundaries should be safeguarded, repaired, and enhanced and integrated within the development layout. In particular, emphasis of the existing wooded character along the eastern parts of Brecks Lane would maintain this distinct character along a key route into and out of Kirk Sandall and offer the potential to create a strongly defined transition upon reaching Armthorpe Lane and where views extend across the adjacent farmland.

4.45 Carefully positioned housing areas and enhanced planting would help reduce the stark contrast that exists between the agricultural use and the overhead power lines. The 66 kV cables could be relocated underground.

4.46 The very good range of social and community facilities in Kirk Sandall should be made accessible by a choice of pedestrian, cycle and vehicular means.

Constraints

4.47 Consideration should be made to the particulars of the Saved Policies ENV2 and ENV4 of the Doncaster Unitary Development Plan and Policy CS3 of the Doncaster Council Core Strategy 2011-2028 which seek to safeguard the countryside from encroachment. Also, the observations and recommendations of the Landscape Character and Capacity Assessment.

4.48 A response to the proximity of the site to the outer edges of Barnby Dun should be made within the evolution of the site masterplan. It is suggested that there should appear some perceived distinction between the development within the site and existing properties within areas west of Park Hill. The incorporation of tree planting in this area would assist in reinforcement of existing well-defined wooded character along the railway line. Where planting is outwith the required easement of overhead power lines, this should incorporate tree planting of woodland scale species.

4.49 The restrictions and guidance for the incorporation of overhead lines within development as set out within the National Grid’s Development Near Overhead Lines’ (July 2008).

4.50 The local landscape character should be considered and incorporated within a development masterplan.
5 / SETTLEMENT CHARACTER

5.1 This section provides an overview of the settlement character and local vernacular in this part of Kirk Sandall.

5.2 In the early 1900s Doncaster became a national centre for coal mining, resulting in further exponential population growth and in-migration, the industry employing more people in the area than anything else. A consequence of this growth was the development of mining communities located around the borough based around the numerous pits, sunk to exploit the rich coal seams underlying the area. The legacy of this process has resulted in Doncaster having a dispersed settlement pattern of standalone settlements outside the main urban area. Like many other parts of the country the post war period saw...
massive housing growth, clearance of sub-standard housing (particularly in and around the town centre) and further growth of the borough’s suburbs - including several large municipal housing estates.

5.3 Kirk Sandall is identified as being within Doncaster Main Urban Area which will be the main focus for growth, regeneration, and housing provision in the borough. The adopted Core Strategy states that “there will be significant amounts of new housing, likely including sustainable urban extensions...with a variety of types and tenures.”

5.4 The village has now grown into an established residential estate and industrial area.

5.5 The vernacular of Kirk Sandall is varied. There is a mixture of one and two storey houses, and the majority of dwellings in the village are oriented to face the street, set back from the street edge with front garden areas and private access for off-street car parking.
6.1 The illustrative masterplan (right) articulates a design solution based on the preceding opps and cons analysis. This plan illustrates how the site could accommodate around 300 new homes.

6.2 Primary access to the northern and southern parcels will be provided via Brecks Lane. Secondary access to the northern parcel will be provided via Longton Road. The internal road layout has been designed to facilitate efficient use of space throughout the site whilst avoiding overly long sections of road which will assist in future road safety.

6.3 The electricity pylons running through the site present a physical constraint which provides an opportunity to incorporate a green spine through the development. This will enhance pedestrian movement as well as biodiversity benefits which can be incorporated throughout the site where appropriate.

6.4 The orientation of built form has also considered positive outlook and natural surveillance to potential areas of Public Open Space (POS) and residential streets. Vegetated buffers around the site will act to visually contain the potential built form whilst creating a protected setting for future residents. The site can comfortably incorporate a range of dwelling types and sizes producing character areas from high density starter homes to lower density executive dwellings.

6.5 Opportunities for improved recreation facilities, biodiversity benefits, surface water management and play space are all possible within the site.
SUSTAINABLE DEVELOPMENT

7.1 There are three dimensions to sustainable development; economic, social and environmental.

ECONOMIC CONTRIBUTION

7.2 The table below shows the considerable economic contribution the development at Kirk Sandall will bring in terms of jobs and expenditure. Development here will contribute to the Council’s strategy of encouraging economic development along the M18 corridor.

<table>
<thead>
<tr>
<th>Outputs</th>
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<tbody>
<tr>
<td>Direct Construction employment (person years)</td>
<td>363</td>
<td></td>
</tr>
<tr>
<td>Direct Construction jobs per year of construction</td>
<td>60</td>
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</tr>
<tr>
<td>Indirect and Induced jobs supported per year of construction</td>
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<td></td>
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<tr>
<td>Construction cost</td>
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<tr>
<td>Gross Value Added (GVA) per annum</td>
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<tr>
<th>Expenditure Impacts</th>
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</thead>
<tbody>
<tr>
<td>Optional extras total spend</td>
<td>£1,200,000</td>
<td></td>
</tr>
<tr>
<td>First occupation retail spend</td>
<td>£1,500,000</td>
<td></td>
</tr>
<tr>
<td>Total gross Household expenditure (p.a.)</td>
<td>£7,200,000</td>
<td></td>
</tr>
</tbody>
</table>

Fiscal Impacts

Council Tax receipts (p.a.) | £355,500 |
New Homes Bonus Payment (over 4 years) | £1,422,000 |
STID contributions | £1,500,000 |

SOCIAL

7.3 Kirk Sandall is a sustainable settlement with good public transport connections and significant employment opportunities. There are services including shops, pubs and a primary school within walking distance of the site.

ENVIRONMENTAL

7.4 A Flood Risk Assessment was undertaken by Fortern Consulting, which confirms that according to the Environment Agency Flood Map for Planning, 98% of the site falls within Flood Zone 1. The appraisal recommends a number of standard development flood mitigation measures. The assessment concludes that the most appropriate discharge regime for the proposed development is the existing watercourse located within the development boundary and that the foul water flows from the development will discharge to the existing combined sewer in the north of the site.

DELIVERY

7.5 Persimmon owns the development site. Immediately following the grant of planning consent and discharge of pre-commencement conditions it can begin development. The figure below shows the programme for delivery the 300 houses and addresses Doncaster’s housing need with the minimal delay.
8.1 This document has demonstrated that the site is extremely well suited to a residential development of the type and scale proposed. Based on initial assessment and design consideration, it is determined that the site could comfortably accommodate c. 300 new homes.

8.2 The site forms a logical extension of the settlement of Kirk Sandall at its eastern edge to the established Armthorpe Lane.

8.3 It has been shown that the site offers a deliverable, developable and appropriate response to its location and would make a meaningful contribution toward the delivery of Doncaster’s future housing requirements.

8.4 The Local Planning Authority is invited to favourably consider this site for residential allocation as part of the Local Plan Review.