

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 7th March 2017

Application 3

Application Number: 16/02527/FULM **Application Expiry Date:** 30th January 2017

Application Type: Planning FULL Major

Proposal Description: Erection of warehouse and factory unit

At: Steel Supplies Limited Arksey Lane Bentley Doncaster

For: Steel Supplies Limited (Mr H Todd)

Third Party Reps:	None	Parish:	
		Ward:	Bentley

Author of Report Mrs Andrea Suddes

MAIN RECOMMENDATION: GRANT



1.0 Reason for Report

1.1 The application is being presented to Planning Committee for determination as it represents a departure from the adopted Doncaster Unitary Development Plan 1998 and Doncaster Core Strategy 2012.

2.0 Proposal and Background

2.1 The application is seeking full planning consent for the erection of a warehouse and factory unit measuring 30m x 61m x 8.1m to ridge.

2.2 Informal pre application advice has been sought with regards to the proposal, and the advice given was that an application to intensify the use on site would be supported.

2.3 The site lies between the Bentley and Arksey village on Arksey Lane, immediately to the west of the East Coast railway line.

2.4 The site is approximately 1.2ha in size and currently occupied by a building used for steel stockholding and manufacturing, ancillary offices, car park and a large expanse of yard. There are 2 access points, the one to the west mainly used by HGV's entering the site, the access to the east is used by cars, vans and HGV's exiting the site. Alongside the site frontage and to the north of the industrial building is a car park for staff and visitors. The site is immediately surrounded by grazing land to the south and west and the railway line to the east. Opposite the site to the north is Stockbridge Lane giving access to a gypsy and traveller site. To the west on the northern side is a car dealers and tiling and roof business and on the opposite side of the road a building comprising two and single storey flats.

2.5 The area between the site and the Bentley settlement is generally in residential use with a small number of business and shops. To the east on the far side of the railway line is the edge of Arksey village.

3.0 Relevant Planning History

3.1 01/2284/P: Erection of warehouse (69.7M X 31.6M) Granted 07.08.2001

3.2 09/03010/PREAPP: Proposed change of use of land to residential use Closed 03.02.2010

3.3 14/00641/OUTM: Outline application for residential development on approx. 1.17ha of land, following demolition of existing warehouse and ancillary offices (All matters reserved). Withdrawn 06.10.2014 on account that the proposed residential use over the entire site area proposed would not be supported.

4.0 Representations

4.1 This application has been advertised in accordance with Article 13 of the Development Management Procedure Order (DMPO), and includes site notices, press and Planning Applications Online. No letters of representation have been received.

5.0 Relevant Consultations

5.1 Employment Policy: The Policy Officer notes national policy criterion for development in Green Belt with given criteria as exceptions, noting that the circumstances of the site will determine which criterion is relevant. The development would be a partial redevelopment of an existing site with an additional building that has previously had consent in the past. No objections are therefore raised subject to officer consideration against relevant criteria.

5.2 Highways: Following clarification of the proposed access and slight amendment the Council's Highways Officer raises no objection subject to conditions; restricting the site not to be brought into use until a crossing over the footpath/verge has been constructed and highway to be used by vehicles to be surfaced and sealed. An informative note is also included of works being carried out on the highway.

5.3 Pollution Control: Historic maps show the site is located on land of previous industrial use. Therefore concern exists that potential contamination may impact the development. As such conditions are included for a phase 1 desk based assessment, site investigation report and remediation strategy.

5.4 Drainage Engineers: No objections raised subject to conditions for details of foul and surface water drainage.

5.5 Yorkshire Water: No objection raised subject to mitigation by conditions for details of foul and surface water drainage to be agreed and no building within 3m or 4m from the centre line of the sewers on site.

5.6 Trees/Landscaping: Insufficient information has been submitted in which to assess the proposed landscaping therefore a condition is included for submission of a landscape scheme prior to commencement of the development.

5.7 Environment Agency: No objections raised on flood risk grounds subject to condition for floor levels to be set no lower than 6m above AOD, flood warning and evacuation advisory note, groundwater protection conditions and a condition in the event of piling works.

5.8 Ecology: The Council's Ecologist has commented that the proposed development would occupy land that is virtually devoid of any biodiversity interest. The Officer has also commented that he would not imagine any living thing being able to survive on it as it seems to be constantly travelled on by vehicles and where this is not the case then there are stockpiles of steel in a variety of shapes and forms. Any wildlife on the Local Wildlife Site would certainly not venture on the development site hence no impacts on biodiversity from the proposal.

5.9 Network Rail: Advisory comments in relation to various aspects relating to the construction of the development.

5.10 Environmental Health: The Council's EHO has confirmed with the applicant the types of activity that takes place at the site to assess the impact of any noise that may be generated on site, due to the proposed opening hours until 21:00hrs. The applicant advised that the site currently operates from 07:00 to 21:00hrs, and that the new warehouse build will relocate the fabrication works to the furthest point on site from the

nearby noise sensitive receptors. As such no objections are raised subject to condition for external lighting not to spill illumination beyond the boundary of the site.

5.11 Public Rights of Way: No objections are raised.

5.12 No responses received from the National Grid or the Council's Flooding Policy Officer.

6.0 Relevant Policy and Strategic Context

6.1 The site is allocated as a Green Belt as designated within the Doncaster Unitary Development Plan (Adopted July 1998) and saved by the Secretary of State September 2007. Planning policy relevant to the consideration of this application includes:

6.2 National Planning Policy Framework:

Section 1 (paragraph 19) sets out the Government's commitment to securing economic growth in order to create jobs and prosperity.

Section 4 (paragraph 35) of the NPPF encourages sustainable development through transport policies that can contribute to wider sustainability and health objectives, giving people choice about how they travel.

Section 7 of the NPPF attaches great importance to the design of the built environment, to plan positively for the achievement of high quality and inclusive design for all development.

Section 9 of the NPPF is concerned with Protecting Green Belt land.

Section 10 of the NPPF is concerned with meeting the challenge of climate change, flooding and coastal change.

Section 11 (paragraph 109) of the NPPF is concerned with conserving and enhancing the natural environment.

6.3 Doncaster Council's Core Strategy:

Policy CS1 of the Core Strategy is concerned with Quality of Life, covering a range of issues and criteria. Related to this application, the policy seeks to ensure that proposals are place specific in their design and protect and enhance the built and natural environment, are accessible by a range of transport modes, protect amenity and are well designed.

Policy CS 2 of the Core Strategy sets out the Council's principles for growth and regeneration in the Borough.

Policy CS 3 of the Core Strategy sets out the overarching policy for development in the Green Belt and within the countryside.

Policy CS 4 of the Core Strategy is concerned with Flooding and Drainage and seeks to manage areas at risk of flooding and to steer new developments to areas at a lower risk of flooding.

Policy CS 9 of the Core Strategy ensures the delivery of travel choice and sustainable opportunities for travel through transport assessments and travel plans as appropriate.

Policy CS14 of the Core Strategy is concerned with Design and Sustainable Construction. It seeks to ensure that proposals are robustly designed, works functionally and is attractive.

Policy CS16 of the Core Strategy is concerned with valuing our natural environment. Part D of the policy states that proposals will be supported which enhance the boroughs landscape.

6.4 Saved Doncaster Unitary Development Plan:

Saved Policy ENV 3 of the UDP: Is the general development control policy for development within the Green Belt and states that development will not be permitted, except for purposes as set out in criteria a-f.

6.5 Other Policy Considerations:

Supplementary Planning Document Planning for Trees and Hedgerows on Development Sites in Doncaster

Supplementary Planning Document: Development and Flood Risk, Adopted Sept 2010

7.0 Planning Issues and Discussion

7.1 The main issues for consideration are;

- * The principle of development in the Green Belt,
- * Design,
- * Impact on adjacent land
- * Flooding,
- * Trees, and
- * Highway issues

Principle of development

7.2 The site lies within the Green Belt so regard should be given to the appropriateness of industrial development and the impact on the openness of the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and their permanence. Local policy contained within core strategy CS 3 seeks to protect and enhance Doncaster's countryside and when considering land within Green Belt, national policy will be applied.

7.3 National Policy (NPPF) advises of appropriate developments in the Green Belt and paragraph 87 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF, paragraph 89 further states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt; then goes on to list a set of criteria as exceptions to this. One such exception criteria is the 'partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continued use,

which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'

7.4 The site is currently occupied by a large distribution/fabrication building with a surrounding yard area that clearly demarcates the extent of the 'operational land'. The history of the site shows that the extent of built form originally exceeded its current layout and in the 1980's stock work sheds and workers cottages were demolished that had been accommodated within the wider site. As such, the proposal is to develop on a previously developed site, or 'brownfield land' and the proposal would expand upon the existing use. In this regard the application is deemed appropriate and acceptable in principle, subject to further consideration that the development has no greater impact on openness than currently exists.

7.5 In consideration of whether the development will have a greater impact on openness than currently exists; the application proposes an industrial building with an area of 1,858sq m that would measure 30m x 61m x 8.1m to ridge. Construction materials would be brick base with steel framed cladding in Ice Blue. A second industrial building will undoubtedly impact on openness; however a further consideration that should be taken into account is that the building is sited within the same location as a unit that was granted consent in 2001 under reference 01/2284/P. The size of the unit was similar to this current proposal (69m x 31m). The applicant also considers that this building was commenced as footings were dug and the council's Building Inspector visited the site. However historic planning records cannot confirm this and as such this current application has been submitted.

7.6 Nevertheless, planning consent has previously been granted for a second industrial building on this site that is a comparative size and scale to this now currently being considered. No fundamental policy changes have taken place with regards to Green Belt developments since the 2001 permission; therefore it would seem unreasonable to now refuse the application due to the adverse impact on openness of the Green Belt. It is also worthy of note that although the landscape officer has commented that the landscape scheme is insufficient, a landscaping condition has been included for details to be submitted and agreed with officers. Given these considerations, and the fact that this would be an expansion of an existing industrial use on a Brownfield site the application is deemed acceptable.

7.7 In summary of Green Belt considerations, the partial redevelopment of the site is appropriate development in principle, providing there is no greater impact on openness than currently exists. The development will have a greater impact on openness than currently exists, however the site is currently already highly visible and an additional building, especially in consideration of the previous consent, will not result in any further significant harm to openness than currently exists. With regards to the consideration of the effect on the landscape in terms of visual amenity; the site lacks any real landscape screening when viewed from Arksey Lane, therefore suitable landscape screening will be agreed via suggested condition. The proposed development is thereby deemed to satisfy local and national Green Belt policy.

7.8 In terms of the economic benefits; the majority of the existing industrial building is used for the storage and distribution of steel products. A smaller part of the building is used by Yates Steel Fabrications (owned by Steel Supplies) who manufacture steel products.

7.9 The recent economic upturn has seen the demand for steel products dramatically increased and both areas of the Steel Supplies business are in a position to expand if additional floor space is available. Steel Supplies currently employs 35 people and it is anticipated that at least a further 5 people can be employed if the proposal industrial building is completed and the business expands. It would be unrealistic and uneconomical for the company to relocate to another site or have a satellite building elsewhere within the borough. Core Strategy policy CS 2 sets out the growth and regeneration strategy for the borough which supports an efficient use of well-located brownfield land and where it would do most good in in terms of supporting prosperous and sustainable communities by improving the economic performance of towns. The proposal would help meet this aspiration and therefore fulfils Policy CS 2.

Design, Appearance and Layout

7.10 The application proposes a warehouse/industrial unit located to the south of the existing building on an area of disused land alongside the railway embankment with additional car parking between the 2 buildings. The dimensions reflect this type of use in that the building will have an area of 1,858sq m that would measure 30m x 61m x 8.1m to ridge. Construction materials would be brick base with steel framed cladding in Colorcoat HPS200 Ultra cladding in Ice Blue (Ral 230 80 10I). Roofing materials will comprise of Colorcoat HPS 200 in white with Fibron rooflights.

Impact on adjacent land

7.11 The nearest adjacent neighbours are residents living to the west of the site at Comrades House, which is a development of flats. The Council's Environmental Health Officer has contacted the applicant with regards to the current use in reference to the use of any externally mounted/located equipment, and was informed that none was proposed. The Officer also discussed with the applicant to establish what types of activities take place at the site to assess the impact of any noise that may be generated, due to the proposed opening hours until 21:00hrs. The applicant advised that the site currently operates from 07:00 to 21:00hrs and that the new warehouse building will relocate the fabrication works, to the furthest point on site from the nearby noise sensitive receptors. The Officer therefore raises no objections to the proposal but recommends a condition for external lighting not to spill illumination beyond the boundary of the site. As such a condition is included. The proposal therefore satisfies Policy CS 14 of the development plan in that it will not negatively affect the amenity of neighbouring uses.

Flooding Issues

7.12 The site lies within Flood Risk Zone 3a as defined by the Environment Agency's Flood Maps. A Flood Risk Assessment has been submitted and the Environment Agency has been consulted raising no objection on flood risk grounds subject to mitigation by a number of conditions for finished floor levels to be no lower than 6m Above Ordnance Datum (AOD), flood warning and evacuation plan and a number of groundwater protection conditions. However these conditions are essentially the same as those recommended by the council's Pollution Officer, therefore will be a repetition and so are omitted.

7.13 National planning policy, and Policy CS4 of the LDF Core Strategy, normally requires proposals in Flood Risk Zone 2 & 3 areas to pass a flood risk Sequential and Exception Test. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding.

7.14 The Doncaster Development & Flood Risk SPD (adopted October 2010) sets out how flood risk policy should be applied in respect to the Doncaster borough. Table 2; page 23 of the SPD lists the forms of development that do not require a Sequential Test. Page 26 specifically refers to 'Extensions to existing industrial, leisure and commercial (including retail) sites' This states that proposals to expand existing sites over 250sqm in extent will require the ST unless it can be demonstrated that they will be operationally linked and will incorporate adequate flood mitigation measures (including flood resilience). The new building creates a total floor space of 1,858sq m and therefore exceeds the 250sqm threshold, so the application of the Sequential Test is required.

7.15 The site is an existing commercial site being a steel fabrication and distribution business. The new building is required as part of an expansion of the existing business. This satisfactorily demonstrates that the proposal is operationally linked to the existing site. The entire site is located within a flood zone 3 therefore it is not possible to locate the building to an area within a lower flood zone.

7.16 The submitted FRA identifies 3 main risks of flooding at the site;

- (i) Inundation by floodwaters from watercourses or rivers associated with the exceedance of the water channel. This can include the effects on culverted watercourses where the risk of blockages can occur.
- (ii) Overland flows from groundwater and surcharged sewerage systems adjacent to the site.
- (iii) Internal flooding of private on-site sewerage as a consequence of blockages or floodlocked outfalls associated with (ii), above.

7.17 The new building will be constructed with a minimum internal floor level of 6.0metres AOD which also places the finished floor level above the 1:100 yr climate change flood event. The finished floor level is also as per the condition imposed by the Environment Agency, and should be constructed to flood resilient specifications and fitted with permanent flood resilience products such as; emergency flood kits, storable flood sacks, door flood barriers and air brick protection to provide a flood resilience level of 6.0metres AOD. The submitted FRA does state that although there is no site specific topographical survey available for assessment; it would appear from the location plans and block plans provided by the agent that the carriageway level of Arksey Lane varies between 5.6m AOD and 6.5m AOD at the existing building entrance and the access to the rear of the application site respectively. The site should also be registered for the flood warning system currently operated by the EA, and as such a suitable advisory note is included.

7.18 In consideration of the flood mitigation measures that will be incorporated in to the design and given that the finished floor level of the new building of 6.0m AOD, it is considered that the future impact from overland flow or sewerage surcharge will not be detrimental to the proposed development in this case. The application is thereby deemed to satisfy and pass the ST.

7.19 The proposal is for a less vulnerable use, and as such, there is no requirement to carry out the Exception Test. The proposal is thereby deemed to satisfy Policy CS4: Flooding and Drainage.

Trees/Landscaping

7.20 The application proposes a scheme of landscaping for the site and the Council's Trees and hedgerows Officer has commented that there is insufficient detail in the submission to assess the landscape scheme. Overall there are no objections on arboricultural grounds subject to a condition for a detailed landscape scheme to be submitted and agreed prior to the development commencing. The application therefore accords with core strategy policy CS16: Valuing our natural environment.

Highways

7.21 Policy 14 of the Core Strategy states that one of the components of good design is to ensure that developments take into consideration highway safety, and also considers new developments and its impact on the wider highway network.

7.22 The application site currently has 2 access points, the one to the west mainly used by HGV's entering the site, whilst the access to the east is used by cars, vans and HGV's exiting the site. 12 additional car parking spaces are proposed along the eastern boundary of the site. Access to the building and the new car park will be from the existing access on the western side of the site.

7.23 The Highways Development Control Officer initially raised a query relating to the notation on plan that referred to the proposed access for the new building as being an existing access that was not in use. A swept path analysis was also undertaken that demonstrated that the left in manoeuvre cannot be made without significant alteration to the geometry of the eastern radius. Amended plans have consequently been requested and received and the use of the access has been clarified in that it is currently in use. As such the Highway Officer is satisfied with the proposal subject to mitigation to conditions which include restricting the site so as not to be brought into use until a crossing over the footpath/verge has been constructed and the highway to be used by vehicles to be surfaced and sealed. An informative note is also included of works being carried out on the highway.

7.24 It is considered that the proposal complies with Policy CS 14 (parts 3, 5 and 9) of the Core Strategy.

8.0 Summary and Conclusion

8.1 In summary, the proposed industrial building and car parking, represents appropriate development in the Green Belt that given the historic consent and that there is no change in Green Belt policy; will not have any greater impact on openness. The proposal is an expansion of an existing use, and the size and scale of the building is appropriate for its use and is in keeping with the existing building on site. The application is therefore recommended for approval.

9.0 Recommendation

9.1 GRANT Full planning permission subject to the conditions below;

01. STAT1 The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.
02. U50561 The development hereby permitted shall be carried out in complete accordance with the details shown on the amended plans referenced and dated as follows;
Site Plan Dwg No 16-3-2 Rev B
Proposed Floor Plan Dwg No 16-3-3
Proposed Elevations Dwg No 16-3-4
REASON
To ensure that the development is carried out in accordance with the application as approved.
03. CON1 No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.
- a) The Phase I desktop study, site walkover and initial assessment must be submitted to the LPA for approval. Potential risks to human health, property (existing or proposed) including buildings, livestock, pets, crops, woodland, service lines and pipes, adjoining ground, groundwater, surface water, ecological systems, archaeological sites and ancient monuments must be considered. The Phase 1 shall include a full site history, details of a site walkover and initial risk assessment. The Phase 1 shall propose further Phase 2 site investigation and risk assessment works, if appropriate, based on the relevant information discovered during the initial Phase 1 assessment.
- b) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.
- c) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

d) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

e) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework. This is required prior to commencement to ensure that the necessary mitigation measures can be put in place should any contamination be found.

04. CON2

Should any unexpected significant contamination be encountered during development, all associated works shall cease and the Local Planning Authority (LPA) be notified in writing immediately. A Phase 3 remediation and Phase 4 verification report shall be submitted to the LPA for approval. The associated works shall not re-commence until the reports have been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework.

05. CON3

Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and be approved in writing by the LPA prior to any soil or soil forming materials being brought onto site. The approved contamination testing shall then be carried out and verification evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework.

06. DA01

The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.

REASON

To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.

07. HIGH1

Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary marked out in a manner to be approved in writing by the local planning authority.

REASON

To ensure adequate provision for the disposal of surface water and ensure that the use of the land will not give rise to mud hazards at entrance/exit points in the interests of public safety.

08. HIGH11

The development hereby approved shall not be brought into use until a crossing over the footpath/verge has been constructed in accordance with a scheme previously approved in writing by the local planning authority.

REASON

To avoid damage to the verge.

09. U50157

The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) dated 24-11-2016, reference TRP/FRA/958/01B by L.D.A Ltd., and the following mitigation measure as detailed within the FRA:

o Finished floor levels should be set no lower than 6m above Ordnance Datum (AOD), if this is not practicable then flood resilience should be incorporated into the building to a level of 6mAOD as detailed in the FRA.

The mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON

To reduce the risk of flooding to the proposed development and future occupants.

10. U50368 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority before development commences.

REASON

To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.

11. U50366 Unless otherwise agreed in writing by the local planning authority, no building or other obstruction shall be located over or within 3 (three) metres of the 350mm and the 100mm public sewer centre-line, and 4 (four) metres at each side of the 800mm sewer centre line, which cross the site.

REASON

In order to allow sufficient access for maintenance and repair work at all times.

12. U50158 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

To protect groundwater because the site is located on a principal aquifer and within a source protection zone 3.

13. U50649 External lighting serving the site shall not spill illumination beyond the boundary of the site.

REASON

In the interests of preserving the residential amenity of nearby neighbours in accordance with Policy CS 14: Design and Sustainable Construction

01. U10935 **INFORMATIVE: LAND CONTAMINATION**

Prior to preparing any reports relating to land contamination, the applicant is strongly advised to refer to the document entitled Development on land affected by contamination. Technical Guidance for Developers, Landowners and Consultants. Yorkshire and Humberside Pollution Advisory Council.

The document can be found at the following web address:

<http://www.doncaster.gov.uk/services/environmental/developing-on-contaminated-land>

A brief description of what is required in a land contamination report is as follows:

Phase I Desk Study Report - typically consists of a desk top study, site walkover, conceptual model and an qualitative/quantitative risk assessment and 'conceptual model' must be included within this report outlining actual and potential risks. The information obtained should be of sufficient detail to enable recommendations to be made and further investigation to be undertaken (including design of intrusive investigation), where necessary.

Phase II Intrusive Site Investigation Report - typically consists of an intrusive site investigation and qualitative and/or quantitative risk assessment. These studies aim to characterise the ground conditions, identify any contamination present and assess whether it will potentially result in harm. A more detailed conceptual model should be constructed based on the further information available and supported by quantitative risk assessments, where necessary. Recommendations for further investigation and remedial, protective and/or monitoring works should also be included.

Remediation Strategy Report - contains details on required remedial, protective and/or monitoring measures demonstrating how the works will render the site 'suitable for use' describing the works in relation to the development hereby permitted. A range of remedial options should be reviewed/ considered and the preferred option(s) should be justified by cost-benefit analysis. The report should include full details of any works to be undertaken including proposed site clean-up criteria, site management and contingency procedures, validation/protection/monitoring measures, timetable for carrying out the works. (This may comprise a Technical Specification Report prepared for the tendering process to procure a specialist remediation contractor).

Validation Report - includes evidence with discussion on substantiating data to confirm that the works agreed in the approved Remediation Strategy Report have been implemented. Information to be submitted at the agreed timescales as outlined in the agreed Remediation Strategy Report. Any significant deviations from the approved Remediation Strategy Report (e.g., due to unexpected contamination) must also be included in this report.

If you wish to discuss this matter further please contact a member of the pollution control team on 01302 862601.

02. IFWI

INFORMATIVE

At the time of this decision, the site has been identified as being within an area of medium or high flood risk, based on the Environment Agency's flood maps. Therefore, the applicant/occupants should consider registering for the Environment Agency's Floodline Warning Direct, by phoning Floodline on 0345 988 1188 . This is a free service that provides flood warnings direct by telephone, mobile, fax or paper. It also gives practical advice on preparing for a flood, and what to do if one happens. By getting an advanced warning it will allow protection measures to be implemented such as moving high value goods to an elevated level as well as evacuating people off site.

03. U10978

INFORMATIVE: NETWORK RAIL

The applicant/developer is advised to note the following comments by Network Rail.

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network RAILS infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Armco Safety Barriers

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at the proposed car parking area along the boundary with the railway.

Fencing

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

OPE

Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges and in particular in this instance, the railway level crossing on Arksey Lane). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular, access over the nearby Arksey Lane level crossing must remain clear and unobstructed by site traffic both during and after construction.

Heaping, Dust and Litter

It should be noted that because of the nature of the proposals we would not want to see materials piled against our boundary. Items to be heaped on site should be kept away from the boundary an equal distance as the pile is high to avoid the risk of toppling and damaging or breaching our boundary. We also have concerns over the potential for dust clouds and rubbish created from the processing at the site affecting the railway signal sighting. Therefore adequate measures for preventing dust and rubbish blowing onto Network Rail property are to be in operation.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

04. U10979

INFORMATIVE: HIGHWAY WORKS

o Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980. The agreement must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas - Tel 01302 735110 as soon as possible to arrange the setting up of the agreement.

o Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

o The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud and debris on the highway is an offence under provisions of The Highways Act 1980.

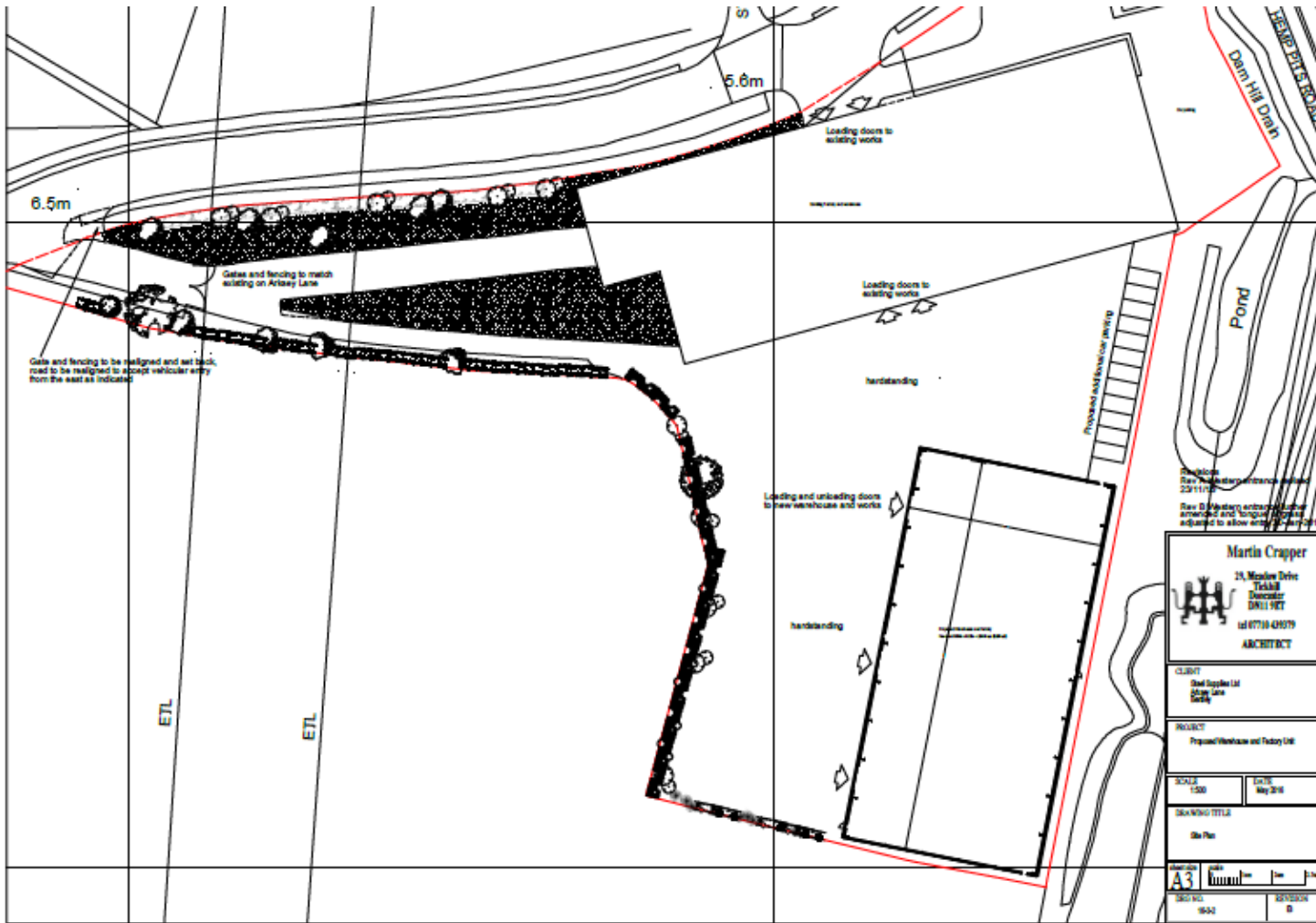
05. U10983

INFORMATIVE: INDEPENDENCE IN THE LANDSCAPE

Condition XX refers to independence in the landscape, which is defined in British Standard 8545:2014 Trees: from nursery to independence in the landscape - Recommendations as the point at which a newly planted tree is no longer reliant on excessive or abnormal management intervention in order to grow and flourish with realistic prospects of achieving its full potential to contribute to the landscape.

The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

APPENDIX 1 – Proposed Site Layout



Martin Crapper
 25, Mowbray Drive
 Tullaghan
 Dromore
 DN11 1ET
 Tel: 07730 43079
 ARCHITECT

CLIENT
 Steel Supplies Ltd
 Arksay Lane
 Drogheda

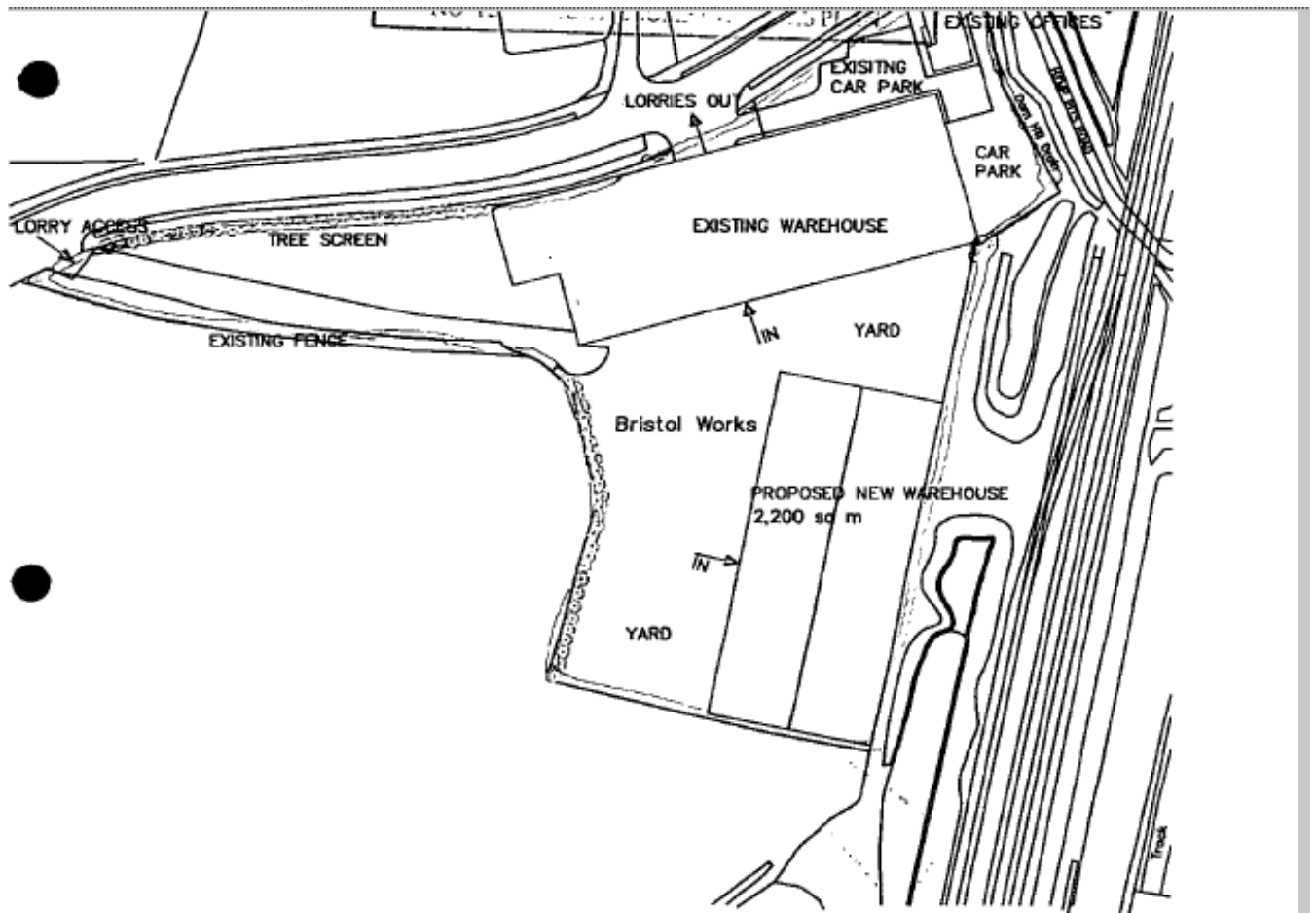
PROJECT
 Proposed Warehouse and Factory Unit

SCALE 1:500 DATE May 2016

DRAWING TITLE
 Site Plan

Sheet No. **A3** of 1
 Date 16/05/16

APPENDIX 2 – Siting of historic building granted consent in 2001



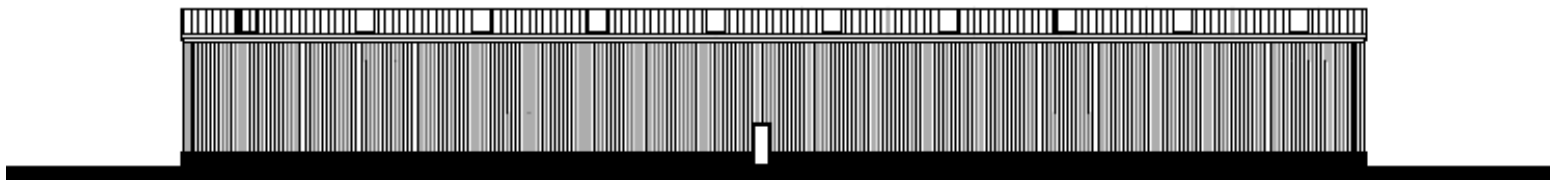
APPENDIX 3 – Proposed Building Elevations



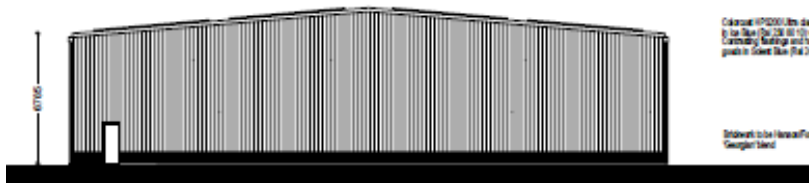
West elevation

Roller shutters and personnel doors to be left blank (Supplies Ref 5002)

Coloured (R2000) roofing in white (Ref 4002) with 70mm insulation



East elevation



North elevation
Look north to road

Coloured (R2000) flat roofing in blue (Ref 2000) with 70mm insulation and concrete pads in (Ref 2400) (Ref 4002)

Driveway to be located between Georgian Road

<p>Martin Crapper 29, Meadow Drive Teddley Doncaster DN11 9ET tel 07710 41079 ARCHITECT</p>	
<p>CLIENT Steel Supplies Ltd Stoney Lane Girdle</p>	
<p>PROJECT Proposed Warehouse and Factory Unit</p>	
<p>SCALE 1:200</p>	<p>DATE May 2016</p>
<p>DRAWING TITLE Elevations</p>	
<p>FORMAT A3</p>	<p>DATE 16/04</p>