

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 5th March 2019

Application 1

Application Number:	18/01748/OUTM	Application Expiry Date:	17th October 2018
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Application Type:	Outline Planning Major
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Proposal Description:	Outline application for erection of up to 140 dwellings, including scale and means of access.
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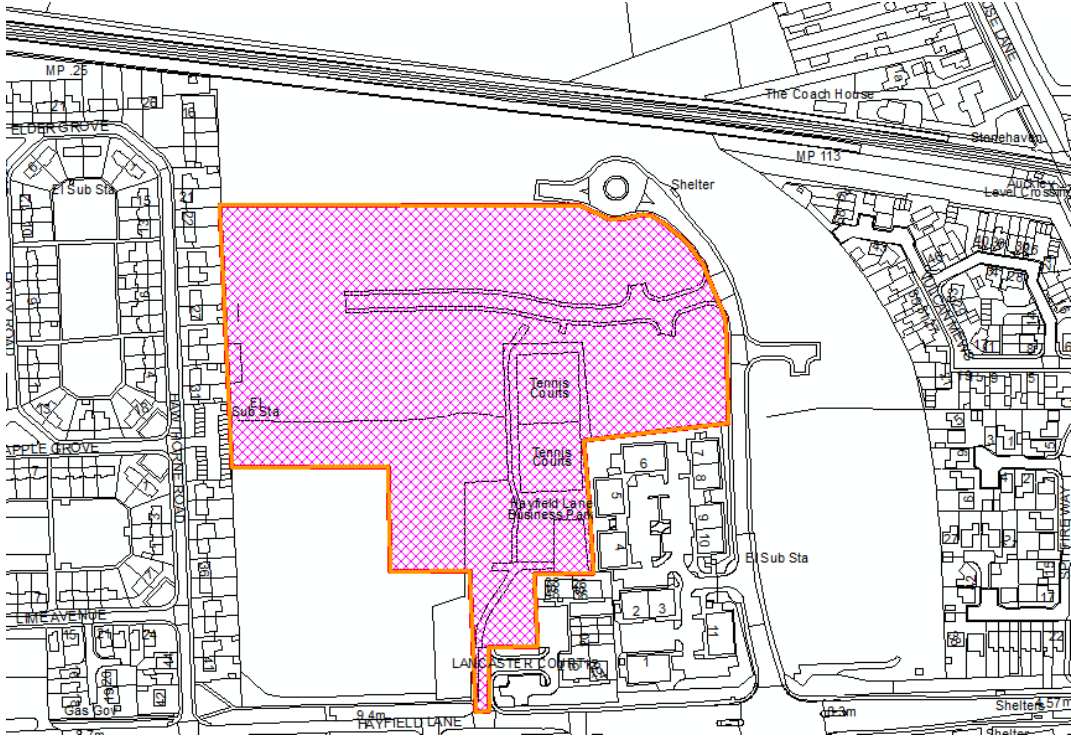
At:	Land On The North Side Of Hayfield Lane Auckley Doncaster
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For:	Peel Land And Property Ltd - D Bailey
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Third Party Reps:	12	Parish:	Auckley Parish Council
		Ward:	Finningley

Author of Report	Mark Sewell
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MAIN RECOMMENDATION:	GRANT SUBJECT TO 106 AGREEMENT
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1.0 Reason for Report

1.1 The application is being presented to the Planning Committee due to local interest.

1.2 The application was deferred at the 5th February 2019 planning committee for a site visit to assess the potential loss of amenity and traffic issues associated with the proposal. The site visit took place on Friday 1st March.

2.0 Proposal and Background

2.1 The submitted application seeks outline planning permission with means of access and scale to be considered for up to 140 dwellings on land on the northern side of Hayfield Lane.

2.2 The site and surrounding land have had a number of planning permissions in recent years which are outlined in the planning history section below. The site and adjoining land to the south were originally used for sports and recreation during the period of time when the RAF occupied the settlement, and were shown to be retained for such a use within the original planning permission for the use of the wider site as a commercial airport. Planning permission has been granted for sports and play facilities on the southern part of the wider site recently, whilst the application site was previously included within the RHADS Airport Masterplan, for a proposed Business Park, and subsequently planning permission was granted for B1 uses in 2006. Although that permission was implemented by way of the construction of a main estate road, following marketing of the business park no solid interest was shown in the development.

2.3 The application site itself occupies some 4.1Ha located approximately 500m to the north west of the main airport terminal building, on overgrown open land previously used for leisure and recreation associated with the former RAF airbase. A spine road granted under a previous planning permission runs from east to west through the heart of the site, connecting to an access road (Field Lane), which in turn connects with Hayfield Lane to the south. The spine road includes also footpaths and lighting, and an electricity substation lies immediately to the south of the road.

2.4 The site is bounded to the north by a further area of overgrown grassland and previously constructed road infrastructure, beyond which is the Doncaster-Lincoln Railway Line. The rear gardens of properties on Hawthorne Road bounds the site to the west, with a raised bund running north/south along the western section of the site. As previously mentioned, further open land is located to the south, for which planning permission has recently been granted for recreation and sports provision. Residential development forms the remaining part of the southern site boundary, comprising three-storey apartments and two-storey housing accessed via Lancaster Court. The southern part of the eastern boundary is formed by two-storey offices, part of Hayfield Lane Business Park.

3.0 Relevant Planning History

Overarching Airport Consent
99/4333/P

Outline application for the redevelopment of the airfield (including use of existing infrastructure and buildings) for the purposes of 1). a commercial airport together with airport related business, leisure and associated facilities 2). residential development of former barracks.

Granted April 2003

Applications Covering the Site

05/02622/FUL

Renewal of permission for use as sports field and associated facilities as community sport and soccer academy (renewal of Ref. 01/05/0786/FUL, granted under Ref 02/2174/P on 06.08.02 expiring on 31.08.05).

Granted September 2005

06/00865/OUTM

Outline application for erection of Business Development (Class B1), Community Hall, Community Recreational Area and improvements to footpath access to Marr Flats Plantation.

Granted September 2006

The following reserved matters application relating to the above two applications was also submitted:

07/00288/REM

Details of access road Hayfield Business Park (Areas 4 and 5) (Being matters reserved in outlined previously granted permission under ref 99/46/4333/P on 03.04.03. and 06/00865/OUTM on 06.09.06).

Granted March 2007

07/00286/REM

Details of access road to rail station (Being matters reserved in outlines previously granted permission under ref 99/46/4333/P on 03.04.03. and 06/00865/OUTM on 06.09.06)

Granted March 2007

10/01444/FULM

Erection of new community sports facility with associated car parking, landscaping and outdoor community play areas with sports pitches.

Granted September 2010

The following non-material amendment application associated with the above application was also submitted:

10/03542/MAT

Erection of new community sports facility with associated car parking, landscaping and outdoor community play areas with sports pitches (being amendment to previous permission 10/01444/FULM granted 06/09/10 to add additional windows to the south and east elevations).

Granted January 2011

13/00555/FULM

Development of land for a sports centre and floodlit all weather pitch and associated works at First Avenue on approximately 1.2ha of land.

Granted October 2014

Relevant Applications Within the Site's Surroundings

06/00144/FULM

Erection of 24 dwellings on approximately 0.4ha of land following demolition of existing Airman's quarters.

Located immediately to the south-east of the Site, at Lancaster Court.

Granted April 2006

06/00600/REM

Erection of 8 two storey business units in 5 blocks on approximately 1.17ha of land. Located to the east of the Site, between Field Lane and Vulcan Mews residential area.

Granted June 2006

06/00459/FULM

Construction of airport rail station and car park with associated access road and footpath. Located immediately to the north of the Site, adjacent to the Doncaster to Lincoln rail line.

Granted June 2008

09/02048/OUTM

Outline planning application for erection of 750 homes, roads, footpaths and cycle routes, carparking, landscape, open areas and play facilities on approx. 18.6ha of land

Located to the south-west of the Site, off Hurst Lane at Hayfield Green.

Granted November 2011

The following three reserved matters applications relating to the above application were also submitted:

12/02925/REMM

Details of access, appearance, landscaping, layout and scale for the erection of 352 dwellings on approx.. 18.6ha of land

Granted April 2013

16/00719/REMM

Details of Access, Appearance, Landscaping, Layout and Scale of Design for 96 dwellings on approx. 2.63ha of land

Granted July 2016

16/01375/REMM

Details of access, appearance, landscaping, layout and scale for the erection of 354 dwellings on approx. 18.6ha of land...additional plots 91 and 92

Granted August 2016

17/02189/OUTA

Hybrid Planning Application - Change of use of land to facilitate expansion of Yorkshire Wildlife Park, creation of new access, parking and associated works with outline approval for animal enclosures, visitor hub, service compound, energy centre and connecting bridges.

Located to the north-west of the Site, beyond the Doncaster to Lincoln rail line.

Granted subject to section 106, January 2018

18/00139/FUL

Development of existing playing fields to create a lit MUGA (Multi Use Games Area), grass games area laid out as a football pitch, play area, car park for up to 10 cars and landscaping with new access from Lancaster Court.

Located immediately adjacent to the southern boundary of the site

Granted May 2018

4.0 Representations

4.1 The application has been publicised by way of site notice, press notice and neighbour letters. As a result 12 letters of objection have been received.

4.2 The main points of objection raised relate to;

- lack of local services (school places, doctors)
- no need for additional housing
- land was supposed to be redeveloped for community use
- road network is at capacity
- poor public transport

5.0 Parish Council

5.1 Auckley Parish Council understands that an area of open space has been allocated for the proposed new housing development adjacent to the recreation ground. Although the location has not been defined, one suggestion would be that instead of allocating a separate open space within the housing development with its associated maintenance issues, and given the location and shape of the new play area, it would make some practical sense to add the land for the open space to the North East corner of the recreation site to effectively square off the existing L-Shape.

6.0 Relevant Consultations

DMBC Transportation - no objection to the development, requires that a contribution towards provision of a footway on the northern side of Hayfield Lane between Hawthorne Road and Walnut Avenue is required to improve accessibility for pedestrians, as well as a transport bond to mitigate any traffic in the event that targets within the Travel Plan are not met - both to be secure by s106.

DMBC Drainage - no objections, suggested conditions requiring drainage details to be agreed.

DMBC Environmental Health - no objections, conditions relating to construction method statement and impact management plan, as well as noise attenuation are recommended.

DMBC Trees & Hedgerows - no objections, suggested conditions requiring detailed landscaping and tree protection measures.

DMBC Pollution Control - no objections, suggested conditions

Environment Agency - defer to local authority in terms of ground condition issues.

DMBC Built Environment – no objections in principle to development of the site, raises issues in terms of indicative layout submitted

DMBC Highways - no objections in principle to development of the site, raises issues in terms of indicative layout submitted

DMBC Education – no objections, require commuted sum for secondary school places

Anglian Water – no objections suggested conditions

7.0 Relevant Policy and Strategic Context

National Planning Policy Framework (2018)

Paragraph 103: 'The planning system should actively manage patterns of growth in support of these [sustainable transport] objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health'

Paragraph 117: 'Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions';

Paragraph 118: 'Planning policies and decisions should...c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs';

Paragraph 122: 'Planning policies and decisions should support development that makes efficient use of land, taking into account:

- the identified need for housing and other forms of development, and the availability of land suitable for accommodating it;

- local market conditions and viability;
- the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- the desirability of maintaining an area's prevailing character (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive places'.

DMBC Core Strategy (2012)

Policy CS1 - Quality of Life

Policy CS2 - Growth and Regeneration Strategy

Policy CS4 - Flooding and Drainage

Policy CS6 - Robin Hood Airport and Business Park

Policy CS9 - Providing Travel Choice

Policy CS10 'Housing Requirement, Land Supply and Phasing

Policy CS11 'Housing Renewal and Regeneration

Policy CS12 'Housing Mix and Affordable Housing

Policy CS14 'Design and Sustainable Construction

Policy CS16 'Valuing our Natural Environment

Policy CS17 'Providing Green Infrastructure'

CS18 'Air, Water and Agricultural Land

Doncaster UDP 1998

Policy ENV53 - Scale and Appearance of New Development

Policy ENV59 - Protection of Trees

Policy RL4 - Local POS

8.0 Planning Issues and Discussion

8.1 The main issues in determining this proposal are considered to be;

- Principle of Development
- Impact upon the surroundings
- Highways / Transportation
- Ecology / Landscaping

Principle of Development

8.2 In terms of site allocation, the wider airport site sits under the somewhat outdated policy T36 of the UDP, which refers to support for the continued operational development of the airfield by the Ministry of Defence or its dual use for civil aviation purposes. In practical terms, this policy has been superseded by the planning permission granted by the Secretary of State for the use of the site as a commercial airport together with airport related business, leisure and associated facilities.

8.3 Policy CS6 of the Core Strategy is concerned with the airport and business park, and sets out general criteria to be considered for proposals, as well as stating that generally growth and investment at the airport will be supported. The policy generally supports the employment and transport proposals set out in the then current Airport Masterplan. The policy states that planning permission for the housing element of the masterplan (at Hayfield Green) has already been granted, in light of the specific circumstances which apply to the airport, and not as an indication of policy direction. Therefore, as set out in Policy CS10: Housing Requirement, Land Supply and Phasing, the 750 units allowed at Hayfield Green will provide an additional source of housing to the allocations set out in

Policy CS2: Growth and Regeneration Strategy, and any further housing growth at Hayfield Green would not be in accordance with this Core Strategy.

8.4 In terms of the principle of development on the application site, this has already been previously established by the granting of outline planning permission for development previously in September 2006 for business use, and the subsequent reserved matters permission which facilitated the commencement of development through the construction of the spine road which connects the site to the local highway network. The merits and principle of residential development will be discussed further, however the principle of development generally on this site has both been previously agreed and implemented. An objection that has been raised by some neighbours is that the application site and the land adjoining to the south are shown within the s106 attached to the original planning permission as being restored to recreation and leisure use. As described previously, planning permission has been granted recently for such uses on the land to the south of the application site.

8.5 The officer who dealt with the previous permission on the application site in 2006 addressed this issue. Application No 99/46/4333 for the redevelopment at RAF Finningley as a Civil Airport was granted by First Secretary of State on 3rd April 2003. The application site lies within Master Plan Area 5. Condition 61 states "Area 5 as shown on the Master Plan shall not be used other than for playing fields and for the provision of sports facilities.

8.6 The principle concern for this area was that the former RAF playing fields provided a community facility for the area and the Airport Planning Brief of the time (adopted as Supplementary Planning Guidance) proposed that 5.97ha of land to be provided for open space purposes. The uses proposed in the application were considered to fall within the uses approved by the Supplementary Planning Guidance. The main issue was that the use of a portion of the former playing fields for development as B1 uses which the airport master plan proposed for recreation/landscape. The planning application continued to provide in excess of the 5.97ha of open space (required by the Supplementary Planning Guidance of the time), albeit not all located on the space occupied by the former playing fields as part of a package of proposals that provided;

- a. Recreation use
- b. Refurbishment of sports buildings
- c. Public access to woodlands and their maintenance linked to network of public footpaths being developed in conjunction with the access road to the airport.

8.7 The increase in the open space provision and improved access to recreational pitches at the Hayfield School, was considered to release the necessity for the use of all the area of the former playing fields as envisaged by the Supplementary Planning Guidance and airport master plan. As the use proposed was considered to be in accordance with the Supplementary Planning Guidance and surrounding land uses, it was considered acceptable to use part of the former playing fields for B1 uses.

8.8 On this basis, given that planning permission has been both granted and implemented by way of the construction of the spine road, the principle of building on the application site has been accepted. The officer at the time provided the justification for this departure from the original planning permission's requirement for the use of all of the site as playing fields / recreation.

8.9 In terms of the principle of housing in this location, as discussed above Policy CS6 of the Core Strategy recognises that the 750 dwellings approved off Hurst Lane will provide an additional source of housing to the allocations set out in Policy CS2, and any further housing growth at Hayfield Green would not be in accordance with the Core Strategy.

8.10 In practice however, the reserved matters permissions for the residential development have resulted in a shortfall of 300 dwellings at the Hurst Lane site, with the density of development being much lower than anticipated. As such, the principle of 750 homes to serve the airport and its business park is applicable, and given that the 750 homes are accounted for as additional to Doncaster's housing growth allocations under Core Strategy policies CS2 and CS6, this planning application will go some way to making up this shortfall whilst not breaching the Council's wider housing delivery numbers. On this basis, given that development has already been previously approved on the application site, and that there is headroom in the expected 750 dwellings to be delivered in this settlement as set out in the Core Strategy, it is considered that the principle of residential development is acceptable in this location. The site is also in a sustainable location, close to existing housing and facilities, and would not represent an unsustainable urban extension.

Impact upon the Surroundings

8.11 Policy CS14 of the Core Strategy is concerned with design and sustainable construction, and seeks to ensure that all proposals are of high quality design that contributes to local distinctiveness and reinforces the character of local building traditions, as well as responding positively to existing site features. New development should also have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment.

8.12 As mentioned within the description, the application is in outline form with only matters of access and scale to be considered. The applicants state that the properties on the site would be 2 storeys and up to 2.5 storeys (ie properties with additional rooms in the roof space) and 3 storey apartments. This is in keeping with the surrounding dwellings to the western side and to the east on Lancaster Court, and is considered to be an acceptable scale on this site.

8.13 Whilst design and layout are not being formally considered as part of the application, the applicants have provided a Design and Access Statement which assesses the surrounding area and the constraints and opportunities of the development site, and from there provided a framework / concept plan.

8.14 The Council's Built Environment Team have been consulted, and noted that the DAS is a well prepared and authoritative document which clearly explains the context and design principles / approach. There are generally no major issues with the proposed framework / concept plan and it is suggested that this would be the plan to attach to any approval. It has a logical hierarchy and connections, properties fronting the main street to the east and has an appropriate response to the site edges. Secure perimeter blocks are generally formed.

8.15 The Built Environment officer does however note a number of issues with a more detailed indicative layout plan that has been provided, and queries whether the number of units proposed would be realistic given that layout. Matters of design and layout are to be considered at reserved matters stage, and the application description is for UP TO 140 dwellings. Obviously the Council would be well within its rights to refuse any subsequent reserved matters application which was deficient in design terms, whilst the applicants could provide a scheme with a greater number of apartments and smaller units which would mean that 140 dwellings could be achieved on the site. Given that these are issues to be addressed at reserved matters stage, and the proposed framework / concept plan provides for a logical design approach going forward, the application is deemed to be acceptable in design terms.

8.16 In terms of the impact of the proposal upon surrounding properties and residential amenity, the proposed concept plan does not raise concerns and it is considered that a satisfactory layout could be achieved that respects separation distances to neighbouring properties and minimises impacts upon residential amenity. Detailed design matters relating to outlook, amenity and privacy will be further developed and assessed as part of reserved matters applications.

8.17 A noise impact assessment has been provided with the application, which sets out a range of mitigation measures to minimise potential disturbances from the proposed development. The Council's Environmental Health team have assessed the submitted information and raise no objection to the scheme, and a condition is recommended to ensure the appropriate noise mitigation is agreed with the Council prior to the approval of reserved matters application. On this basis, whilst the application does not consider the detailed layout of the scheme, the submitted information provides confidence that a scheme can be delivered which is acceptable in terms of its impact upon residential amenity.

Highways and Transportation

8.18 Means of access are being formally considered as part of this application, and both the Council's Highways Development Control and Transportation teams have been consulted on the proposals. The submitted Design and Access Statement outlines the proposed access arrangements, and both a Transport Assessment and Framework Travel Plan have been provided with the application.

8.19 The development is shown to be served by two separate points of vehicular access. The existing site access via Field Lane, served from Hayfield Lane and First Avenue and utilising the existing constructed six metre wide spine road, will serve the majority of dwellings, whilst a secondary access will be provided from Hayfield Lane / Lancaster Court to serve a limited number of dwellings. However, it is intended that this will not connect with the rest of the Site's internal road network, and as such, the access will not, therefore, provide a through-route between Lancaster Court and the majority of the dwellings. It is proposed that the proposed development could make use of the existing carriageway and parallel footways, with small-scale modifications to existing bellmouth access points served from Field Lane. It is also proposed that an emergency vehicle access point will be provided to the north of Lancaster Court, which will also provide a pedestrian and cycle route into the site. Bus stops on Hayfield Lane are approximately 100 metres from Lancaster Court, and 150 metres from the signalised junction with Field Lane/ First Avenue, and is served by the 57 service into Doncaster.

8.20 The Council's Transportation team have raised no objections to the scheme, noting that the submitted Transport Assessment confirms that the proposed development will not generate such an amount of additional traffic to have a material impact upon the local road network. It is noted that there is no footway on the northern side of Hayfield Lane between Hawthorne Road and Walnut Avenue. A contribution is required towards provision of a footway to improve accessibility for pedestrians to local facilities, to be secured by s106. A travel plan bond is also required to mitigate any traffic in the event that targets within the Framework Travel Plan are not met, again to be secured by s106.

8.21 The Council's Highways Development Control team have raised no objections in principle to the proposed means of access to the development site, and note that Section 4.2 of the Transport Assessment states that Field Lane and the associated residential access would be offered up for adoption by DMBC, following completion of the proposed development. This will be a requirement and all roads other than shared private drives shall be constructed to an adoptable standard and offered for adoption on completion.

8.22 Detailed comments have been given in respect of the indicative layout provided regarding swept path analysis and whether the layout shown is sufficient to accommodate manoeuvring and turning for a refuse vehicle. Again, no weight is to be attached to the indicative layout, and the internal road layout of the scheme will be assessed as part of future reserved matters applications.

8.23 On this basis the proposal is considered to be acceptable in terms of highways and transportation.

Ecology / Landscaping

8.24 Policy CS16 of the Core Strategy is concerned with the Natural Environment and sets out requirements in respect of the impact of developments upon ecology and trees and hedgerows. Proposals will be supported which enhance ecological networks, as well as retaining and protecting appropriate trees and hedgerows, incorporating new tree, woodland and hedgerow planting.

8.25 The Council's Trees and Hedgerows Officer has been consulted and provided comments on the proposals. It is noted that there are no significant arboricultural issues at this site (apart from tree protection at the retained trees/hedgeline on the southern boundary of the site). The Officer also considers that the DAS provides encouraging wording in respect of a detailed landscaping scheme, noting that "a landscape framework will be introduced that will connect the areas beyond the site and provide public open space to create a corridor of green infrastructure". Conditions are recommended to ensure a scheme of landscaping is agreed, and to provide tree protection to a retained tree on the site.

8.26 The Council's Ecologist has also been consulted on the application. The submitted ecology survey has shown that reptiles are present on the site, in the form of common lizards. The Ecologist has stated that a full reptile survey should be undertaken to gain an estimate of the population size on the site, which would then inform the appropriate mitigation. The applicants have a reptile receptor site within the boundaries of the airport landholdings, which has been used previously as a mitigation area for other developments. The applicants have suggested additional survey information and proposed mitigation measures are submitted prior to the commencement of development. Additional land to the east of the application site is within the applicants control, and has been suggested as a mitigation area, following habitat improvements. Given the additional

land within their control which is capable of being improved for mitigation purposes, the ecologist has raised no objections to the scheme, subject to a detailed reptile survey being carried out and proposed mitigation measures agreed prior to any development taking place on the site.

Neighbour representations

8.27 The main points raised by residents have been outlined earlier in the report. In terms of the issues raised, it is considered that the proposed development is acceptable, either by way of not having unacceptable impacts or by mitigating impacts through planning conditions or by a legal agreement.

8.28 The use of the site for sports / community usage has been assessed, and the proposal is considered to be acceptable by virtue of the previous planning permission on this land which has been implemented. The officer at the time provided a robust assessment which demonstrated that development of this part of the site is acceptable in principle. No objections have been received from the Council's Transportation team in terms of the impact upon the local highway network or the sites connectivity. A contribution is required to improve pedestrian access, as well as for a Travel Plan Bond to mitigate any traffic in the event that targets within the Framework Travel Plan are not met. The site is considered to be in sustainable location alongside existing housing and employment and with local services close by. The applicants will provide a contribution to ensure that additional school places can be provided, required as a result of the additional housing. In terms of the need for additional housing, the proposal ensures that Hayfield Green is still within the 750 additional dwellings as outlined within the Core Strategy.

s106 Contributions

8.29 New housing developments will be required to include a mix of house size, type, price and tenure to address identified needs and market demand and to support mixed communities. To accord with policy CS 12 of the Core Strategy, the scheme should provide 26% on site affordable housing, as more than 15 dwellings are proposed. The proportion, type and tenure split will reflect the latest Strategic Housing Market Assessment. The applicants have confirmed their agreement to this.

8.30 The Councils Education Team have been consulted, and assessed that the proposal would result in the need for additional secondary school places at the Hayfield School. On this basis, a financial contribution will be required to facilitate this requirements.

8.31 It is envisaged that Public Open Space will be provided onsite as part of this development, and a condition to agree the design, layout and future maintenance will be imposed upon the decision.

Other Issues

8.32 Paragraph 179 of the NPPF states: 'Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.' Paragraph 178 of the NPPF states: 'Planning policies and decisions should also ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
- b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

8.33 Core Strategy Policy CS18: Air, Water and Agricultural Land, seeks to ensure that Doncaster's air, water and land resources will be conserved, protected and enhanced, both in terms of quantity and quality. Specific attention is made to the risks to ground conditions arising from contamination or previous land uses. The policy confirms that proposals will need to incorporate measures to prevent, control and reduce air and water pollution and mitigate any ground instability.

8.34 The applicants produced a phase 1 desk study with the submission which was assessed by the council's pollution team. The council's pollution control officer concurred with the recommendations of the report, and had recommended standard conditions.

8.35 Policy CS4 of the Core Strategy is concerned with flood risk and drainage, seeking to ensure that developments will be safe from all forms of flooding, provides adequate means of foul sewage disposal and achieves a reduction in surface water run off on brownfield sites and no increase from existing rates on greenfield sites, makes use of Sustainable Drainage Schemes, where appropriate.

8.36 The applicants have provided a Flood Risk Assessment, which demonstrates that although within Flood Zone 1, areas of the Site are currently at risk of surface water flooding. To reduce the residual risk relating to surface water runoff or failure of the drainage system, it is proposed that the development will incorporate features that mitigate this residual risk by providing flow paths which divert water away from buildings. The effects to the development of any ponding resulting from groundwater flooding will be mitigated through design, and by controlling the flooding of paved areas. The Council's Drainage Officer has assessed the submitted information, and offers no objection to the scheme, requesting that a condition to fully agree drainage details prior to the commencement of development.

Summary and Conclusion

9.0 Overall, the proposed scheme is considered to be acceptable and recommended for approval subject to the signing of a legal agreement.

9.1 Whilst objections have been received in terms of the use of the site for community / recreation purposes as required by the original airport planning permission, this report demonstrates that the principle of development has already been assessed and deemed to be acceptable by means of the granting of planning permission for employment uses in 2006. Furthermore, infrastructure to serve that development has been constructed, and as such the permission has been implemented. The principle of housing in particular is also deemed to be acceptable, given the Core Strategy policy support for up to 750 dwellings at Hayfield Green, which have not all been delivered as part of the Hurst Lane permission.

9.2 The application leaves matters of design and layout to be considered as part of reserved matters applications, however it is considered that the site can adequately accommodate housing development which will be acceptable in urban design terms as well as in terms of its impact upon the character of the surroundings and neighbouring occupiers. The scheme will provide the required contributions to affordable housing, education and transportation.

10.0 Recommendation

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW AND FOLLOWING THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 IN RELATION TO THE FOLLOWING MATTERS:

- a) 26% Affordable Housing to be provided onsite.
- b) A Travel Plan Bond required to mitigate any traffic in the event that targets within the Travel Plan are not met, based upon the No. of dwellings x the current cost of a 28 day SY Connect+ ticket (currently £107.50).
- c) An education contribution towards providing additional secondary school places at Hayfield

THE HEAD OF DEVELOPMENT BE AUTHORISED TO ISSUE THE PLANNING PERMISSION UPON COMPLETION OF THE AGREEMENT.

- 01. STAT2 The development to which this permission relates must be begun not later than whichever is the later of the following dates:- i) The expiration of three years from the date of this permission or ii) The expiration of two years from the final approval of the reserved matters or in the case of different dates the final approval of the last such matter to be approved.
REASON
Condition required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.
- 02. STAT3 In the case of the reserved matters, application for approval must be made not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 92(as amended) of the Town and Country Planning Act 1990.
- 03. U0066333 Approval of the details of the appearance, landscaping and layout (hereinafter referred to as reserved matters) shall be obtained from the Local Planning Authority before the commencement of any works.
REASON
The application is in outline and no details having yet been furnished of the matters referred to in the outline they are reserved for subsequent approval by the Local Planning Authority.

04. MAT1A Prior to the commencement of the relevant works, details of the proposed external materials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved materials.
REASON
To ensure that the materials are appropriate to the area in accordance with policy CS14 of the Doncaster Core Strategy.
05. U0066335 The first submission of Reserved Matters for housing shall include a public open space delivery and maintenance strategy, which shall include details of the locations of open space within the overall development and the size and type open spaces, to be approved by the Local Planning Authority, and this shall be applied to all subsequent Reserved Matters submissions within the site. The first submission of Reserved Matters for housing shall also include details of the design, layout, future maintenance and arrangements for the long term retention of public open space within that phase of development and shall be carried out in accordance with the approved details.
REASON:
To ensure the adequate provision of public open space across the development.
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. U0066336 Prior to the commencement of the development hereby approved full details of a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. Unless as shall be specifically approved by the Local Planning Authority, the landscape scheme shall include a plan indicating the planting location of all trees and shrubs; a schedule including the nursery stock specification for all shrubs and trees in compliance with British Standard 3936: Part 1: 1992 Specification for Trees and Shrubs and planting density/numbers; a detailed specification for engineered tree pit construction that utilises a professionally recognised method of construction to provide the minimum rooting volume set out in the Council's Development Guidance and Requirements supplementary planning document and a load-bearing capacity equivalent to BS EN 124 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation; a maintenance specification and a timescale of implementation, which shall be within 3 months of completion of the development or alternative trigger to be agreed. Thereafter, the

landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified prior to backfilling any engineered tree pits to inspect and confirm compliance and within seven days of the completion of landscape works to inspect and approve practical completion in writing. Any tree or shrub planted as part of the scheme that is removed or is found to be dying, diseased or seriously damaged within five years of practical completion of the planting works shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

These details have not been provided and are required prior to commencement of development to ensure that a landscape scheme is implemented in the interests of environmental quality and compliance with Core Strategy policy CS16.

08. U0066337

Prior to the commencement of the development hereby granted a scheme for the protection of the root protection area of the walnut tree that complies with clause 6.2 of British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. Tree protection shall be implemented on site in accordance with the approved details and the local planning authority notified of implementation to approve the setting out of the tree protection scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development. Thereafter, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

REASON:

To ensure that all trees are protected from damage during construction in accordance with core strategy policy CS16: Valuing our natural environment.

09. U0066338

The development shall not be begun until a scheme for protecting the proposed dwellings from noise, as detailed in the noise impact assessment dated June 2018 produced in support of the outline application, has been submitted to and approved in writing by the Local Planning Authority and all works which form part of the scheme shall be completed and brought into use before any of the dwellings are occupied.

REASON:

To safeguard the amenity of the proposed dwellings from the noise levels which exist on the site.

10. U0066339 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) the parking of vehicles of site operatives and visitors
- ii) loading and unloading of plant and materials
- iii) storage of plant and materials used in constructing the development
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v) wheel washing facilities
- vi) measures to control noise and the emission of dust and dirt during construction
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON:

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

11. U0066340 Before any construction works are started on the application site, a Construction Impact Management Plan, indicating measures to be taken to mitigate the effects of the construction activity and associated vehicle movements upon the living conditions of neighbouring residents and highway safety shall be submitted to and approved by the Local Planning Authority. The mitigation measures shall include provision for the following: the limitation of noise, the means of enclosure of the construction sites, and any proposed external security lighting installation; the control of dust emissions; the control of deposition of mud or debris on the highway, and the routing of contractors' vehicles. The mitigation measures so approved shall be carried out at all times during the construction of the development hereby approved.

REASON:

To safeguard the living conditions of neighbouring residents.

12. U0066341 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 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.

b) 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.

c) 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.

d) 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 pursuant to the National Planning Policy Framework.

This has to be prior to commencement so that any risks are assessed before works begin to the ground whether this be demolition works or construction works and remediation in place before works begin.

13. 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

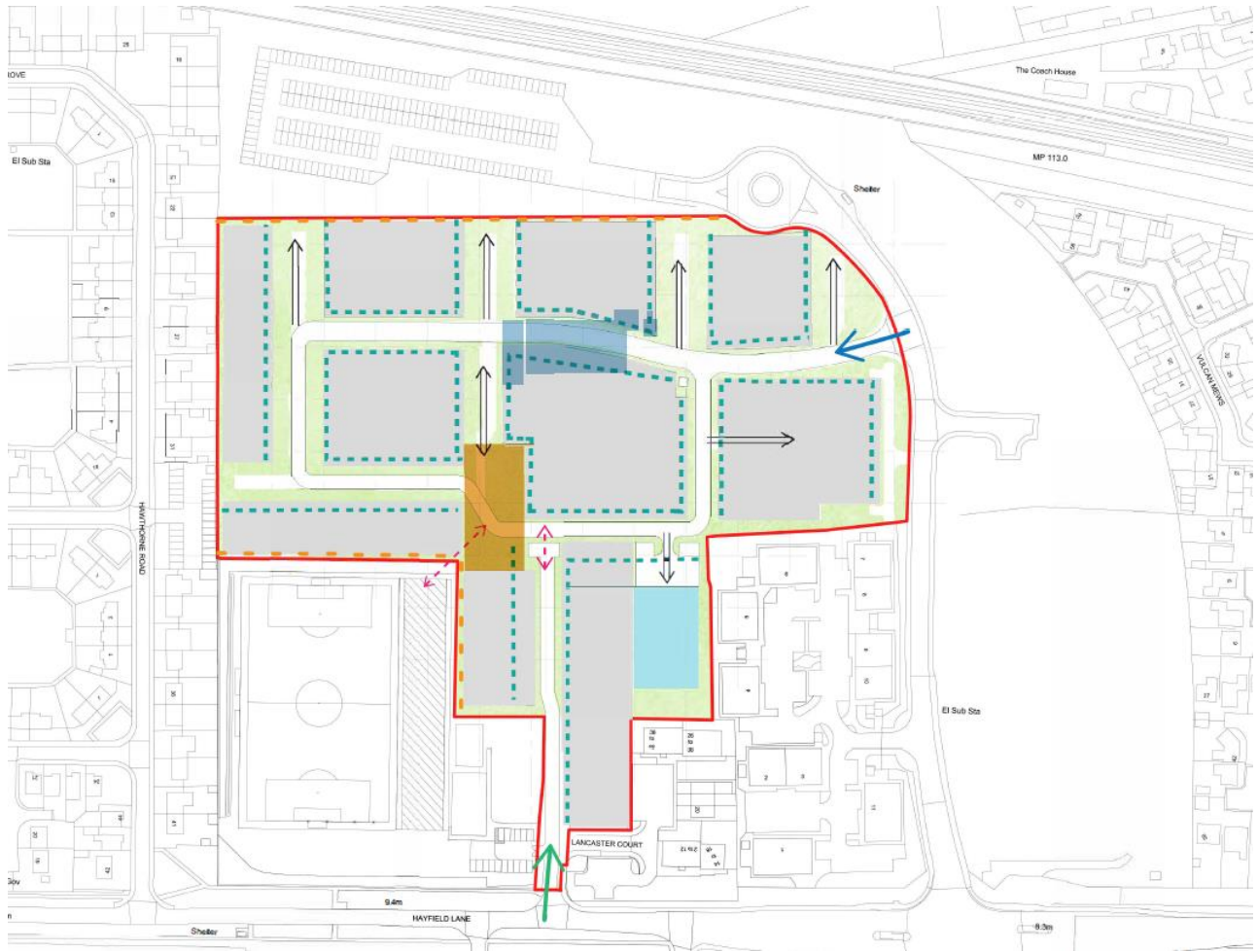
To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework.

14. CON3 Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filing 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.
15. 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.
16. ACC1 The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans and specifications.
REASON
To ensure that the development is carried out in accordance with the application as approved.
17. No development shall take place until a detailed reptile survey has been carried out and submitted to the Local Planning Authority, and a scheme for offsite ecological mitigation and enhancement (including future monitoring) has been designed and implemented following agreement by the Local Planning Authority.
REASON
To ensure the ecological interests of the site and surroundings are protected and enhanced.

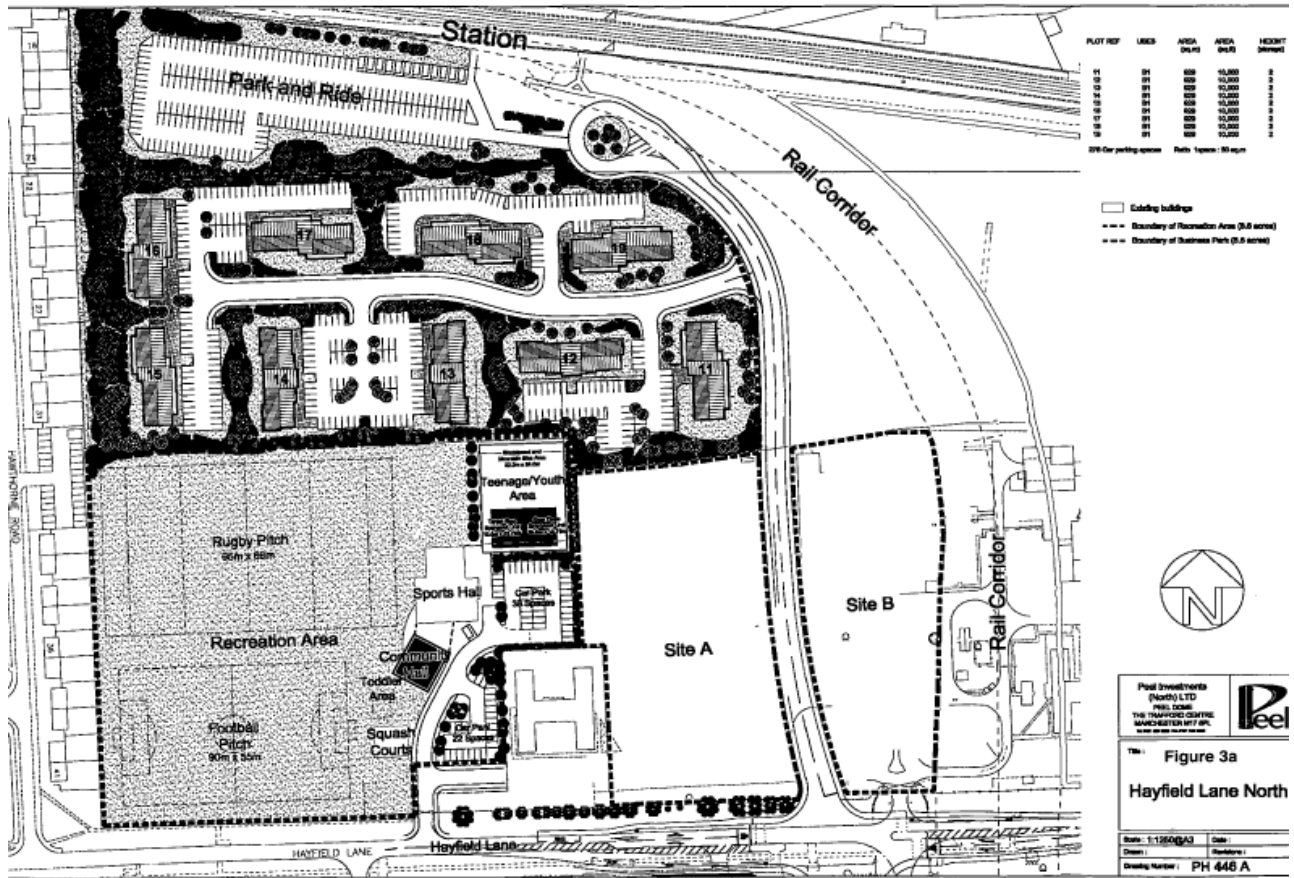
APPENDICES



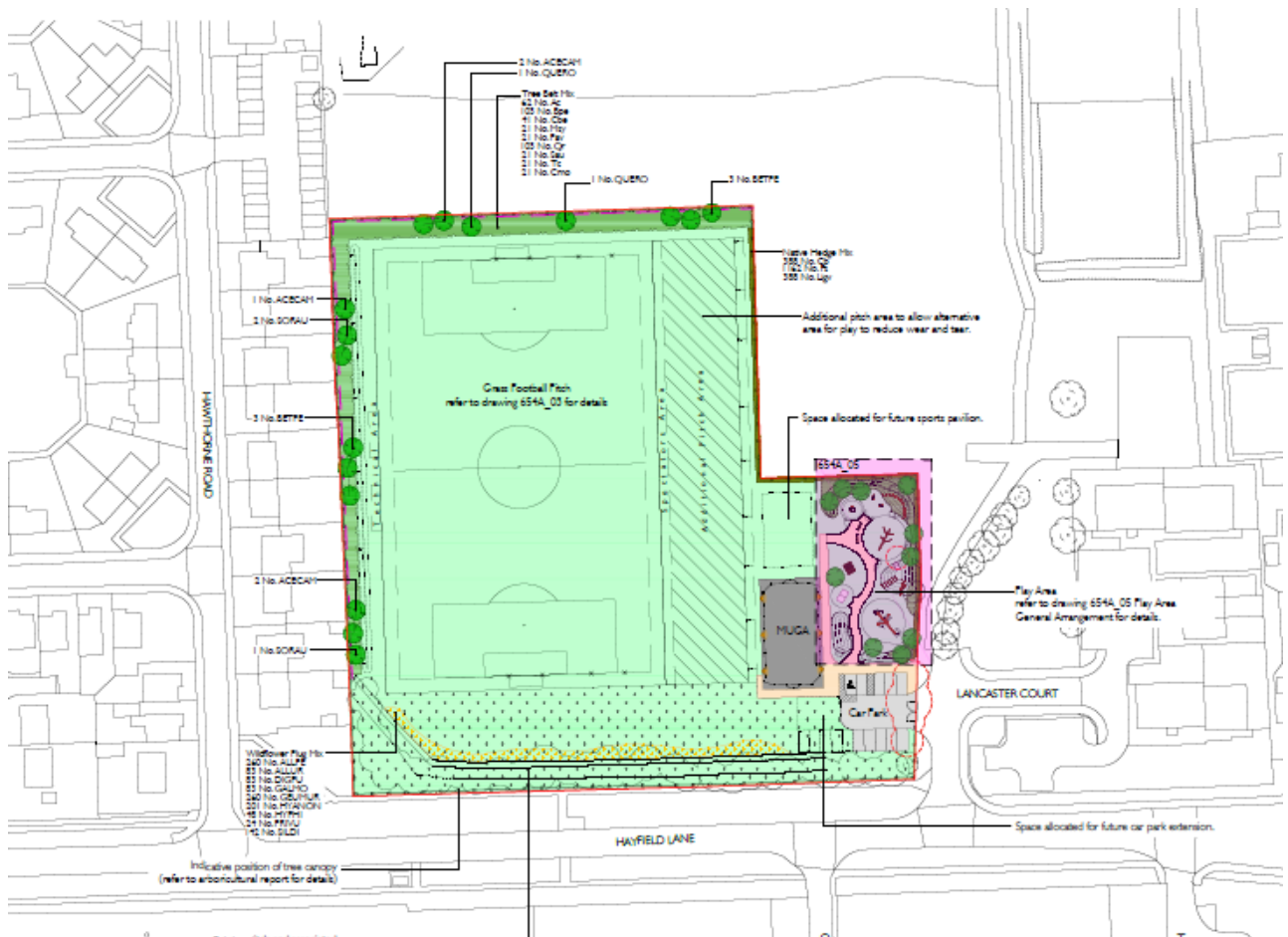
Aerial Photo



Indicative Concept Plan



Previously Approved Scheme for Employment on the site



Recreation Scheme Approved to the South of Application Site