

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE – 28th May 2019

Application	2
-------------	---

Application Number:	18/02592/3OUTM	Application Expiry Date:	15 th January 2019
---------------------	----------------	--------------------------	-------------------------------

Application Type:	Major
-------------------	-------

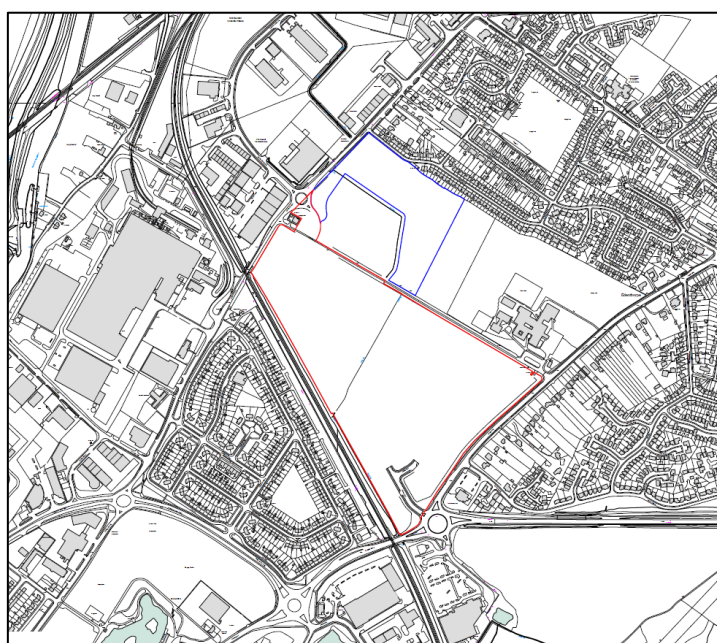
Proposal Description:	Outline application for residential development of up to 542 dwellings on approx. 20.9ha of land with associated public open space, parking, landscaping and infrastructure (approval being sought for access).
At:	Hungerhill Business Park, Edenthorpe

For:	DMBC
------	------

Third Party Reps:	1	Parish:	Edenthorpe Parish Council
		Ward:	Edenthorpe And Kirk Sandall

Author of Report	Mel Roberts
------------------	-------------

MAIN RECOMMENDATION:	GRANT
----------------------	-------



1.0 Reason for report

1.1 This application is being reported to planning committee because the Council is the applicant and because it is a departure to the allocation in the Development Plan.

2.0 Proposal and background

2.1 The proposal is for residential development for up to 542 dwellings with associated public open space, parking, landscaping and infrastructure on land off Hungerhill Lane, Doncaster. The planning application is for outline permission with only the points of access into the site agreed at this stage. All other matters are reserved for future approval including appearance, landscaping, layout and scale.

2.2 A parameter plan sets the framework within which the proposed development will take place and which will inform the proposed design at detailed stage (see figure 1). The parameter plan shows the extent of the site which is to be developed for residential development, including a large central area of open space. The parameter plan fixes the access points into the site from the roundabout on Doncaster Road (at the northern end of the site) and the existing arm of the Sainsbury's roundabout along Herald Road (at the southern end of the site). It also identifies those areas of existing landscaping (including the protected trees along Thorne Road) that will remain as part of any detailed scheme.

2.3 There are two parcels of residential development proposed, northern and southern. The northern parcel measures approximately 4.2 hectares and the southern parcel measures approximately 11 hectares. Using an indicative density of 35 dwellings per hectare (which could be based on a range of house types and sizes), it is considered that up to 542 dwellings could be accommodated on the site. An illustrative masterplan indicates how the site might look at detailed planning stage (see figure 2).

2.4 The masterplan shows land immediately to the north east of the site (adjoining the access road from Doncaster Road) that is planned for a new Special Education Needs (SEN) school. The SEN school will be subject to a separate planning application and is due to be submitted in June 2019. Beyond this SEN school site to the east is land owned by the Council, which could provide for a primary school as part of the educational contribution required for this proposed housing development.

2.5 The housing scheme proposes up to 15 per cent of the site area as public open space. This is to be located in the centre of the site and possibly in two smaller spaces in the southern part (to be determined at detailed application stage). The central public open space area would include a Locally Equipped Area for Play (LEAP).

2.6 The existing access points to the north, from Doncaster Road, and south, from the Sainsbury's roundabout will access the northern and southern development parcels separately. A pedestrian/cycle link between the northern and southern development parcels could also provide a means of emergency access for the southern development parcel. Further pedestrian links are possible from the site via

Hungerhill Lane to the proposed SEN school and primary school, to Hungerhill School, and along the southern boundary of the site.

2.7 The site is irregularly shaped and is relatively flat with minor undulations. It covers an area of 20.9 hectares in total. The majority of the site is a mixture of grassland, vegetation and clearings. The grassland in the western portion of the site is utilised as grazing fields for horses. The existing trees that line the southern and northeastern boundary create a natural buffer to Thorne Road and to Hungerhill Lane, which is a public footpath that runs along the eastern edge of the proposed housing site. Dodge Dyke runs along the southwestern corner edge of the site and then cuts across the centre of the site (where the open space is proposed) and continues around the site of the proposed SEN School.

2.8 To the south east of the site is Hungerhill School and residential development. To the south is the A18 Thorne Road, beyond which is residential development, a pub and Sainsbury's. To the west is Dodge Dyke and a railway line, beyond which is residential development. To the north is Doncaster Road, beyond which is Kirk Sandall Industrial Estate.

2.9 An Environmental Impact Assessment (EIA) Screening Opinion was sought on 17th May 2018 to determine whether an EIA was required for this planning application. An EIA Screening response on 6th June 2018 confirmed that an EIA was not required.

3.0 Relevant Planning History

3.1 There is no relevant planning history on this site.

4.0 Representations

4.1 Prior to the submission of this application, there was a public consultation event at Edenthorpe Community Centre on 26th September 2018 attended by approximately 70 people. The feedback received was mostly positive with the majority of the local community supporting the proposed development. The concerns raised were mainly associated with traffic, parking and the impact on local services and facilities.

4.2 The application has been advertised in the press and on site and one letter of objection has been received, which can be summarised as follows:

- i) The loss of established natural woodland and increase in traffic will lead to a big negative impact on local air quality.
- ii) Local infrastructure cannot take the additional strain of such a large residential development.

5.0 Parish Council

5.1 Edenthorpe Parish Council has stated that this site would be more preferable to the nearby Mere Lane site (approved on appeal), but that the village could not cope with both sites coming forward for development. The road network would be

gridlocked and there are no school places to cope with the additional children. The Parish Council would like to see a through road to be included in the plans rather than the site split into two. The Parish Council state that a car parking area would help with current parking problems especially at Hungerhill School. The Parish Council would also like to see an area specifically designated for residential housing/apartments for the growing elderly community (over 55's) to live independently. Affordable housing is required on this site, especially for the younger generation.

6.0 Consultations

6.1 Highways England has responded and raised no objections.

6.2 Transportation has raised no objections subject to the mitigation measures to the three roundabouts as set out in the Transport Assessment and a contribution to the West Moor Link improvement scheme. There is also requirement for a Transport Bond, monitoring of trip rates, a new bus stop on Doncaster Road and the measures set out in the Travel Plan.

6.3 Highways Development Control has raised no objections subject to conditions, including the need for a Construction Traffic Management Plan.

6.4 The Urban Design Officer has raised no objections subject to a condition that the applicant produces a Design Guide to inform all reserved matters submissions.

6.5 The Ecology Officer has raised no objections subject to conditions ensuring that construction does not affect ecology and for ecological enhancement of the site.

6.6 The Tree Officer has raised no objections subject to a condition that protects trees during construction of the development.

6.7 The Air Quality Officer has raised no objections subject to a condition that requires an Air Quality Management Plan.

6.8 The Contamination Officer has raised no objections subject to a condition that requires further investigation of possible contamination on site.

6.9 Environmental Health have raised no objections subject to a condition that requires noise attenuation measures in accordance with a scheme to be agreed.

6.10 The Environment Agency has raised no objections subject to a condition that requires floor levels to be agreed.

6.11 Yorkshire Water has raised no objections subject to a condition that requires further details of drainage on site.

6.12 Education have raised no objections subject to a contribution towards primary and secondary schools.

6.13 Network Rail has raised no objections, but has requested a contribution towards facility improvements at Kirk Sandall train station. Many of the conditions requested by Network Rail are not planning related and the points raised are more appropriate for a reserved matters application.

6.14 South Yorkshire Archaeological Service has raised no objection subject to a condition requiring a scheme of archaeological works to be agreed.

7.0 Relevant Policy and Strategic Context

National Planning Policy Framework (Feb 2019)

7.1 Paragraph 2 states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

7.3 It states at paragraph 120 that where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan then applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

7.4 Planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new developments and avoid noise giving rise to significant adverse impacts on health and the quality of life (para 180).

Core Strategy

7.5 Policy CS2 states that the Main Urban Area (including Edenthorpe) will be the focus for growth and regeneration.

7.6 Policy CS4 requires all development to address the issues of flooding and drainage where appropriate. Development should be in areas of lowest flood risk and drainage should make use of SuDS (sustainable drainage) design.

7.7 Policy CS5 states that major employment sites will be retained for employment uses, which may include some small scale supporting uses.

7.8 Policy CS9 states that new developments will provide, as appropriate, transport assessments and travel plans to ensure the delivery of travel choice and sustainable opportunities for travel.

7.9 Policy CS10 states that sufficient land will be provided to deliver a net addition of 1,230 new homes each year 2011-2028 (20,910 in total), with allocated sites sufficient to deliver 15 years' supply (18,450 in total). Housing allocations are to be phased (as set out in Table 5) with existing housing/mixed use allocations coming forward in phase 1 from 2011 onwards.

7.10 Policy CS12 states that 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 communities. Housing sites of 15 or more houses will normally include affordable houses on-site with the proportion, type and tenure split reflecting the latest Strategic Housing Market Assessment except where a developer can justify an alternative scheme in the interests of viability.

7.11 Policy CS14 relates to design and sustainable construction and states that all proposals in Doncaster must be of high quality design that contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area.

7.12 Policy CS15 states that proposals will be supported which protect or enhance the heritage significance and setting of locally identified heritage assets such as buildings of local architectural or historic interest, locally important archaeological sites and parks and gardens of local interest.

7.13 Policy CS16 states that nationally and internationally important habitats, sites and species will be given the highest level of protection in accordance with the relevant legislation and policy. Proposals will be supported which enhance the borough's landscape and trees by including measures to mitigate any negative impacts on the landscape, include appropriate hard and soft landscaping, retain and protect appropriate trees and hedgerows and incorporate new tree and hedgerow planting.

7.14 Policy CS18 states that proposals will be supported which reduce air pollution and promote more sustainable transport options and where relevant incorporate low emission technologies and cleaner transport fuels. Where any risks to ground conditions arising from contamination or previous land uses are identified, proposals will need to incorporate measures to prevent, control and reduce air and water pollution.

Unitary Development Plan

7.15 Saved policy EMP2 (18a and 18b) states that permission will normally be granted for B1 (Offices and light industrial) and B8 (storage and warehousing) uses.

7.16 Saved policy ENV59 states that in considering proposals for new development, the Council will attach considerable importance to the need to protect existing trees, hedgerows, wetland habitats, watercourses and other natural landscape features and will require that new development does not cause unnecessary loss of trees, nor imperil trees by building works.

7.17 Saved policy RL4 requires on site open space or a commuted sum in lieu of this on sites of 10 or more family dwellings.

7.18 Saved policy RL5 identifies the southern strip of land as informal public open space that will provide a landscaped buffer between existing housing and the proposed business park.

Local Plan

7.19 The emerging Doncaster Local Plan will replace the UDP and Core Strategy once adopted. Several background documents inform the Local Plan preparation including the Housing and Economic Land Availability Assessment (HELAA) and the Employment Land Availability Report (ELA). Consultation on the draft policies and proposed sites took place during September and October of last year and publication of the Local Plan is due in early summer 2019, with submission due late autumn 2019. The Council is aiming to adopt the Local Plan by summer 2020. Given the relatively early stage of preparation of the emerging Local Plan, the document carries very limited weight at this stage.

7.20 Policy 1 reinforces the guidance within the NPPF in that there should be a presumption in favour of sustainable development.

7.21 Policy 2 sets out the settlement hierarchy for the borough and states that the Main Urban Area is the focus for development.

7.22 Policy 3 sets out that at least 50 per cent of the borough's total housing should be within the Main Urban Area.

7.23 Policy 8 sets out the requirements for the range of housing including the need for affordable housing.

7.24 Policy 14 seeks to promote sustainable transport within new developments.

7.25 Policy 17 seeks to consider the needs of cyclists within new developments.

7.26 Policy 18 seeks to consider the needs of pedestrians within new developments.

7.27 Policy 29 deals with open space provision in new developments.

7.28 Policy 31 deals with the need to value biodiversity.

7.29 Policy 33 states that the design process should consider woodlands, trees and hedgerows.

7.30 Policy 40 deals with the need to take into account archaeological assets.

7.31 Policy 43 deals with the need for good urban design.

7.32 Policy 55 requires the need to take into account air and noise pollution.

7.33 Policy 56 deals with the need to mitigate any contamination on site.

7.34 Policy 57 requires the need for satisfactory drainage including the use of SuDS.

7.35 Policy 58 deals with the need to consider flooding.

7.36 Policy 59 deals with low carbon and renewable energy within new developments.

7.37 Policy 66 deals with developer contributions.

Edenthorpe Neighbourhood Plan

7.38 Edenthorpe Parish Council has produced a Neighbourhood Plan (NP). Public consultation on the NP took place between 20th February and 3rd April 2019. This stage of consultation was the pre-submission consultation (regulation 14) and it is therefore an emerging plan. Limited weight is attached to the NP at this stage, as it has not been submitted to the local planning authority, has not been subject to independent examination and has not been to a referendum. In line with the guidance set out in paragraph 48 of the NPPF, it is unknown if there are unresolved objections, as the regulation 14 consultation was the first formal consultation on the NP.

7.39 Policy 1 states that all developments will be designed having regard to the policies and supporting evidence in this NP and will be located to ensure that the development does not:

- a) significantly negatively affect the privacy of nearby residents;
- b) significantly harm or alter the character and appearance of the area in which it is located;
- c) significantly harm or alter the character and appearance of the surrounding countryside to the east of Edenthorpe and;
- d) social, built, historic cultural and natural assets of the parish.

7.40 Policy 3 states that proposals for residential developments, of five dwellings or more, will be expected to provide a mixture of dwelling sizes and types to help meet local housing needs.

7.41 Policy 4 states that proposals to change the use of existing employment land to non-employment related uses, will only be supported where it can be demonstrated that the site is no longer economically viable to accommodate an employment use. Where developments are proposing a change of use, they should first consider

whether a mixed-use scheme would support the viability of some employment use remaining on the site before that of a solely residential-led scheme.

7.42 Policy 6 deals with general development principles including the need for high quality design, the need to retain established trees, inclusion of open space, adequate parking and highway safety and reduction in CO2 emissions.

7.43 Policy 12 states that all developments should demonstrate, where appropriate, that they have had regard to the following:

- a) are located where travel can be minimised and the use of sustainable transport nodes maximised;
- b) minimise additional travel demand using measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- c) should provide well designed, safe and convenient access to all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, where opportunities exist, linking to existing routes and;
- d) ensure allowance is made for low and ultra-low emission vehicle recharging infrastructure.

Supplementary Planning Documents

7.44 Several Supplementary Planning Documents (SPDs) have been published, which are material considerations in the determination of planning applications.

Development Guidance and Requirements SPD (July 2015)

7.45 The SPD sets out the guidance to help implement policies in the Development Plan. This includes design in the urban and rural environment, the historic environment, transport and accessibility, strategic green infrastructure, biodiversity, geodiversity and ecological networks, open space standards and requirements, landscape, trees and hedgerows.

South Yorkshire Residential Design Guide SPD (2011)

7.46 The South Yorkshire Residential Design Guide SPD is intended to provide a consistent approach to design in the development management process and aims to improve the quality of residential design in South Yorkshire.

Development and Flood Risk SPD (October 2010)

7.47 The Development and Flood Risk SPD has been produced to set out the Council's approach to managing flood risk and sets out the requirements for a sequential assessment.

8.0 Planning issues and discussion

8.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for consideration of this application is the development plan. All decisions must be made in accordance with the development plan, unless material considerations indicate otherwise.

Principle of the development

Loss of employment land

8.2 Doncaster UDP allocates the site for employment use. Policy EMP2 of the UDP states that permission will normally be granted for B1 (offices/light industrial) and B8 uses (storage and warehousing) at the northern part of the site (identified as 18b on the proposals map) and B1 uses on the southern part of the site (identified as 18a on the proposals map). Policy CS5 of the Core Strategy states that major employment sites will be retained for employment uses.

8.3 Doncaster UDP has allocated the site for employment use for over 20 years, since its adoption in 1998. The site has been available for sale previously for employment development. The Council undertook an open tender exercise in 2001 and a developer entered into an agreement with the Council to develop the site for B1 and B8 uses. This development never took place however and there was no new agreement. Given the length of time of the site's allocation for employment use, there is no reasonable prospect of employment uses on this site.

8.4 In order to assess the potential employment (and housing) sites for inclusion in the Local Plan, the Housing and Employment Land Availability Assessment (HELAA) includes site marketability for potential employment sites. Each site has been classified as being either 'Red' (not attractive to the market); 'Amber' (attractive to the market but in a further review of the plan after other sites have been developed) or 'Green' (attractive to the market for the Local Plan). Hungerhill (site ref 255) is assessed as being suitable for light industry (not office type), but access issues results in it being classified as 'Amber' meaning that this site is not required for employment uses.

8.5 In their Employment Land Review, the applicant has highlighted that the HELAA shows that there are sufficient sites classified as 'available and marketable' to meet the Core Strategy's anticipated employment development needs (some of which are within the local area). The document also analyses the most recent Employment Land Availability Report (April 1st 2016 to March 31st 2017), which demonstrates that there are a number of other sites within the borough where development has started; have full planning permission; or have outline permission for employment purposes. Major employment schemes include Rossington IPort, the National Rail College and Martree Business Park. The report concludes that over the remaining Core Strategy period, the employment land requirement is 316 hectares and the remaining supply of employment land is 548 hectares, which significantly exceeds the employment land requirements in the Core Strategy.

8.6 Although of limited weight, draft policy 4 of the Edenthorpe NP requires consideration of whether a mixed-use scheme would support the viability of some

employment use remaining on the site, before that of a solely residential-led scheme. Given the lack of interest in developing the entire site for employment use, it is unlikely that developing only part of the site for employment development would be more attractive for employment occupiers.

Suitability of the site for housing

8.7 The NPPF states that where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan then applications for alternative uses on the land should be supported where the proposed use would contribute to meeting an unmet need for development in the area.

8.8 This application for residential development should therefore be considered on its own merits, having regard to the need for housing development in the Doncaster Main Urban Area to support sustainable local communities. Whilst there is employment development to the north of the site across Doncaster Road, the predominant land use in the area is residential and given the adjacent Hungerhill School to the east, residential development would be an appropriate use in this location.

8.9 Policy CS2 of the Core Strategy identifies Edenthorpe as falling into the Main Urban Area, which is the focus for housing growth and regeneration. The housing requirement for the Main Urban Area is between 9,225 and 11,808 new dwellings and equates to 50-64% of the total borough allocation. The proposal would therefore make a significant contribution towards the Main Urban Area's housing requirement on an urban site and thus contributing towards the objectives of Policy CS2 and CS10 of the Core Strategy. As an urban site within the Main Urban Area, there are no phasing implications, because policy CS10 makes it clear that urban sites within the Main Urban Area can be developed from 2011 onwards.

8.10 The site is well located to access the services and facilities in the area. There are several services and facilities to the south of the site including a pub/restaurant, Sainsbury's supermarket and several other shops at the Thorne Road Retail Park. There are further services and facilities in Edenthorpe, within 1km to the east, such as Edenthorpe community centre, Tesco supermarket, doctors' surgery, and Edenthorpe Hall Primary School.

8.11 As part of this planning application, land is provided for a future primary school and directly adjacent to the application site is a planned SEN school. Residential development is therefore an appropriate use and the site will form part of a wider mixed use residential and education scheme.

Conclusion on principle

8.12 There is an obvious lack of demand for businesses to locate to this site. The site is not suitable for the majority of the priority employment sectors in Doncaster. The loss of the allocated employment site for housing development would still result in a sufficient and healthy supply of future employment land across Doncaster. The NPPF states that where the local planning authority considers there

to be no reasonable prospect of an application coming forward for the use allocated in a plan then applications for alternative uses should be supported, where the proposed use would contribute to meeting an unmet need for development in the area. The proposed development would deliver a mix of housing in the Doncaster Main Urban Area, in a sustainable location and is therefore acceptable in principle.

Transportation

8.13 A Transport Assessment (TA) is with the application. The TA provides an assessment of the existing site, operation of the existing highway network, site accessibility, the traffic impact of the proposed development and highway safety. The methodology set out in the report for trip generation, distribution and assignment has agreement with Highway Officers and Highways England. The report takes into account traffic generated by committed developments, including large housing developments off Hatfield Lane Armthorpe and Mere Lane, Edenthorpe.

8.14 The proposed development for up to 542 dwellings would result in a total of 386 trips during the AM peak period and 364 trips during the PM peak period on the highway network. There are two access points proposed into the site with an approximate split of two-thirds on the southern plot and one-third on the northern plot. Consequently, this will result in 257 trips to/from the A18 southern access during the AM peak period and 243 trips during the PM peak period. The northern access onto Doncaster Road will have 129 trips during the AM peak period and 121 trips during the PM peak period.

8.15 The assessment of the strategic road network demonstrates that junction 4 of the M18 will operate within capacity at all approaches with the inclusion of the proposed development. The report concludes that apart from three, all junctions on the local highway network will operate well within capacity, with no or very little queuing occurring during the peak periods. Mitigation works are required at three junctions because of the additional trips created by this proposed development. Firstly, the Clay Lane roundabout (at the junction of Wheatley Hall Road and Barnby Dun Road) requires a widening of the approach arms. Secondly, the Shaw Lane roundabout (at the junction of the A18 Thorne Road, A630 Wheatley Hall Road and Ogden Road) also requires a widening of the approach arms. Thirdly, the Sandall Park roundabout (at the junction of Thorne Road, A18 Thorne Road, Leger Retail Centre and A18 Leger Way) requires an increase in the entry width along the approach arm A18 Leger Way from 7.9m to 8.3m.

8.16 The applicant is to pay a contribution of £345,578 towards the West Moor Link (WML) improvement scheme, given that this development will increase the amount of traffic along this route. The WML improvement scheme is a Sheffield City Region Investment Fund (SCRIF) to dual the WML from the M18 to the Shaw Lane Roundabout.

8.17 A Travel Plan is with the application. This shows that the site is approximately 1.5km from Kirk Sandall railway station, which is considered to be within a normal acceptable walking distance. Rail services operate from Kirk Sandall to destinations including Hull, Scunthorpe, Sheffield, Doncaster, Rotherham and Meadowhall.

8.18 A number of bus services pass by or near to the site. There are bus stops on both Doncaster Road and Thorne Road. The bus stops on Doncaster Road provide access to the number 8 and 8A bus service to Doncaster town centre. The bus stops on Thorne Road provide access to the number 8, 84, 84A, 84B, 87, 87A, and AM1 bus services to Doncaster town centre, Kirk Sandall, Stainforth, Hatfield, Thorne and Armthorpe. A bus shelter is to be provided at the inbound bus stop on Doncaster Road (bus stop number 37041110) at a cost of around £10,000.

8.19 There are a number of advisory cycle, signed cycle and traffic free routes close to the site, which provide some level of encouragement for journeys by cycle to local facilities and amenities.

8.20 The site is within a reasonable walking distance of numerous local facilities, shops, and schools. In the general vicinity of the site, the footways are good quality, in excess of 2m in width, are well maintained and lit. There is a staggered pedestrian crossing facility across Thorne Road to the south of the site. The crossing facilities connect the site with the surrounding footway network and provide access to Sainsbury's and Thorne Road Retail Park. Kirk Sandall Junior School, Canon Popham Church of England Primary School, Edenthorpe Hall Primary School and Hungerhill School lie to the north of the site. Our Lady of Sorrows Catholic Primary School, Armthorpe Academy and Outwood Academy Danum lie to the south of the site.

8.21 Consideration of car parking would form part of the reserved matters application, but the applicant has indicated that they will work to the Council's car parking standards.

8.22 The Travel Plan sets out a number of measures to encourage accessibility via a variety of transport modes. The Developer will appoint a Travel Plan Coordinator for the scheme who will be in post three months prior to first occupation. Residents will receive a Travel Information Pack upon first occupation. This pack will address methods of travelling to and from the site by walking, cycling and public transport. The developer's webpage will contain information on how to travel to the site by various methods of transport and demonstrate a commitment to sustainable travel. There will be a number of national and local car share matching services advertised in the information packs. The health and fitness benefits of walking will be encouraged. The benefits of home delivery services and internet shopping will be encouraged and all prospective residents will be encouraged to access the site via sustainable transport modes for viewings. Electric vehicle charging points are in accordance with the Council's SPD and cycle parking provision will be within the curtilage of each dwelling.

8.23 A Transport Bond is required to mitigate against any traffic in the event that trip targets are higher than those forecast in the TA. In this case, the cost of the bond will be £64,091.50. The application is therefore in accordance with policy CS9 of the Core Strategy.

Air quality

8.24 The applicant has submitted an Air Quality Assessment. The report states that during the construction phase, dust sensitive receptors (residential properties and schools) will potentially experience increased levels of dust and particulate matter before using any mitigation and control measures. However, these are likely to be short-term and temporary impacts. Throughout this period, the potential impacts on air quality from construction can be controlled through site-specific measures detailed within this assessment. These measures include recording of all dust and air quality complaints, identify causes and respond appropriately to reduce the emissions and record the measures taken. With this and other mitigation measures in place, the effects from the construction phase are likely to be insignificant.

8.25 The assessment of the significance of the effects associated with both the committed and proposed developments from road traffic with respect to Nitrogen Dioxide exposure is determined to be 'negligible' for all existing receptors. With respect to predicted PM10 and PM2.5 (PM = particulate matter) exposure, the significance of the proposed development is determined to be 'negligible' for all existing receptors. The applicant is to provide electric vehicle charging points in accordance with the Council's SPD. A condition will also ensure the submission of an Air Quality Mitigation Plan to identify other suitable measures to reduce emissions.

8.26 Following adoption of the recommended mitigation measures during the construction and operational phases, the development is compliant with policy CS18 of the Core Strategy.

Flooding

8.27 The applicant has submitted a Flood Risk Assessment. The site is a defended flood zone 3 on the Environment Agency maps with a very small proportion adjacent Thorne Road being within flood zone 1. The land generally falls towards Dodge Dyke from a high point of 11.90m AOD and a low point of 6.63m AOD located adjacent to Dodge Dyke. Dodge Dyke bisects the site west to east and is culverted under Hungerhill Lane where it becomes Carr Drain, drains under Barnby Dun Road and then drains to the north and becomes a section of river.

8.28 There are no historical records of any flooding within the site. There are Environment Agency embankments along the nearby stretch of the River Don, which provide a 1 in 100-year standard of protection. Based on the latest breach analysis for the River Don, the 1 in 100-year breach flood level is 8.61m AOD. An analysis of how this would affect the application site has confirmed that due to the existing topography between the breach point and the site, the floodwaters would only reach the northern part of the site and retained within the section of Barnby Dun Road under the railway bridge crossing. No floodwaters would enter the application site itself. As the application site is a defended flood zone 3, it is at medium to low risk of fluvial flooding from the River Don and at low risk of flooding from all other sources (such as surface water flooding, flooding from canals, sewers, groundwater, overland flows and reservoir failure).

8.29 The finished floor levels will be set 600mm above the 1 in 100 annual exceedance probability plus climate change flood level of 9.154m AOD. Where ground levels are above this then finished floor levels will be set 150mm above the surrounding levels. Where setting finished floor levels at 9.754m AOD is unrealistic (such as in the lower areas of the site), then either finished floor levels will be set with a 600mm freeboard above final ground levels or they will be set with a 300mm freeboard and flood resilience measures provided for a further 600mm.

8.30 Based on the review of the British Geological Survey database and other local geological reports it is likely that the use of infiltration techniques will be viable within the site. Surface water could be discharged through infiltration Sustainable Drainage Systems (SuDS) techniques with an emphasis on above ground options where possible. Alternatively, surface water runoff could be discharged to Dodge Dyke with on site attenuation provided by means of new detention basins with one being located either side of Dodge Dyke. Dodge Dyke is to be re-aligned where it traverses the application site in order to provide a more curved route and to remove the two existing 90-degree bends, which result in localised sedimentation. Yorkshire Water has confirmed that discharge of the foul flows can go to the existing public sewer within Hungerhill Lane.

8.31 The applicant has submitted a Flood Risk Sequential Test to assess whether there are any reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. In accordance with the Council's SPD on flooding, the area of search is the Doncaster Main Urban area and includes reasonably available sites including larger sites and/or a cumulative number of smaller sites. Sites with planning permission have not been included as per guidance in the Development and Flood Risk SPD. The report shows that there are not sufficient allocated housing sites or employment sites, which are sequentially preferable and reasonably available in the Doncaster Main Urban Area. Although some reasonably available and sequentially preferable sites have been identified (with a total capacity of 361 units or 248 units with capacity in the 5-year housing land supply), this falls well short of the capacity of the site subject to this application. The site therefore passes the sequential test.

8.32 As a more vulnerable residential development, it is now appropriate to apply the exceptions test. Paragraph 160 of the NPPF states that to pass the exception test, it should be demonstrated that:

- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

8.33 In terms of the sustainability benefits, the proposed development of up to 542 dwellings will make a significant contribution towards the housing land supply and lies within the Main Urban Area, which is the focus for housing provision in the borough. The site is in a highly sustainable location, close to services, facilities, existing infrastructure and public transport links. The emphasis of the proposed development has been on sustainable design including the use of SuDS. The

exception test has therefore been satisfied and the application accords with policy CS4 of the Core Strategy.

Design

8.34 Although the application is only outline at this stage, the applicant has submitted an indicative masterplan. The masterplan shows how the site could look at detailed design stage. The proposed development of up to 542 dwellings will be in keeping with the scale and character of the surrounding area. The proposed masterplan has taken into consideration the context of the site, addressing the site's existing features and requirement to provide open space within the development. The development positively addresses its boundaries, with the masterplan showing proposed dwellings orientated towards the proposed streets and open spaces. As the site is not intended for industrial development, informal public open space along the southern boundary is not necessary as per policy RL5 of the UDP. However, there will be provision for a landscaped buffer along the southern boundary and public open space in the centre of the site. The application accords with policy CS14 of the Core Strategy.

Ecology

8.35 The applicant has submitted various ecological surveys. The surveys identified no evidence of bat roosting on site. Bat activity survey results showed that the common pipistrelle was the most commonly recorded species, with noctules recorded in low numbers. Areas considered to be of greatest value to bats are Hungerhill Lane, areas close to Dodge Dyke and the western boundary. The survey recommends that woodland strips and hedgerows on the site boundaries and along Hungerhill Lane are retained within the development masterplan to maintain existing bat commuting and foraging routes within the site. The provision of bat boxes and/or tubes would enhance habitats on site for roosting bats. The surveys did not find any evidence of water vole within the survey area and no mitigation is required in this regard. The development does however provide an opportunity to enhance the ecological value of ditches within the site and the inclusion of Suds would enhance the site for wildlife. Great crested newts are considered likely to be absent from the survey area and therefore unlikely to present a constraint upon the proposed development. The survey identified a low population of common lizard within the site boundary. The badger survey identified no recent badger activity across the site and no badger setts in current use within the site. Should any badgers colonise the site then a license will be required from Natural England and appropriate mitigation adopted to allow the closure of any such sett. A number of conditions will ensure that there is protection of ecology during construction and enhanced as part of the final development. The application therefore accords with policy CS16 of the Core Strategy.

Trees

8.36 The applicant has submitted a tree survey. The tree survey covers a wider area than the planning application boundary, extending further to the northeast to the dwellings on the Boulevard. The survey of trees at the site assessed 227 individual trees and 55 groups of trees. A Tree Preservation Order protects a number of trees

on the southeastern boundary of the site. These are several sycamore and ash trees, a single birch and turkey oak trees, all located adjacent to Thorne Road or the eastern end of Hungerhill Lane. No trees are identified as high quality category A. Seven trees and seven groups of trees have been assigned to the moderate category B quality. One hundred and eighty five individual trees and 47 groups of trees are categorised as low quality (category C). Thirty-five individual trees and one group of trees are categorised as unsuitable for retention and would require felling, irrespective of any development.

8.37 Trees on the site represent a constraint that need taking into account when designing future development. The report recommends that all trees and groups of trees of moderate quality are retained in the final development where practicable. It recommends that there is sufficient space around trees to protect their roots, as defined by the root protection areas and sufficient space for future development without causing a nuisance to occupiers of the dwellings. A condition will ensure that all retained trees are protected during construction of the development. The application therefore accords with policy CS16 of the Core Strategy.

Archaeology

8.38 The applicant has carried out a geophysical survey of the site, as the site has potential for archaeology, particularly as there have been archaeological finds in the surrounding area. The survey identifies two anomalies that have a clear archaeological potential. The survey suggests that the site has archaeological features present that broadly correspond with known cropmarks and align with the results of previous archaeological works in the area. The anomalies are likely to predate early edition Ordnance Survey mapping, as they do not align with either the present field boundaries or those removed. This suggests that the archaeological resource within the site conforms to a late prehistoric to Romano-British activity with both brickwork field systems and trackways present across South Yorkshire. The report concludes that overall, the archaeological potential of the site is moderate, but when considered with the cropmark data and previous works both on and around the site, the potential to encounter archaeological remains on the site should be considered as medium to high. The application therefore accords with policy

Contamination

8.39 The applicant has submitted a geo-environmental phase 1 desk study. The report concludes that according to historical maps, the site appears to have been mainly undeveloped and utilised for agricultural purposes. An electricity substation is located on the eastern portion of the site, whilst a sewer appears to have been constructed beneath the centre of the site. From the earliest historical map, a pump (believed to be associated with a water well) was shown in the western portion of the site. Given the residential end use, intrusive investigation is required to confirm the ground conditions beneath the site and provide parameters for foundation design purposes, secured by a condition. The application therefore accords with policy CS18 of the Core Strategy.

Noise

8.40 The applicant has submitted a Noise Assessment. Various locations within the site show elevated noise levels, based on the location of the proposed development near to a major roadway in and out of Kirk Sandall and Edenthorpe. The survey recommends that apartments are located along the northern boundary of the site, which will then provide a barrier to dwellings located further into the site. A standoff distance of around 20m from Doncaster Road and Thorne Road would also be a good acoustic design measure in any layout agreed at reserved matters stage.

8.41 There is likely to be a requirement for enhanced glazing at the most exposed facades facing the railway line to the west and potentially for habitable rooms on the most exposed facades facing Doncaster Road and Thorne Road. A means of alternative ventilation for habitable rooms within the northern, western and southern parts of the site will be required. Locations for alternative ventilation could be decided when a detailed site layout is available; this is to be secured by a condition.

8.42 Based on the assessments undertaken, the proposals would not restrict any existing businesses wanting to develop. The noise mitigation measures recommended within the report are sufficient to reduce the effects of identified sources of noise for future residents. The application therefore accords with the guidance set out in the NPPF.

Odour

8.43 The applicant has submitted an Odour Assessment. The report looks at the potential magnitude and significance of odour impact from the sewage pumping station located at the northern end of the site. The report shows larger clusters of odour detection to the northern and northeastern area of the assessment area, which does not form part of this proposed development. The report indicates that the location to which odours are predominant is the proposed road into the residential development. As prevalent wind conditions for Doncaster are westerly/south westerly, infrequent odours could be experienced but is a minimal risk and therefore not classed as significant. The report concludes that while some of the proposed houses could experience infrequent odour, the effect will not be significant. No further mitigation at future proposed properties would therefore be required.

Economic benefits

8.44 The proposed development will provide economic benefits to both Edenthorpe and the wider borough. The proposed development will support significant construction employment for several years. A report by the Home Builders Federation (HBF) 'The Economic Footprint of House Building in England and Wales' (July 2018) identified the key benefits of building new housing for the economy. The HBF housing calculator estimates that building 542 homes will support the employment of 1,680 people and provide 18 apprentices, graduates or trainees. The proposed development would increase economic output and would provide indirect benefits through further job creation in the supply chain.

Other matters

8.45 The Parish Council has raised a number of issues. They have suggested that the scheme should have a through road. This is a matter to be determined at the reserved matters stage, but this has the obvious disadvantage of potentially becoming a rat-run. Their request for a car parking area within the scheme is not necessary to allow the development to proceed and it is not for the applicant of this housing scheme to resolve issues not created by their development. There will be adequate provision of car parking and visitor parking within the site and will be dealt with under any reserved matters application. There is also no policy basis for the Council to insist that part of the site be housing/apartments for the growing elderly community (over 55's) to live independently.

Planning Obligations

8.46 Legal advice is that the Council cannot enter into a Section 106 Agreement with itself, as it would be difficult to enforce. One way of overcoming this is to have a Grampian style condition (negatively worded) that requires the housing developer to enter into a Section 106 Agreement and this is the approach taken with this application.

8.47 In accordance with policy CS12 of the Core Strategy, 26 per cent of the units on site will be affordable.

8.48 The site lies within the Edenthorpe community profile area, which is deficient in 3 out of 5 open space typologies. There is therefore a requirement for 15 per cent of the site as public open space, together with a play area and maintenance in line with policy RL4 of the Doncaster UDP. The masterplan proposes a central open space and two smaller open spaces. The 106 Agreement will ensure that 15 per cent of the site area is laid out as open space as part of the detailed application.

8.49 There is a requirement for £345,578 to the West Moor Link improvement scheme. Junction improvements to three roundabouts as identified in the TA are required. A Bond of £64,091.50 is required for sustainable transport measures in the event that there are higher trips generated than predicted, together with 5 years trip monitoring. A bus shelter is required on Doncaster Road at a cost of around £10,000.

8.50 The additional number of children living on this development will create pressure on schools in the area. Education has stated that the schools affected will be Edenthorpe Hall Primary and Hungerhill Schools. The contribution required for Edenthorpe Primary is £461,434 and the contribution required for Hungerhill is £1,482,057; the total education requirement is therefore £1,943,491. This proposal is providing land for a new primary school and Education have indicated that this site is the preferred location for a school in the area. The Assets team in the Council carried out a valuation for the whole of the site in April 2018. The preparation of asset valuations are a statutory obligation on local authorities to provide valuations for capital accounting purposes and are prepared in accordance the requirements of the Chartered Institute of Public Finance and Accountancy (CIPFA) and the Royal Institute of Chartered Surveyors (RICS). As the whole site is employment in the

UDP, it has been valued assuming such a use, but discounted to reflect the fact that there is currently no planning consent and it is a very large site requiring investment in infrastructure and potentially the phasing of development. The whole of the site has a value of £9,500,000, which equates to £150,000 per acre. The site area of the land for the primary school amounts to 4ha (9.88 acres) and using a pro-rata figure of £150,000 per acre equates to a value of £1,482,000. Given that the value of the land provided for a school is £1,482,000, the overall contribution for education is the land plus a contribution of £461,491.

8.51 Given the size and proximity of the development to Kirk Sandall railway station, Network Rail has asked for a contribution towards station facility improvements. These improvements could include customer information screens, a waiting shelter, new CCTV system and a cycle shelter. There is no policy basis to seek such a contribution and no mechanism to assess or quantify the impact of the development on the railway station, even if it could be justified. Such a contribution would not meet two of the three CIL tests in that it would not be necessary to make the development acceptable in planning terms and not directly related to the development.

9.0 Summary and conclusion

9.1 Despite the fact that the UDP has allocated for the site for employment use since 1998, no development has come forward for such a use. The site is not suitable for the majority of the priority employment sectors in Doncaster. The loss of the allocated employment site would still result in a sufficient and healthy supply of future employment land across Doncaster. The NPPF states that where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan then applications for alternative uses should be supported. The proposed development would deliver a mix of housing in the Doncaster Main Urban Area, in a sustainable location.

9.2 The TA has shown that there will be no impact on the strategic road network and only a minimal impact on the local highway network, with improvements required at three roundabouts. There are a number of sustainable transport measures within the Travel Plan and there will be a contribution towards the West Moor Link improvement scheme.

9.3 There will be no detrimental impact on air quality and the applicant is to provide electric vehicle charging points and an Air Quality Management Plan. There are no sequentially preferable sites and appropriate floor levels will ensure that properties do not flood. Although only seeking to agree the means of access, a masterplan shows a possible design that would be in keeping with the character of the area.

9.4 Ecological issues are acceptable and the intention is to keep the best trees on site as part of any detailed submission. Other issues such as contamination, noise and odour have also been satisfactorily resolved.

9.5. The proposal will help to meet the Council's housing needs in a sustainable location and will have economic benefits. The proposal will also deliver much needed affordable housing for the borough.

10.0 Recommendation

10.1 Grant planning permission subject to the following conditions:

Conditions

1. 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 five 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.

2. In the case of the reserved matters, application for approval for the first phase of development must be made not later than the expiration of three years beginning with the date of this permission. Application for approval of reserved matters for all further phases of development must be made not later than the expiration of ten 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.

3. Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter referred to as reserved matters) for each phase of development shall be obtained from the Local Planning Authority before the commencement of any works for that phase.

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.

4. 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 listed below:

Drawing number 01 Revision A dated 09.10.2018 (Location Plan)

Drawing number 09 dated 09.10.18 (Parameters Plan)

REASON

To ensure that the development is carried out in accordance with the application as approved.

5. No phase of development approved by this permission shall commence until a Phasing Plan for the timing and delivery of the development, in terms of the relationship between the phases of development and the proposed infrastructure, has been submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the Phasing Plan.

REASON

To ensure a satisfactory form of development.

6. Prior to the occupation of any dwellings on any phase of development on site, an air quality mitigation plan shall be submitted to and approved in writing by the local planning authority. This plan shall demonstrate how the damage costs have been utilised to offset vehicle emissions during the lifetime of the development. Measures in any mitigation plan should be in addition to those provided as a requirement for other planning matters. The mitigation plan shall be implemented in accordance with a timescale to be agreed with the local planning authority.

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with policies CS9 and CS18 of the Doncaster Council Core Strategy.

7. Details of the foul and surface water drainage systems for each phase of development shall be submitted to and approved by the Local Planning Authority and shall take place as approved prior to their installation on site. These works shall be carried out concurrently with the development.

REASON

To ensure that the site is connected to suitable drainage systems.

8. Prior to the commencement of each phase of the development hereby granted, a scheme for the protection of all retained trees for that phase shall be submitted to the local planning authority. No equipment, machinery or materials shall be brought onto site for the purposes of the development until the local planning authority has approved the setting out of the tree protection barriers on the site. Thereafter, and throughout the period of construction, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials associated with the construction have been removed from the site. 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.

9. No phase of 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. Thereafter development shall take place as approved.

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 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.

10. 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.

11. A Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the local planning authority before works commence on each phase of development on the site. The CTMP shall contain information relating to (but not limited to):

Volumes and types of construction vehicles

Identification of delivery routes

Identification of agreed access point

Contractor's method for controlling construction traffic and adherence to routes

Size, route and numbers of abnormal loads

Swept path analysis (as required)

Construction Period

Temporary signage

Measures to control mud and dust being transferred to the public highway

Timing of deliveries

Construction shall thereafter be carried out in accordance with the CTMP.

REASON

In order to mitigate the impact of construction traffic generated by the development.

12. The development hereby approved shall be carried out in accordance with the measures set out in section 5 of the Travel Plan dated April 2019.

REASON

To encourage sustainable modes of travel to the site in accordance with policy CS9 of the Core Strategy.

13. On or before submission of a reserved matters application for each phase of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of survey findings in respect of habitats and species identified and located in the survey reports submitted with the application and shall reflect the Council's current design guidance, and include the following details:

- i) A risk assessment of the potentially damaging construction activities.
- ii) A specific method statement to protect reptiles during the construction and post construction phase to be based on the recommendations in Section 5 of the WYG Reptile Survey Report October 2018.
- iii) The range of habitats and species along with mitigation measures as proposed through the survey and ecological appraisals.
- iv) Identification of refuge, mitigation, and/or compensation areas within the site.
- v) The appointment and duties of an ecological Clerk of Works (ECoW) generally and specific to the site.
- vi) Roles, responsibilities and communication systems to be adopted throughout the active construction periods.
- vii) Timing of critical works where ecological supervision will be required.

- viii) The use of protective fencing, exclusion barriers, and wildlife safety measures.
- ix) The approved CEMP will be implemented and complied with throughout the construction period.

REASON

To ensure the ecological interests of the site are maintained during the construction period in accordance with Core Strategy Policy 16.

14. On or before submission of a reserved matters application for each phase of development, a lighting design strategy that specifically responds to light sensitive biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall use current best practice on lighting and the protection of light sensitive fauna and include:

- i) Identification and assessment of the likely presence and location of light sensitive ecological receptors based on survey baseline data in relation to the proposed developments within the site, or part thereof.
- ii) Provide for mitigation measures along with technical specifications to reduce /eliminate the impacts of lighting spill on ecological receptors unless otherwise agreed.

The approved lighting design strategy for the site or part thereof shall be implemented and complied with.

REASON

To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16.

15. On or before submission of the reserved matters application for each phase of development, a Biodiversity Method Statement (BMS) including a Biodiversity Mitigation, Monitoring, and Enhancement Plan (BMMEP) shall be submitted and approved in writing by the Local Planning Authority. The BMS and BMMEP shall include;

- i) an assessment of baseline conditions set out in the ecological reports and species surveys submitted with the outline application and associated appendices to ensure they are fit for purpose and to identify any additional survey work required to make them as such.
- ii) a timetable for survey updates set against the proposed development phasing and the inclusion of contingency measures where there are identified as potentially required for sensitive operations.
- iii) the purpose and objectives of the proposed works based on mitigation and compensation measures outlined in biodiversity offsetting proposals, ecological reports and species surveys submitted with the outline application.
- iv) scale and location of the proposed works shown clearly on scaled maps and plans
- v) Identification of the mitigation and/or compensation areas and features within the site
- vi) detailed specifications for biodiversity creation and enhancement works and other ecological features specific to mitigation proposals for habitats, faunal groups and species.
- vii) timetable for the implementation based on the phasing proposals.

viii) Initial aftercare and long-term management and maintenance of ecological features including an appropriate monitoring strategy.

REASON

To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16 and that no offence is committed in respect of protected species legislation.

16. No phase of development approved by this planning permission shall commence until a scheme to ensure the development is flood resilient has been submitted to, and approved in writing by, the local planning authority. The applicant must ensure the development is flood resilient by specifying all finished floor levels and additional flood resilience measures for the development across the site. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, 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 its future users.

17. Prior to the submission of an application for reserved matters, a design guide shall be submitted to and approved in writing by the local planning authority. The design guide shall inform all subsequent reserved matters submissions for development within the site unless otherwise agreed in writing with the local planning authority. The design guide shall translate the design principles in the Design and Access Statement dated October 2018, the illustrative masterplan drawing number 06 revision c dated 30.01.2018 and the parameters plan drawing number 09 dated 09.10.18 setting out clear design expectations. The design guide shall refer to and reflect the Council's relevant adopted Supplementary Planning Documents and cover the following design considerations:

Urban design principles- how the development will create a permeable and secure network of blocks and plots with well-defined, active and enclosed streets and spaces. How development will respond to and protect existing retained trees and hedgerows.

Movement hierarchy and street types - the network of streets and car free routes and how these integrate into existing networks, using street sections and plans to illustrate the hierarchy, design, landscaping and surfacing. This shall explain any street tree planting strategy and include avenue tree planting in verges to the main streets in the hierarchy.

Legibility strategy- to facilitate the navigation of routes using opportunities for gateways, views, nodes and landmarks for orientation. The strategy should include a clear, legible and direct connection between the two main residential parcels across the POS.

Residential character areas- the promotion of residential character areas based on an assessment of the local built context. The character area strategy shall include design guidance in terms of:

i) General layout, siting, scale and spacing of properties.

- ii) Architectural appearance, including building details and materials.
- iii) Open space character areas, including the function, appearance and design principles for each key areas of open space.
- iv) Hard and soft landscape, including strategy for street surfacing, junction treatments, street furniture, signage, management and maintenance.
- v) Boundary treatments, including strategy for front, side, rear and plot division boundaries for each street type/character area.
- vi) Vehicle and cycle parking, including strategy for details of allocated and visitor-parking strategies in line with the Council's parking standards.

Building for Life statement setting out the strategy to demonstrate how BFL principles are proposed to be met achieved through the reserved matters submissions.

REASON

To ensure a consistent and co-ordinated design approach, in the interests of the satisfactory function and appearance of the development in accordance with policy CS14 of the Core Strategy.

18. No material operation as defined in Section 56 (4)(a)-(d) of the Town and Country Planning Act 1990, shall be carried out to commence the development pursuant to this planning permission, until a planning obligation pursuant to Section 106 of the said Act relating to the land has been submitted to the local planning authority and the local planning authority has notified the person(s) submitting the same that it is acceptable. The said planning obligation will provide for:

- A) 26 per cent affordable housing provided in accordance with a timetable agreed with the local planning authority.
- B) Public open space to the equivalent of 15 per cent of the total site area and provision of a locally equipped area of play and maintenance plan in accordance with a scheme and timetable to be agreed.
- C) Contribution to the West Moor Link improvement scheme of £345,578.
- D) Mitigation at the junctions of Clay Lane roundabout, Shaw Lane roundabout and Sandall Park roundabout, unless the West Moor Link scheme has already been built.
- E) Monitoring of trip rates for a period of 5 years and a transport bond of £64,091.50.
- F) Provision of a bus shelter on Doncaster Road or a payment of £10,000 in lieu of this.
- G) Provision of land for a primary school and a contribution of £461,491.

REASON

To ensure the satisfactory provision of affordable housing, open space, highway mitigation and education provision in accordance with the Council's policies.

19. Prior to the construction of any dwellings within each phase of the development, a scheme for additional ventilation/glazing and acoustic fencing within that phase, based on the recommendations of the submitted noise survey (Table 4.3 of the WYG noise report Ref: A108704, dated 15th October 2018) shall be submitted to and approved in writing by the local planning authority. Implementation of the approved scheme shall take place prior to the occupation of any houses within that phase.

REASON

To ensure that noise does not affect residents in accordance with guidance set out in the NPPF.

20. Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then implemented.
REASON

To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with policy CS15 of the Core Strategy.

Informatives

INFORMATIVE

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 and adoption roads within the development shall be carried out under Section 38 of the Highways Act. The S38 and S278 agreements 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.

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.

Street lighting design and installation is generally undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with Fiona Horgan - Tel 01302 735097 or e-mail Fiona.Horgan@doncaster.gov.uk regarding this as soon as possible. Further information on the selected DNO / IDNO together with the energy supplier will also be required as soon as possible as they directly affect the adoption process for the street lighting assets.

Based on a standard soakaway capacity of 10m³ a commuted sum of £7800 to be used towards the future maintenance costs of each highway drain soakaway, shall be paid to the Council. An additional 780 extra will be added for each additional cubic metre of storage.

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 on the highway is an offence under provisions of The Highways Act 1980.

Any trees to be provided in the public highway require a commuted sum for maintenance purposes of £1500 per tree (£300 pounds per annum for a period of 5 years) to be paid to the Council, prior to the issue of the Part 2 Certificate.

INFORMATIVE

The layout of the proposed development shall be based on the need to retain all British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations category B trees within the site and overhanging / adjacent to the boundaries. The siting of any proposed building, carriageway, path, wall, service run, and built or excavated earthwork shall be based on the British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations compliant WYG tree survey report ref. Job Number A108704 rev. Issue V4 dated 12.10.2018 and shall give full regard to the root protection area and future growth of each tree and the aspect and topography of the site.

INFORMATIVE

The applicant/occupants should phone Floodline on 0345 988 1188 to register for Floodline Warnings Direct. It is a free service that provides flood warnings direct by telephone, mobile, fax or pager. 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.

Flood resistance and resilience - advice to LPA/applicant

We strongly recommend the use of flood resistance and resilience measures.

Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. In the meantime, if you'd like to find out more about reducing flood damage, visit the flood risk and coastal change pages of the planning practice guidance. The following documents may also be useful:

Department for Communities and Local Government: Preparing for floods
<http://www.planningportal.gov.uk/uploads/odpm/4000000009282.pdf>

Department for Communities and Local Government: Improving the flood performance of new buildings: <https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

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

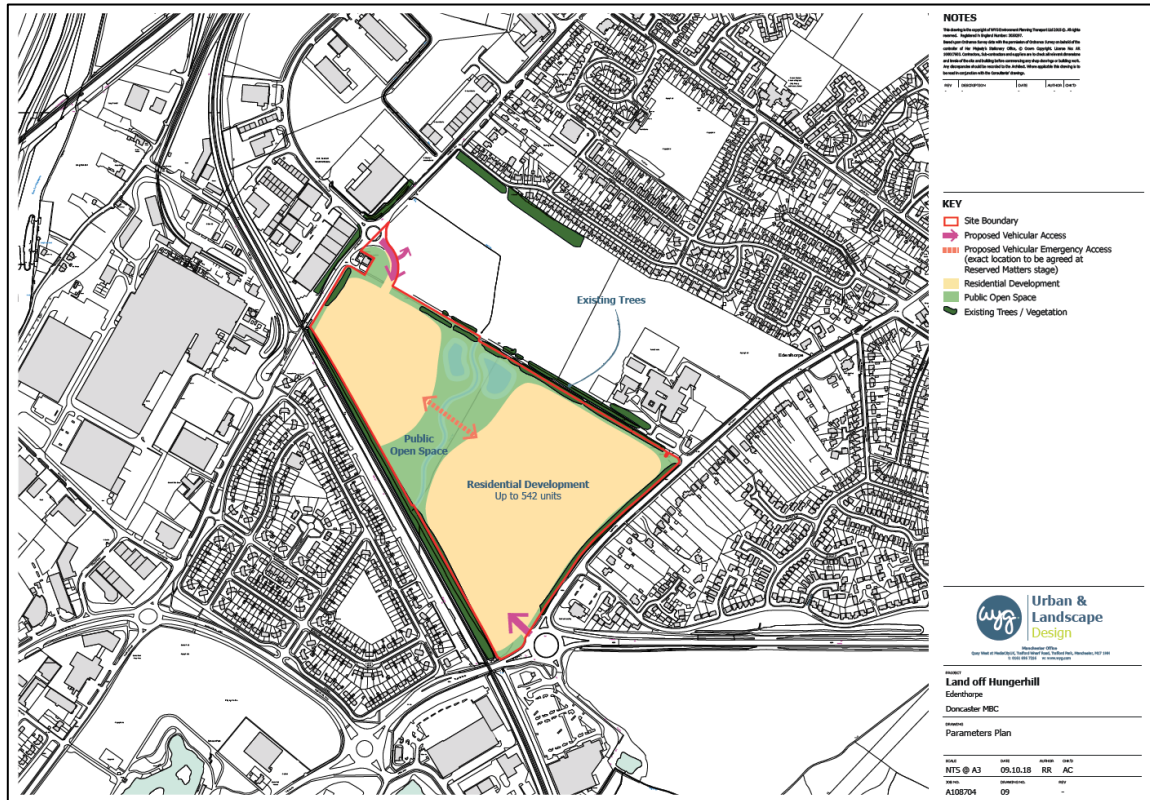


Fig 1: Parameters plan that identifies the points of access, the extent of land to be developed and the area of open space.



Fig 2: Indicative masterplan.