Application	**1**

Application Number:	19/01982/FULM

Application Type:	Planning FULL Major

Proposal Description:	Erection of 671 dwellings, new access road, landscaping and public open space
At:	Informal Land Eden Grove Hexthorpe Doncaster

For:	Miss Michaela Corbett - Countryside PLC

Third Party Reps:	7 Letters of objection	**Parish:**	
		Ward:	Hexthorpe And Balby North

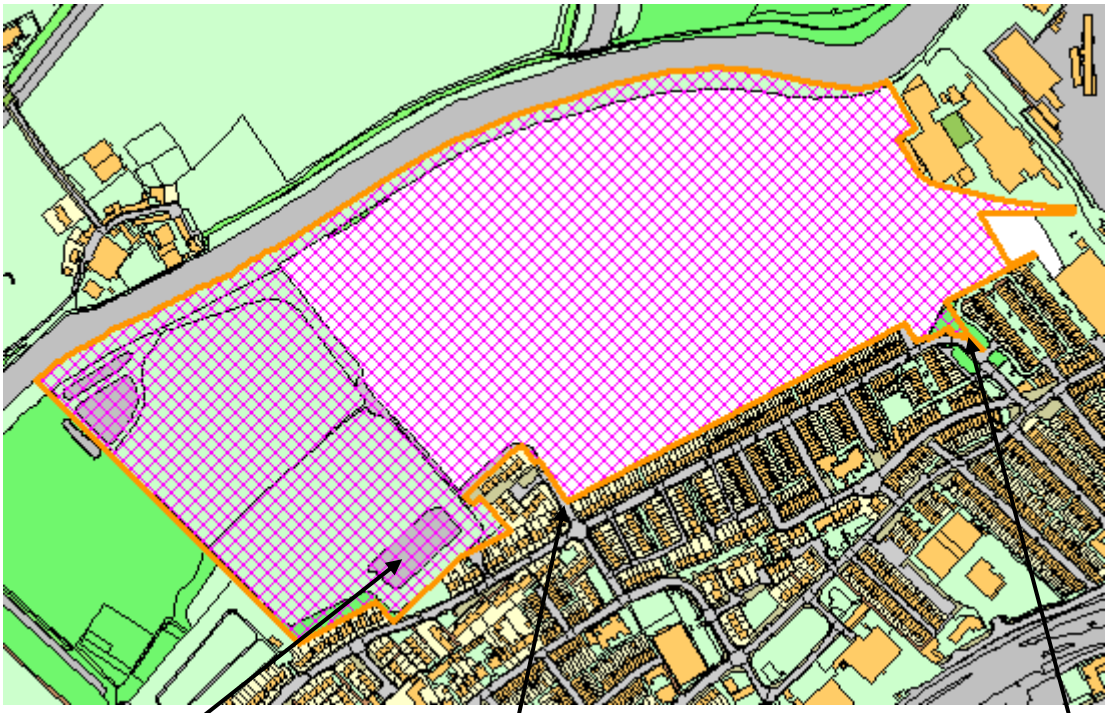
Author of Report	Mrs Andrea Suddes

SUMMARY

The proposal seeks permission for the erection of 671 dwellings, new access road, landscaping and public open space. The proposal is considered to be acceptable in policy terms given the planning history of previous housing consents, and the current extant permission and is considered to be an acceptable and sustainable form of development in line with paragraph 7 and 8 of the National Planning Policy Framework (NPPF, 2019).

The report demonstrates that there are no material planning considerations that would significantly or demonstrably outweigh the social, economic or environmental benefits of the proposal in this location. The development would not cause undue harm to neighbouring properties, heritage assets, the highway network or the wider character of the area.

RECOMMENDATION: GRANT planning permission subject to S106 Agreement and conditions.


Flood Attenuation Pond
Eden Grove access
Flowitt Street access

1.0 Reason for Report

1.1 This application is being presented to Planning Committee as it is a departure from the Development Plan

2.0 Proposal

2.1 Planning permission is sought in full for the erection of 671 dwellings, new access road, landscaping and public open space. There will be one access/egress served from Flowitt Street, and one further access/egress served from Eden Grove.

3.0 Site Description

3.1 The site is approximately 32 hecatres in size and is located in Hexthorpe, off Urban Road/Hexthorpe Road. The site is accessed from the A630 on the outskirts of the town adjacent to the railway station. The site is around 10-15 minutes walking distance from the town centre. Hexthorpe is bordered by Balby and the town centre. It is separated from the villages of Sprotbrough, Newton and Cusworth by the river and the railway lines.

3.2 Hexthorpe has a historic industrial connection with the railway works. The Plant Works was famous for building the Flying Scotsman and the Mallard. The area was used to build new engines, then utilised as a repair yard for building trains that ceased some years ago, which resulted in this site being brought forward for re-development.

3.3 There are two distinct but separate areas to the site; the former plant works area to the north of the site and the former Eden Grove Sports Club area. This comprised a running track, cricket pitch and pavilion. The sports ground use ceased some years ago and the buildings on site are demolished. This area is now comprised of a flood mitigation pond and an area of natural rough land.

3.4 There is a primary school, churches and local shops and facilities, which are at the heart of the community. 'Hexthorpe Flats', which is nationally recognised as a park of interest is on the western boundary along the river.

3.5 There are two industrial estates in Hexthorpe at Cherry Tree Road and Hexthorpe Trading Park.

3.6 The site itself is overlooked by terraced and semi-detached properties on Ramsden Road and those on the river edge at Sprotbrough and Newton.

3.7 Newton is a small hamlet of farmsteads and is designated a Conservation Area. The historic buildings are of a simple form and the main material of construction is stone and render with natural red or clay pantiles. The area benefits from several large trees and the River Don gives the settlement an air of seclusion considering its proximity to the town.

3.8 There are no Listed Buildings in Newton, however there are significant buildings and features that are featured in the Conservation Area Appraisal. Any development opposite Newton is likely to have an impact on the seclusion of the settlement.

3.9 The River Don runs parallel along the length of the site and wraps around the corners to the north east (towards town) and the south west towards the park.

3.10 The River Don rises in the Pennines and flows for 70 miles eastwards through Doncaster and has produced a number of floods to the area meaning flood mitigation is a significant material consideration.

3.11 The River Don also has great ecological value, along with the flood plain to the north west of it adjacent Sprotbrough.

4.0 Relevant Planning History

4.1 The site has a long and varied history. It is worthy of note that the principle of the development on the site was established by the granting of outline planning permission for the mixed use development in 2006 under planning reference 06/03071/OUTM.

4.2 In addition, full planning permission was granted for the remediation of the site, flood attenuation measures and the laying out of sports pitches for Eden Grove Sports Ground. The site has been remediated, all conditions on the permission 06/03070/FULM, have been discharged.

4.2 A reserved matters application was granted in 2011 under reference 11/01077/REMM for the approval of the details of the layout, siting, design and external appearance of each building. In 2016 the Council confirmed in writing the implementation of 11/01077/OUTM, therefore there is an extant permission on this site.

4.3 History relating to this proposal is as follows:

Application Reference	**Proposal**	**Decision**
06/03071/OUTM	Outline planning application for mixed use redevelopment of site incorporating 700 residential dwellings, retail store, 2 no. B1 office buildings and replacement Eden Grove Sports Club buildings.	Granted subject to S106 legal agreement 24.04.2008.
06/03070/FULM	Full application for remediation of site, construction of flood storage area and sports pitches.	Granted 18.09.2007.

08/03533/FUL	Construction of access roads to residential development site and widening of rear access road to Ramsden Road.	Granted 24.02.2009.
08/03534/FUL	Formation of ecological area and area of green space.	Granted 24.02.2009.
11/01077/REMM	Approval of the details of the layout, siting, design and external appearance of each building and/or installation of any wall or fence to be erected on the site, including external materials, the means of access thereto and landscaping of the site for the mixed use development of the site, incorporating residential development, retail unit, offices and replacement of Eden Grove Sports building.	Granted 05.02.2013.
14/00616/FULM	Erection of 230 residential properties on approx. 4.6ha of land with associated access and landscaping	Granted subject to S106 legal agreement 27.02.2015.
17/01444/COND	Consent, agreement or approval required by condition 26 (Remediation works) of planning application 14/00616/FULM	Approved 10.08.2017.
19/01920/SCRE	Request for EIA Screening opinion for proposed residential development comprising 671 dwellings and associated open space and access roads	Closed 18.10.2019 EIA not reqd.

5.0 Site Allocation

5.1 The site has a number of allocations in the Doncaster Unitary Development Plan:

a. The former industrial site is mainly an Employment Policy Area subject to Policy EMP6. A small area is shown as being of nature conservation interest.

b. Small parts on the northern boundary lie within the Residential Policy Area (PH11 and CS14) of Hexthorpe.

c. The flood mitigation pond and rough land lies within the Green Belt (ENV3 and ENV7). It is also an Open Space Policy Area (policy RL1). Part of the site adjoining the River Don is within a washland area (PU8) and is also shown as a site for derelict land reclamation (CS18).

5.2 National Planning Policy Framework (NPPF 2019)

5.3 The National Planning Policy Framework 2019 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions and the relevant sections are outlined below:

5.4 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.

5.5 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).

5.6 Core Strategy 2011 - 2028

5.7 To the extent that development plan policies are material to an application for planning permission, the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (see section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

5.8 In May of 2012 the LDF Core Strategy was adopted and this replaced many of the policies of the Unitary Development Plan; some UDP policies remain in force (for example those relating to the Countryside Policy Area) and will continue to sit alongside Core Strategy Policies until such time as the Local Plan is adopted. Core Strategy policies relevant to this proposal are:

5.9 Policy CS 2 identifies Hexthorpe as part of the Main Urban Area and states, together with other settlements which form part of the Main Urban Area, that the Main Urban Area will be the main focus for growth and regeneration; it sets a plan period housing target of between 9,225 and 11,808 homes for the Main Urban Area of Doncaster.

5.10 Policy CS 4 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.

5.11 Policy CS 9 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.

5.12 Policy CS 12 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.

5.13 Policy CS 14 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.

5.14 Policy CS 16 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.

5.15 Policy CS 17 seeks to protect, maintain, enhance and where possible, extend Doncaster's green infrastructure.

5.16 Policy CS 18 seeks to conserve, protect and enhance air, water and land resources in terms of both quantity and quality based on principles set out within the policy.

5.17 <u>Saved Unitary Development Plan (UDP) Policies (Adopted 1998)</u>

5.18 Policy EMP 6 seeks to protect existing land allocated for employment uses. It further states that other uses will be considered on their merits and in accordance with relevant plan policies.

5.19 Policy PH11 allows for residential development in allocated residential areas except where there would be adverse effect on the amenity of neighbours or the development would be at a density or form that would be detrimental to the character of the area or result in an over-intensive development.

5.20 Policy ENV3 seeks to protect the Green Belt, development is not permitted except in very special circumstances listed under criteria a) to f).

5.21 Policy ENV7 states that within the Green Belt development of essential facilities for outdoor sport and outdoor recreation will be permitted provided the development is genuinely required and the development preserves the openness of the Green Belt.

5.22 Policy RL1 seeks to retain allocated Open Space Policy Areas

5.23 Policy RL 4 (A) requires local public open space provision amounting to either 10-15% of the total site area, dependent on whether the local area is deficient.

5.24 Policy PU 8 states that development will not be permitted in designated washlands where it would adversely affect the function of the washland and where there was a serious risk to the development from flood debris or pollution.

5.25 **Local Plan**

5.26 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) with the actual process for identifying housing allocations set out in the 'Housing & Employment Site Selection Methodology & Results Report' June 2019. The Local Plan was submitted to Government on 4th March 2020 and is now under examination. An Inspector has been appointed and Hearing sessions are envisaged to take place summer 2020. The weight to be afforded to the local plan policies depends on the number of outstanding objections and their significance as set out in NPPF para.48. The relevant policies to this proposal are as follows:

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

5.28 Policy 6 sets out the Borough's housing allocations

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

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

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

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

5.33 Policy 29 sets out the Council's policy for open space provision in new developments

5.34 Policy 30 seeks to deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough's ecological networks.

5.35 Policy 31 deals with the need to value biodiversity.

5.36 Policy 34 seeks to ensure appropriate landscaping in new developments.

5.37 Policy 42 seeks to ensure character and local distinctiveness in new developments.

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

5.39 Policy 45 seeks to ensure high standards of residential design.

5.40 Policy 46 sets out housing design standards.

5.41 Policy 49 seeks a high standard of landscaping in new developments.

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

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

5.44 Policy 66 deals with developer contributions.

5.45 <u>Neighbourhood Plan</u>

5.46 There is no Neighbourhood Plan for this area.

5.47 **<u>Other material planning considerations</u>**

- Community Infrastructure Levy (CIL) Regulations (2010)
- Town and Country Planning (Environmental Impact Assessment) Regulations (2017)
- Development Requirements and Guidance Supplementary Planning Document (SPD) (2015)
- South Yorkshire Residential Design Guide (SYRDG) (adopted 2015)
- National Planning Policy Guidance
- The National Design Guidance (2019)

6.0 Representations

6.1 This application has been advertised as a departure to the Development Plan, in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 by means of site notice, press advertisement and neighbour notification.

6.2 Seven objections have been received highlighting the following concerns;

- The proposal offers no benefits to the residents compared to the previous scheme that offered shops, a supermarket and a pub.
- Concerns that the rented accommodation will have little outside space and the units are more cramped.
- Hexthorpe is only served by two access roads and at busy times i.e. shift changes at Wabtec the roads are already congested. Without a new access road the development will impact further.
- The environmental impact caused by additional vehicles from the development will cause air pollution and affect the health of residents.
- Lack of existing amenities in Hexthorpe –the school has already been extended and there would be insufficient places for children.
- The land is contaminated with asbestos and digging deeper will release spores into the air causing problems for new home owners.
- Potential buyer upon arrival to view the property will have to drive through Hexthorpe - a complete ghetto. They will encounter rats at all times of the day and night. Balls, cans or bottles are hurled at vehicles. Rubbish is naturally thrown where ever.

- The positioning of all the rented houses at the rear of Ramsden Road will result in more anti-social behaviour.
- 600 houses will form the largest block of housing in Hexthorpe. Access from Eden Grove will turn this from a quiet cul-de-sac into a main road resulting in issues of air pollution, noise, and headlight flashing in windows. With no shops planned for the scheme this will be a 24hr a day problem.
- The routes in and out of Hexthorpe are already overloaded at times and will become impassable.
- The two entrances are insufficient for the extra amount of traffic.
- The ability of the existing shops to cope with the additional influx of residents.

6.3 The Applicant has also carried out a public consultation event which was held on Wednesday 19th June 2019. The event was held in Hexthorpe Parish Hall (St Jude's).

7.0 Parish Council

7.1 There is no parish council.

7.2 Relevant Consultations

7.3 Highways England - No objections are raised.

7.4 Environment Agency – The Environment Agency initially raised concerns regarding the piling risk assessment. Following revision and amendment these concerns are alleviated and a condition for finished floor levels along with advisory informative notes for flood proofing are included.

7.5 Pollution Control (Air Quality) - An Air Quality Assessment has been submitted and conclusions demonstrate that the air quality impact will not be significant should the predicted improvements in vehicle emissions be achieved. Dust from the construction phase was highlighted as the report did not consider this statutory nuisance issue. However this has been considered by the Council's Environmental Health Officer and this will be addressed via condition as part of a Construction Method Statement that will be submitted and agreed with Officers. No objection are therefore raised.

7.6 Pollution Control (Land) – Concerns were initially raised that the developer fully comprehended the previous works on the site and its complexities. However following submission of further reports the Pollution Officer is satisfied these concerns are now fully understood and addressed. An outline remedial proposal, and measures detailed to minimise any excavation and exposure to the asbestos and associated contaminated soils on site has been detailed. To ensure the remedial works are carried out as outlined a suitably worded condition is included.

7.7 **Design Officer -** Whilst the Council's Design Officer is generally supportive of the scheme overall, he has raised issue with the siting of the substation along the frontage of the main spine road and recommends that if possible it should be set back so as not to be forward of the building line on the main street as it will be a prominent utilitarian structure. This has been explored with the developer, but to do so would start to have an impact on the amenity of the nearest proposed dwelling. On balance, with suitable screening, the proposed location is considered acceptable.

7.8 **Local Plans Team (Housing) –** The principle of residential use on the site has been established through previous planning permissions where the site was no longer considered necessary to retain for employment use. The proposed development does not propose new buildings beyond the boundary of the proposed Local Plan housing allocation and the proposed use of that area designated as Green Belt is acceptable in this location. Therefore no objections are raised.

7.9 **Conservation and Design –** No objections to the current proposal as the new layout largely retains the characteristics of the previous proposal.

7.10 **Ecology –** Initial comments requested amendment and revision of the submitted Ecological Appraisal. Following amendments the report highlighted a small population of reptiles has been identified on site. As such a condition is included for a reasonable avoidance method statement to ensure reptiles are not harmed during site clearance and construction. The site will also provide a net gain in biodiversity in accordance with the NPPF using Defra metric calculations. A condition is therefore included that secures a management plan for all retained and created habitats and to demonstrate what management will be delivered to secure the proposed unit increase.

7.11 **Internal Drainage –** No objections are raised subject to condition for drainage details.

7.12 **Environmental Health –** No objection subject to conditions covering issues arising from construction such as dust emissions, hours of construction and a Construction Method Statement.

7.13 **National Grid –** No response received.

7.14 **Danum Drainage –** No objection raised subject to appropriate consent being obtained from the IDB for any works in, on, under or near a watercourse.

7.15 **Canal and River Trust –** No objections raised subject to condition regarding the risk of contamination on site and surface water drainage. However, these points are fully addressed by the Council's Pollution Officer and the Environment Agency.

7.16 **Highways Development Control** – No objections following minor amendments, and subject to conditions.

7.17 **South Yorkshire Architectural Liaison Officer –** Advice provided on meeting Secured By Design accreditation.The layout of the development shows that security has been considered with good sightlines and surveillance of properties from adjacent buildings. In-curtilage car parking has been designed to maximise vehicle security and surveillance.

7.18 **Local Plans (Open Space) –** Initially raised concerns that there was not enough open space being proposed on site, and that what was proposed was not sufficient enough given the size of the site. However, following amendment to the scheme an area of maintained grassland to the west of the site which can be used for informal recreation (kick about area) as well as serving an ecological purposes, no objections are raised subject to conditions for provision and agreement of play equipment.

7.19 **Yorkshire Water –** No response received.

7.20 **Education –** A total commuted sum of £524,294.00 is required via Section 106 Agreement to provide 4 places at Hexthorpe Primary School amounting to £48,572.00 and £475,722.00 to provide 26 places at Astrea Academy.

7.21 **South Yorkshire Archaeology Service (SYAS) –** Whilst no comments have been received, this is a heavily disturbed, brownfield site, so archaeological remains are not expected to survive from the more recent activities on this site. The site has also been partly remediated, meaning potential for archaeology is further reduced.

7.22 **Public Health –** The Applicant has submitted a Health Impact Assessment at the request of the Public Health Team, however no comments have been received in response.

7.23 **Trees and Hedgerows –** The Trees and Hedgerows Officer requested further information of a tree survey schedule and a tree removal plan. This information has been submitted. The proposed access road initially caused concerns due to the loss of 5 trees however given that there is an extant consent that proposes the same access it would be unreasonable to now raise issue with the loss of trees. No objections are raised subject to conditions.

7.24 **Ramblers Association –** No response received.

7.25 **Public Rights of Way –** No response received.

7.26 **Environmental Health (Noise) –** The Noise Team raised concerns regarding noise emitted from the existing industrial uses to the north of the site. A Noise Assessment has been submitted which advises noise mitigation measures and which are included within the scheme or required either via condition or is included within the S106 legal agreement. No objections are therefore raised.

7.27 **Transportation -** No objections subject to provision of 2 bus shelters on the main spinal road, and consultation with the Council's Signals Team who has confirmed that the signalled controlled junctions at Greenfield Lane and St Sepulchre Gate West / Cleveland Street Junction can operate within capacity.

7.28 **Sport England –** Sport England has objected as the proposal will generate demand for sporting provision, and this is not addressed within the current planning application. Sport England holds the view that the planning application provides the opportunity for the provision of a new cricket ground as identified in the Council's Playing Pitch Strategy.

8.0 Assessment

8.1 The principal issues for consideration under this application are as follows:

- Principle of development;
- Design and layout and impact on character of area
- Impact on residential amenity
- Highway safety and traffic
- Flood risk and drainage
- Air quality
- Ecology
- Section 106 Obligations
- Overall planning balance

8.2 For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

8.3 With regard to the principle of residential development on this site, the majority of the site is designated on the Doncaster UDP Proposals Map as an employment policy area (saved UDP Policy EMP6) with a small area defined as an area of regional/ local importance for nature conservation. Small parts on the northern boundary lie within the residential policy area (saved Policy PH11 and Core Strategy Policy CS14). The western portion of the site is within Green Belt (saved Policy ENV 3) and is part shown as open space policy area (saved Policy RL1) and 'washland' (flood risk area) (saved Policy PU8).

8.4 The emerging Local Plan identifies the majority of the site as a Housing Allocation with Planning Permission (Site Ref 838). The Local Plan does not propose alteration to the extent/ boundary of the Green Belt compared to the Unitary Development Plan.

8.5 The process for identifying housing allocations is set out in the 'Housing & Employment Site Selection Methodology & Results Report' June 2019 which was issued as part of the Regulation 19 Publication stage of the Local Plan. Paragraph 9.1.4 refers to the assessment's conclusions with respect to the proposed housing allocation site:

"*Site Reference: 838 – Bombardier, Kirk Street/Ramsden Road/Eden Grove, Hexthorpe – Full Major permission has been implemented but stalled before any completions and that developer is no longer implementing the scheme so doubts around deliverability of this permission and likely to now be a fresh application. Planning Inspector as part of a recent Public Inquiry (May 2017) concluded reasonable prospect the site could start to deliver by 2019/20 so deliverable supply discounted accordingly and in line with 5YHLS rather than standard build out rates applied for a permission under construction."*

8.6 The previous planning permission has been deemed to have technically commenced and has therefore been included as a housing allocation.

8.7 The submission of the Local Plan clearly shows the direction of travel towards future planning policy of the site which is to see it being delivered for housing.

8.8 The Doncaster Council Core Strategy sets out the Borough Strategy, and in doing so summarises what the borough wide vision means for each area. Paragraph 2.5 of the Core Strategy states that in the Doncaster Main Urban Area, will be the main focus for housing provision in the borough. Housing renewal will have revitalised areas of low demand housing and there will be significant amounts of new housing, likely including sustainable urban extensions, built to highest viable environmental standards and with a variety of types of tenures that meet the needs of communities. The development of the site for housing is considered to accord with this vision.

8.9 Taking the above considerations into account; that the principle of residential use on the site has been established through previous planning permissions where the site was no longer considered necessary to retain for employment use; and the benefit of provision of housing to meet Core Strategy housing targets - on balance it is considered that the site is capable of forming a sustainable urban extension when assessed against UDP and Core Strategy policy. Additionally, the proposed development does not propose new buildings beyond the boundary of the proposed Local Plan housing allocation and the proposed use of that area designated as Green Belt is acceptable in this location. The proposal is therefore acceptable in principle, subject to other constraints.

8.10 <u>Sustainability</u>

The National Planning Policy Framework (NPPF, 2019) sets out at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs

8.11 There are three strands to sustainability, social, economic and environmental. Para.10 of the NPPF states that in order sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

SOCIAL SUSTAINABILITY

8.12 Affordable Housing

8.13 Policy CS 12 of the Doncaster Council Core Strategy states that new housing developments will be required to include a mix of house size, type, price and tenure to address identified housing needs and market demand and to support mixed communities, based on a number of principles. Part A states that affordable housing will be delivered through a number of measures, including 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.

8.14 Viability appraisals have been submitted for both an open market housing scheme and a mixed tenure scheme with both showing that to deliver any of the normal S106 asks such as education contributions and affordable housing would render the development unviable. This has been verified by an independent consultant. The proposed layout however does provide for Public Open Space.

8.15 However, whilst the scheme is unviable, the developer has stated that they are committed to enter into a contract with 'Sage Housing' who are a Registered Provider with Homes England, and 166 units are likely to be affordable which would be funded by Homes England. This would effectively provide the 26% affordable housing requirement set out in Policy CS12. Whilst this is the intention of the applicant, there can be no assurances at this stage due to third party involvement (i.e. the Registered Provider and Homes England), that the affordable homes could be delivered. In addition, Homes England will only provide the grant funding once the applicant has confirmation that the scheme is unviable, which is demonstrated through the planning process. Homes England have confirmed the grant funding would not be provided if a S106 Agreement was entered into which secured the affordable housing, therefore rendering the whole scheme both unviable and therefore undeliverable.

8.16 The development would see a mix of house sizes across the site including Market Housing, Build-to-Rent and Affordable Housing (Affordable Rented) and would include one, two, three and four bedroom properties. As such, there is a range of accommodation across the site that would be support a mixed community. The Council's Strategic Housing team have been consulted on the proposal and welcomed it. Demand for Affordable Housing in Hexthorpe, Doncaster is very high; with the requirement being for 2, 3 and 4 bed family properties.

8.17 Impact on Residential Amenity

8.18 Policy PH 11 (B) states that within Residential Policy Areas, development for housing will normally be permitted except where the development on the amenities of occupiers of nearby properties would be unacceptable. This is reinforced by policy CS 14 (A) of the Core Strategy and paragraph 127 (f) of the National Planning Policy Framework. The SPD Development Guidance and Requirements states in section 2.5 that 'new housing should not give rise to adverse amenity issues, particularly with respect to overshadowing, privacy and overlooking of existing occupiers'.

8.19 The proposed dwellings are 2 or 2½ storey in height, this amounts to 10.3m for the 2½ storey properties and 7.5m – 8.2m for the 2 storey properties. Eaves heights are 4.8m the two storey properties and 5.5m on the 2½ storey properties. It is considered that this is an appropriate scale for dwellings of this nature and neither ridge heights, nor eaves heights, are excessive.

8.20 With regards to separation distance to existing properties, key standards are set out within the SPD Development Guidance and Requirements. The information in this regard is consistent with those guidelines set within the South Yorkshire Residential Design Guide (SYRDG). The SPD and SYRDG are adopted policy documents and therefore carry significant planning weight. 2 to 3 storey properties should have back to back distances (between facing habitable rooms) of no less than 21m, and front to front distances of no less than 12m. The proposed development meets local standard requirements.

8.21 The eastern boundary of the site is adjacent to an employment site where industrial companies, Unipart and LUR are currently operating. It is understood that these businesses are not currently operating at full capacity therefore the application has been assessed on a 'worse case' scenario in terms of noise impact. A Noise Report has been submitted and assessed by the Council's Environmental Health (Noise) Team who has concurred with the report for mitigation measures. These include no glazing to the gable elevation facing Unipart/LUR of Plots 604 and 605; Plots 603, 604, 605 and 606 to have acoustic glazing; Plots 612 to 618, 632 to 639 and 655 to 659 to be fitted with standard double glazing; Plots 603, 604, 605, 606, 607, 608 and 611, 612 to 618, 632 to 639 and 655 to 659 to benefit from close boarded acoustic fencing to a height of 1.8m around the perimeter of the curtilage facing the Unipart/LUR site to prevent noise affecting the quiet use of the gardens. In addition, all properties on site will be fitted with positive ventilation systems with mechanical heat recovery systems to enable the properties to be ventilated without the need to open windows. A 1.8m high boundary fence is proposed along the eastern boundary abutting the Unipart/LUR site.

8.22 The Environmental Health Officer has recommended that the applicant should negotiate with Unipart and LUR to provide funds to enable the alteration of the current vehicle reversing alarms and crane moving alarm with white noise sounders. As such the applicant has committed to this via a S106 legal agreement.

8.23 An objector has commented that the positioning of all the rented houses at the rear of Ramsden Road will result in more anti-social behaviour. In response to this, tenure is not a material planning consideration and any issues of anti-social behaviour would be dealt with under other legislation.

8.24 It is not considered that there are any adverse impacts on the amenities of occupiers of neighbouring properties. The proposal is therefore considered to accord with policies PH 11, CS 14, the SPD and the SYRDG.

8.25 Section 106 Obligations

8.26 Paragraph 54 of the NPPF states that 'local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations'. Paragraph 56 states that 'planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms, (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development'.

Affordable Housing

8.27 In order to comply with policy CS 12 of the Doncaster Council Core Strategy, 26% of the properties on site should be affordable housing. This is subject to viability and is discussed in paragraphs 8.13 - 8.16 above.

Public Open Space (POS)

8.28 In accordance with policy RL 4 of the Doncaster Council UDP and Core Strategy policy CS 17, 15% on site POS should be provided. The developer has allocated a central piece of on-site POS along with four other smaller areas of play space allocated around the site. In addition, a small 'kick about' area is also provided in the western part of the site that also serves for ecological purposes. Therefore, it is considered that this would meet with the provisions of policy CS 17 (D).

Education

8.29 A commuted sum of £48,572.00 is required to provide 4 primary school places at Hexthorpe Primary School, along with £475,722.00 to provide 26 secondary school places at Astrea Academy. The total education contribution amounts to £524,294.00. This accords with policy CS 1 (A) of the Core Strategy which states that "as a means to securing and improving economic prosperity, enhancing the quality of place, and the quality of life in Doncaster, proposals will be supported which contribute to the Core Strategy objectives, and in particular provided opportunity for people to get jobs, learn new skills, and have access to good quality housing, local services, sport, leisure, religious and cultural facilities". However, as the development is currently unviable a financial contribution cannot be made at this moment in time. This will however be retested in 3 years time and every subsequent 3 years to establish whether there are monies available to contribute to this in the future.

Bio diversity offsetting

8.30 The site currently contains a variety of ecological habitats. A commuted sum of £198,736 is therefore required as compensation for damage to biodiversity as agreed with the Council's Ecologist. This accords with the NPPF at paragraph 170 d) where it states that planning policies and decisions should contribute to and enhance the natural local environment by "minimising impacts on and providing net gains for biodiversity" and policy CS 16 (A)(1) of the Core Strategy. However, as the development is currently unviable a financial contribution cannot be made at this moment in time. This will however be retested in 3 years time and every subsequent 3 years to establish whether there are monies available to contribute to this in the future.

Transportation

8.31 It should be noted that the extant planning permission has a S106 agreement with a number of obligations in relation to transport. In accordance with policy CS 9, these contributions have been reviewed in light of this current application in consultation with Highways DC/Transportation and SYPTE and due to changing circumstances/review of contributions, these are now not all deemed necessary. These include Travel Master tickets, a new bus service, 5 bus shelters (only 2 required and agreed), road resurfacing outside of application site boundary, street lighting on Eden Grove outside application site boundary which has already been upgraded as part of the Smartlight project, and a walking bus for Hexthorpe Primary School.

In terms of the Transport Bond which is required in the event that the targets of the Travel Plan are not met; therefore deemed necessary to make the scheme acceptable. However, the figure is now calculated on the costs of a Travelmaster ticket times the number of units proposed. The Transport Bond contribution now equates to £82,224.34. This sum is also refundable in the event it is not required.

Noise Mitigation

8.32 As stated previously, the eastern boundary of the site is adjacent to an employment site where industrial companies, Unipart and LUR are currently operating. The applicant has agreed to provide £6,500 to enable the alteration of the current vehicle reversing alarms and crane moving alarm with white noise sounders. This will be secured via the S106 legal agreement. Therefore, it is considered that this would meet with the provisions of policy CS 14.

8.33 Viability

8.34 Paragraph 57 of the NPPF states that 'where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is for the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to the viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date'.

8.35 A viability appraisal was submitted concurrently with the application being submitted in August 2019 following the pre-application enquiry. It was initially assessed by the Council's external consultant (Dr Andrew Golland), in November 2019 who provided an independent review of the viability of the scheme.

8.36 Following a number of meetings between the applicant and the consultant to mutually agree house price sales and provision of further information regarding the housing tenure, the consultant has indicated that the scheme is unviable. The currently acceptable developer profit margins are between 15-20% (this has been tested at appeal and is recognised as standard). The Council's consultant has assessed the scheme on a number of occasions and the profit level is below 15%. This therefore renders the scheme unviable and undeliverable based on the usual developer approach and policy asks. However, with Homes England grant funding the scheme is unviable <u>but deliverable</u>. At the time of writing Homes England grant funding has not yet been secured and negotiations are ongoing.

8.37 Given a scheme of this scale and nature and the length of time this site will be built out, it is deemed by officers to be more advantageous for the Council to set up a 'Claw back' agreement between the Council and the applicant to ensure that should the development achieve over 15% profit - a financial contribution can then be made to the Council, which can be used towards both education and biodiversity. A full review would pick up on changes in mix and/or phasing of the scheme, and would also take into account any grant funding for the scheme of Affordable Housing funded by Homes England.

8.38 **Claw Back Agreement**

8.39 When a proposed scheme has been justified and confirmed as being unviable it is usual for the Council to enter into a Section 106 legal agreement requiring the site to be financially re-evaluated at a further period in time to reassess the ability to provide a financial contribution. However, the terms of the Homes England grant funding preclude the use of a Section 106 legal agreement between the applicant and the Council in relation to affordable housing. In this case it has therefore been agreed with the applicant to enter into a 'Clawback' agreement. This would provide the Council with an opportunity to reassess the viability of the scheme using the actual costs and sales as opposed to the estimated costs and sales for the viability of the scheme at a future period in time. This would be carried out on an annual basis over an agreed period of time for example the period of the development which is anticipated would be in the region of 10 years. The fine details of the agreement are currently still under negotiation and agreement at the time of writing this report.

8.40 Sport England

8.41 Sport England is a Statutory Consultee who has raised formal objection to the application as they state that the proposal will generate demand for sporting provision, and this is not addressed within the current planning application. Their response further states that this planning application provides the opportunity for the provision of a new cricket ground as identified in the Council's Playing Pitch Strategy.

8.42 In response to this, the summary of findings from the most recent 'Doncaster MBC: Playing Pitch Strategy Assessment Report' highlights some key points specifically with regards to cricket and concludes;

- Broadly speaking, the stock of cricket facilities is sufficient in qualitative terms to meet demand;
- Sites with quality issues that need to be addressed;
- There is no evidence of teams being displaced outside of Doncaster MBC to play cricket;
- There is scope for additional play across the season, but capacity is much more restricted at peak time;
- Population growth will have limited impact on demand for cricket, with a decline of 2 senior teams offset by growth of 2 junior teams by 2033;
- Many clubs, as well as the Yorkshire Cricket Board however have significant aspirations for growth.

8.43 The overall conclusion of the strategy is, there is sufficient playing pitches in the borough to meet the needs of the population. It should be noted that the Bombardier site was a privately run site which was part of major employer at the time. The site has been closed for over ten years and as such it was not identified in the Playing Pitch Strategy. It is acknowledged however that the Yorkshire Cricket Board have aspirations to expand.

8.44 Given the information above, the provision of a new cricket pitch is not appropriate at this location. Given that the development proposal is located in the Central area it would be inappropriate to ask for a commuted sum to go towards a new cricket pitch located in the Eastern part of the borough as this would not meet the tests set out at paragraph 8.26.

8.45 Conclusion on Social Impacts.

8.46 In conclusion of the social impacts of the development, it is not considered that the impact of residential amenity will be adversely affect by the proposal subject to mitigation by conditions, and significant weight should be attached to the provision of community benefits including the provision of POS and affordable housing.

8.47 ENVIRONMENTAL SUSTAINABILITY

8.48 Impact upon the character of the area

8.49 The masterplan layout and street structure follows similar principles to what was previously approved and will generally follow good urban design in terms of block structure and hierarchy. Key positive elements of the previous scheme have been retained in this proposed layout such as the central boulevard, links to the river and an outward facing layout to the north, east and west. The scheme proposes 2 access and egress points (Eden Grove and Flowitt Street), to the site that are connected by a main spinal road through the site, with a mix of housing types and a layout with a central open space area that will contain an area of equipped children's play (LEAP).

The central area of open space could be a very attractive focal point and amenity space for the scheme and provides some relief to what will be a large new estate. Full details of the play area design and equipment will be subject to agreement via condition. Further smaller local areas for play (LAP's) are located around the site, along with a larger area of public open space to the west of the site that accommodates the flood attenuation pond. A small 'kick about' area will also be accommodated on this western area of open space. The addition of a generous, well treed landscaping scheme is another key positive element. The proposal is therefore considered to meet with policy CS14, the SPD and the NPPF.

8.50 The development site lies across the River Don from the Newton Conservation Area. This tiny conservation area is a small hamlet of farmsteads separated from the suburbs to the north by a raised railway line and open fields. The River Don to the south gives the settlement an air of seclusion considering its proximity to the town, which is a key element of its character.

8.51 Approval exists under 06/03071/OUTM, 11/01077/REMM and again under 14/00616/FULM for residential development on this large site to the south of the river. The conservation aim in these scheme was to retain an impression of green character by setting the building line back from the river behind a path and access road with a green frontage to the river interspersed by waterside trees.

8.52 The new layout retains the characteristics of the previous proposals to a large extent. There is an almost continuous frontage walk behind a grassy river embankment between 8m and 12m wide interspersed with 4 viewing areas and views across to the open fields and hamlet in the flood plain across the river. South of the walkway is a landscaping buffer interspersed with trees and sections of access roads before the dwellings themselves which are organised to face the river. The Conservation Officer has confirmed that from a conservation viewpoint the proposal would not have any additional impact relative to the previous approvals on the conservation area across the river.

8.53 Trees and Landscape

8.54 Policy CS16 (D) of the Core Strategy is concerned with the natural environment, and states that proposals will be supported which enhance the boroughs landscape and trees by (3) ensuring designs are of high quality , include hard and oft landscaping, a long term maintenance plan and enhance landscape character while protecting its local distinctiveness. As part of the application submission the applicants have provided a tree survey, tree removal plan and landscaping details.

8.55 The Tree Officer initially raised concerns on account that the proposed new access road at Flowitt Street would remove 5 Category B trees and 1 Category C tree. However, given that there is an extant consent that proposes the same access it would be unreasonable to now raise issue with the loss of trees.

8.56 Notwithstanding the above, there remains concerns that over time the remaining trees will not survive given their proximity to the proposed footpath on account the footpath will encroach into the root protection areas. As such a condition is included for details of an arboricultural method statement to demonstrate that the construction of the footpath will not detrimentally affect the trees proposed to remain.

8.57 The scheme proposes a main green ‘avenue’ through the site formed from open plan grassed frontages with grass verges and tree planting within the verges. Other smaller roads within the scheme also propose tree planting along the frontages. The Tree Officer has requested a condition for details of tree pit construction to be submitted and agreed to ensure the longevity of the trees planted along the road frontages.

8.58 The Eastern part of the site adjoins and shares a common boundary with an existing employment site. The scheme proposes a planted screening buffer of trees along part of the boundary between the site and the adjacent employment site. The Council’s SPD Development Guidance and Requirements states that when considering screening, the buffer zone should be a minimum of 5m wide. The applicant has amended the scheme to now show a 5m wide buffer zone. The landscape/planting details will be agreed via condition.

8.59 A hard and soft landscaping scheme condition is included for submission and agreement to ensure the site is suitably landscaped in accordance with Core Strategy Policy CS16 (D).

8.60 Impact upon Highway Safety

8.61 'Quality, stability, safety and security of private property, public areas and the highway' and 'permeability - ease of pedestrian movement with good access to local facilities and public transport services' are listed as qualities of a successful place within policy CS 14 (A). The NPPF in para 109 states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on road safety, or the residual cumulative impacts on the road network would be severe'.

8.62 Part (G) of policy CS 9 states that ‘new development will provide, as appropriate, transport assessments and travel plans to ensure the delivery of travel choice and sustainable opportunity for travel. A Transport Assessment and Travel Plan have been submitted in support of this application. The site benefits from an extant permission (11/01077/REMM) therefore the Transport Assessment considers the difference between the trip generation of the extant permission with the proposed development.

8.63 The site is located in a very sustainable location served by a number of high frequency bus services. It is also within easy walking and cycling distance of the Town Centre and the Railway Station.

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8.64 With regard to the layout of the scheme and the design of the accesses, the Highways Development Control officer raises no objection to the scheme following amendment to the proposal and subject to conditions. There are two proposed accesses to the site, one from Eden Grove and one from Flowitt Street. The new access from Flowitt Street will include slight alteration of the highway with the formation of a ‘T’ junction that will give priority to traffic to and from the application site. With regards to Eden Grove road, the Highways Officer sought clarification and further details to ensure alignment of the new road with Eden Grove road.

8.65 Objectors have raised concerns due to there being only two points of access into the site, one of which is served by Hexthorpe Road and which suffers from traffic congestion. The concerns regarding traffic congestion appear to be as a result of shift changes at Wabtec which is located on Hexthorpe Road. As part of the Transport Assessment, the applicant has carried out traffic surveys that have been assessed by the Council's Transport Officer. Using the TRICS database the proposed development is forecast to generate 375 trips in the AM Peak and 349 trips in the PM Peak. The extant planning permission was forecast to generate 432 trips in the AM Peak and 400 trips in the PM Peak. This analysis shows that the proposed development will generate less than the previously consented with a reduction in trips of 57 in the AM Peak and 51 in the PM Peak. The Officer is satisfied that the additional traffic generated from the development site is acceptable.

8.66 In response to concerns regarding traffic congestion caused by traffic from an employment site; this is an existing situation regardless of the proposed development and is a matter to be addressed separately.

8.67 The proposal is therefore considered to meet with policies CS 14 and CS 9 of the Doncaster Council Core Strategy.

8.68 Accessibility

8.69 Objections have been raised concerning the lack of services provided within the scheme to serve a significant level of housing proposed. The Adopted South Yorkshire Residential Design Guidance sets out guidance on accessibility to different services from a residential area. This development is within a 15 minute walk to local services, a 5 minute walk to a bus stop (this has also been ensured within the proposed development) and a 30 minute journey to primary health and education. As a general rule of thumb a 5 minute walk equates to a distance (actually travelled rather than straight line distance) of 400 metres for non-disabled people. The development accords with this guidance and is therefore deemed acceptable.

8.70 Air Pollution and Contaminated Land

8.71 Policy CS 18 reflects the NPPF which states at paragraph 170 that 'Planning policies and decisions should contribute to and enhance the natural and local environment by:

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of… air pollution…. Development should, wherever possible, help to improve local environmental conditions such as air quality…

8.72 Also at paragraph 180 that 'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.'

8.73 Objections have been received regarding concerns the additional vehicles will cause air pollution and affect the health of residents. Following a review of the Air Quality Screening Assessment, it has been demonstrated that the air quality impact will not be significant. Pollution Control (Air Quality) have commented that 'with regard to the assessment itself it follows the relevant guidance which gives confidence to the conclusions within the report'.

8.74 The conclusions demonstrate that the air quality impact will not be significant should the predicted improvements in vehicle emissions be achieved. Therefore they raise no objection to the proposal subject to condition for an air quality mitigation plan to be submitted and agreed which will formalise the mitigation proposals suggested within the screening assessment. As such there is no objection on grounds of air quality, and the proposal accords with policy CS 18.

8.75 Policy CS 18 (B) states that 'any risks to ground conditions arising from contamination or previous land uses are identified, proposals will need to incorporate measures to prevent….mitigate any ground stability'

8.76 Pollution Control (Land) have been consulted and initially raised concerns to the proposal with regards to the proposal to pile foundations on account of the historic issues of heavy contamination on parts of the site. There is ground contamination from asbestos and other chemical/soil contaminants. Previous remediation works have taken place on site that were granted on 18.09.2007 under reference 06/03070/FULM. The application ran concurrently with the outline consent granted under ref 06/03071/OUTM. The remediation works were consequently carried out and included the raising of land levels, partly through the import to the site of aggregate and topsoil. This procedure was considered by the technical consultees to be the most appropriate method of safely dealing with the contamination. All land contamination conditions on the permission 06/03070/FULM, have been discharged.

8.77 Pollution Control raised concerns at the lack of comprehension of the previous works on site and sought more detailed clarification. Following the clarification of details and submission of further detailed information, Pollution Control are satisfied that the land can be developed for residential use, and have agreed in principle an outline remedial proposal. This involves near surface sampling the stone blanket in areas of former trial pitting to confirm it is still clean; controlled excavation of stone to be undertaken in strips to allow a new, intact marker membrane; a further 700mm of clean stone will be placed over the marker membrane, sourced from the original stone blanket where possible. Previous concerns have therefore been removed and subject to inclusion of a condition to ensure the remedial works are carried out as outlined, no objections are raised. As such there is no objection on grounds of land contamination, and the proposal accords with policy CS 18.

8.78 Ecology

8.79 The NPPF at paragraph 170 d) where it states that planning policies and decisions should contribute to and enhance the natural local environment by “minimising impacts on and providing net gains for biodiversity.” This is reflected in Policy CS 16 states that Doncaster's natural environment will be protected and enhanced in accordance with a number of principles. Part (A) states that "proposals will be supported which enhance the borough's Ecological Networks by (1) including measures that are of an appropriate size, scale and type and have regard to both the nature of the development and its impact on existing or potential networks; (2) maintaining, strengthening and bridging gaps in existing habitat networks". As part of the application submission the applicants have provided an ecological assessment.

8.80 A medium sized population of great crested newts have been identified. A license will therefore be needed from Natural England before the development can proceed. The precise nature of any mitigation required for GCN will need to be Natural England.

8.81 A small population of reptiles has also been identified on site therefore a reasonable avoidance condition is included to ensure the protection of reptiles and nesting birds during construction.

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8.82 The proposed development will result in a net loss in biodiversity with some of the habitats on site being lost. Losses and gains (through onsite landscaping) have been assessed using the Defra Biodiversity Metric 2. This assesses the value of the habitats being lost, by looking at their quality and distinctiveness, and uses the same assessment methods to examine the onsite delivery of new habitats through landscaping. Some new habitats will be created on the western part of the site as a result of the development and enhancements/improved management to existing habitats in this part of the site will deliver 114.16 units and provide compensation for some of the habitat losses. A condition is therefore included that secures a biodiversity net gain management plan for all retained and created habitats that will demonstrate what management will be delivered to secure their proposed unit increase.

8.83 The metric assessment shows that overall the development would result in a net loss in biodiversity of 42.2 units as a result of the proposed development.

8.84 The NPPF requires development to deliver a 10% net gain in biodiversity. In this case, the sum of £198,736 is required to go towards delivering a habitat creation/restoration project that delivers 57.83 units of biodiversity (42.2 units plus a net gain of 10%). As such, the proposal is considered to accord with policy CS 16 and the NPPF in relation to ecology and more specifically bio diversity matters.

8.85 Flood Risk, Foul and Surface Water Drainage

8.86 The majority of the site is located within Flood Risk Zone 2 with a small area in the North West area that falls within Flood Risk Zone 3 as defined by the Environment Agency's Flood Maps. As such, in accordance with the NPPF and policy CS 4 of the Doncaster Council Core Strategy, a site specific Flood Risk Assessment (FRA) has been submitted. The site is adjacent to the River Don, the previous approvals dealt with flood mitigations measures and detailed discussions with the Environment Agency resulted in the creation of a flood attenuation area at the Eden Grove end of the site. The flood storage area is now well established. The flood risk assessment and drainage details have been updated for this current proposal and most recent data regarding peak rainfall intensity for climate change scenarios.

8.87 The Environment Agency, Yorkshire Water, Drainage Board and DMBC Drainage Team have been consulted on the proposal. The Environment Agency initially raised objection on account of insufficient information contained within the FRA; however further information has been provided and they are now satisfied on flood risk grounds subject to condition for finished floor levels of the proposed dwellings to be set no lower than 12.10m above Ordnance Datum (AOD).

8.88 The Internal Drainage Officer has also recommended conditions that require details of the control of foul, surface water and land drainage systems and all related works necessary to drain the site and to avoid flooding/pollution of the land drainage system and groundwater.

8.89 The Environment Agency also initially raised objection due to concerns with the submitted Piling Risk Assessment. The concerns being that the use of piling can cause an unacceptable risk to the quality of the groundwater, particularly in the two principal aquifers underlying the site as well as the site being partly within a SPZ3. As such an updated piling risk assessment has been submitted and updated to contain two key points which provides reassurance that a pathway will not be created between any contaminants and groundwater within the underlying aquifers. The Environment Agency is now satisfied with the detail of the information provided and formally withdraws their objection subject to inclusion of conditions for a remediation strategy and verification report to be submitted and agreed along with an advisory note on contaminated land matters.

8.90 It is considered that a fit for purpose site specific flood risk assessment has been submitted and will ensure that the flood risk is managed and that there are adequate means of foul and surface water disposal. As such, the proposal is considered to accord with policy CS 4 and the NPPF in relation to flooding matters.

8.91 Energy Efficiency

8.92 Policy CS 14 (C) requires proposals to meet or exceed the following minimum standards (1) all new housing must meet all criteria to achieve Code for Sustainable Homes of at least Level 3 and (2) all new development must secure at least 10% of their total regulated energy from decentralised and renewable or low carbon resources. This is now included within building regulations, therefore there is no longer a need to specifically condition this to meet planning policy requirements.

8.93 Conclusion on Environmental Issues

8.94 Para.8 of the NPPF (2019) indicates, amongst other thing, that the planning system needs to contribute to protecting and enhancing the natural built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.95 In conclusion of the environmental issues, it is considered that there has been no significant issues raised which would weigh against the proposal that cannot be mitigated by condition. As such, significant weight can be attached to this in favour of the development.

8.96 ECONOMIC SUSTAINABILITY

8.97 It is anticipated that there would be some short term economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however this is restricted to a short period of time: it is anticipated that the construction period may well be in the region of 10 years and therefore carries limited weight in favour of the application.

8.98 On a wider level, additional housing will increase spending within the borough which is of further economic benefit in the long term.

8.99 Conclusion on Economy Issues

8.100 Para 8 a) of the NPPF (2019) sets out that in order to be economically sustainable developments should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

8.101 Whilst the economic benefit of the proposal is slight and afforded only limited weight, it does not harm the wider economy of the borough and for that reason weighs in favour of the development.

9.0 PLANNING BALANCE & CONCLUSION

9.1 In accordance with Paragraph 11 of the NPPF (2019) the proposal is considered in the context of the presumption in favour of sustainable development. The proposal will redevelop a vacant, brownfield site for housing. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole. The proposal for housing is in line with the development plan, the forward direction of Doncaster's Local Plan and on a site that already benefits from a housing permission. The proposal will ensure Doncaster continues to deliver much needed housing in a sustainable location. Whilst the proposal, through viability testing, is unable to deliver all policy asks (i.e. Affordable Housing, Education and bio-diversity enhancements), the proposal does deliver on site Public Open Space, bus shelters and a transport bond to encourage sustainable transport into the development site.

Whilst the scheme is unviable for affordable housing, positive discussions continue between the developer's affordable housing provider (Sage) and Homes England to deliver 26% Affordable Housing and officers are in contact with Homes England direct to assist and part-take in ongoing discussions. Importantly, the Council, as part of the required S106 agreement, will be re-testing viability throughout the entire build programme at regular intervals to ensure that should profit be made due to changes in market conditions – that monies are then recovered by the Council to be used for the public benefits that are currently unviable. On balance, the proposal will therefore deliver a significant number of new homes. The proposal is compliant with the development plan and there are no material considerations which indicate the application should be refused.

9.2 The proposal is subject to a S106 agreement, the fine details of which are still to be agreed.

10.0 RECOMMENDATION

10.1 **GRANT PLANNING PERMISSION** subject to completion of a Section 106 legal agreement and conditions:

Heads of Terms of Section 106 Agreement;

- Claw back agreement for the viability of the site to be reviewed in 3 years' time and every 3 years thereafter with a final viability appraisal on completion.
- 15% on site POS (and maintenance)
- A pair of bus shelters approx. £12,000 in total
- Returnable Transport Bond of £82,224.34
- Fitting of white noise sounders to vehicles on the adjacent site approx. £6,500 in total.

01. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.

02. 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:
AMENDED Site Layout (Sheet 1) SK659-PL-01 Rev J
AMENDED Site Layout (Sheet 2) SK659-PL-02 Rev F
AMENDED Full Site Layout (Sheet 3) Dwg No SK659-PL-03 Rev I
AMENDED Landscape Masterplan 3264 101 Rev D
AMENDED Landscape Masterplan 1 of 2 Dwg No 3264 102 Rev D
AMENDED Landscape Masterplan 2 of 2 –Dwg No 3264 103 Rev D
AMENDED Landscape Layout - Western POS – Dwg No 3264 104 Rev C

Phasing Plan Dwg No SK659-PP-Rev 01
Boundary Plan Dwg No SK659-BP-01 Rev F
Proposed Tree Removal Plan Dwg No SK659-TR-01
Proposed Street Scenes Dwg No SK659-SS-01
Design and Access Statement

House Type- The Blyth - Planning Drawing BLYTH-01
House Type -The Coniston - Planning Drawing CONI-01
House Type -The Dunham - Planning Drawing DUNH-01
House Type -The Ellesmere - Planning Drawing ELLE-01
House Type -The Lea - Planning Drawing LEA-01
House Type -The Longford - Planning Drawing LON-01
House Type -The Lymington - Planning Drawing LYMI-01
House Type -The New Ashbourne - Planning Drawing NEWASH-01
House Type -The New Stamford - Planning Drawing NSTAM-01
House Type -The New Walton - Planning Drawing NWALT-01
House Type -The New Weaver - Planning Drawing NWEAV-01

House Type -The Trent - Planning Drawing TREN-01
House Type -The Ellesmere - Planning Drawing ELLE-01
House Type -The Ellesmere Underpass - Planning Drawing ELUP-01
House Type -The Grantham - Planning Drawing GRANT-01
House Type -The Irwell - Planning Drawing IRWELL-01
House Type -The Weaver - Planning Drawing WEAV-01
House Type -The Weaver Underpass - Planning Drawing WEUP-01
House Type -The Dee SA - Planning Drawing DEE-SA-01

Noise Impact Assessment 8538/19/8482/v3 - Feb 2020
Piling Risk Assessment 12-704-R2-Rev 2, Jan 2020
AMENDED Main Road and Sewers Plan Sheet 1 Dwg No 7444_004-01
AMENDED Main Road and Sewers Plan Sheet 2 Dwg No 744_004-02
REASON
To ensure that the development is carried out in accordance with the application as approved.

03. Prior to the commencement of development a reasonable avoidance method statement shall be submitted to the Local Planning Authority for approval in writing. This shall include details of the following:
- A map identifying sensitive areas of the site for reptiles.
- Measures to be employed during site clearance and construction to ensure reptiles are not harmed.
- Details of enhancement measures to be undertaken to create better habitat on site for reptiles.
- Timings for all sensitive works with respect to reptiles and nesting birds.
- Details of when a suitably qualified ecologist will be present on site to supervise works.
- Details of the measures that will be employed on site to ensure that retained habitats area protected during construction.

The agreed reasonable avoidance method statement shall be implemented as agreed unless otherwise agreed in writing with the Local Planning Authority.

REASON

In line with Core Strategy Policy 16 to ensure the ongoing ecological interests of the site.

04. Notwithstanding the details of materials submitted. Prior to the commencement of above ground works, samples and distribution 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, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the satisfactory appearance of the development.

05. No above ground development shall take place on the site until a detailed hard and soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The hard landscape scheme shall include details of all boundary treatments, external hard surfacing materials for adoptable highway, footpaths through POS areas, and for surfaces around dwellings within plots. It shall include a scheme for the proposed design and relocation of the existing site gates. The soft landscape scheme shall include a soft landscape plan; a schedule providing plant and tree numbers and details of the species, which shall comply with section 8 Landscape, Trees and Hedgerows of the Council's Development Guidance and Requirements Supplementary Planning Document, nursery stock specification in accordance with British Standard 3936: 1992 Nursery Stock Part One and planting distances of trees and shrubs; a specification of planting and staking/guying; a timescale of implementation; and details of aftercare (management and maintenance plan) for a minimum of 5 years following practical completion of the landscape works. Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified in writing within 7 working days to approve practical completion of any planting within public areas or adoptable highway within the site. Soft landscaping for any individual housing plot must be implemented in full accordance with the approved scheme, prior to occupation of the home, which will be monitored by the Local Planning Authority. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within five years of planting 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

In the interests of environmental quality and core strategy policy CS16: Valuing our natural environment.

06. No phase of development shall commence until Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. I would expect the CTMP to contain information relating to (but not limited to):

- Volumes and types of construction vehicles
- identification of delivery routes;
- identification of agreed access point
- Contractors method for controlling construction traffic and adherence to routes
- Size, route and numbers of abnormal loads (if applicable)
- Swept path analysis (as required)
- Construction Period
- Temporary signage
- Measures to control mud and dust being transferred to the public highway
- Timing of deliveries

REASON

In the interests of pedestrian and highway safety in accordance with Core Strategy Policies CS9 and CS14.

07. Prior to the commencement of development a biodiversity net gain plan shall be submitted to the local planning authority for approval in writing. This shall include a metric assessment of the existing habitats on site and within 3 months of remediation work starting on site proposals for new habitat creation and the units they are expected to deliver. The plan shall detail all new habitat creation proposals and a 30 year management and monitoring plan for all habitats on the site which demonstrates how habitat condition improvements to secure 114.16 units of biodiversity on the site will be delivered. The agreed habitat management and monitoring plan shall then be implemented as described.

REASON

In line with core strategy Policy 16 to ensure the ongoing ecological interests of the site are maintained.

08. Prior to the commencement of the spinal road works, full details of the tree pit design and construction for the spine road avenue trees and feature trees that utilises a professionally recognised crate/cell method of construction to provide the minimum rooting volume set out in the Council's Development Guidance and Requirements supplementary planning document shall be agreed with the local planning authority. Pits are to have appropriate load-bearing capacity for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation, guards; a maintenance specification and a timescale of implementation, which shall be during the installation/construction of the spine road or alternative trigger to be agreed.

Thereafter, the tree pits 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 with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

To ensure that a landscape scheme is implemented in the interests of environmental quality and compliance with Core Strategy policy CS16.

09. No development or other operations shall commence on site in connection with the development hereby approved until a detailed Arboricultural Method Statement that complies with British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations has been submitted to and approved in writing by the Local Planning Authority. Thereafter, no development or other operations shall take place except in complete accordance with the approved Method Statement. The Method Statement shall include full details of:

- Installation of a tree protection fencing scheme around the trees shown for retention on drawing SK659-TR-01
- the working methods under the supervision of a arboriculturist to be employed to protect the root systems of retained trees during the construction of site access road off of Ramsdens road that enters and encroaches on the RPAs of the retained trees (T17 - T38),
- the working methods to be employed to protect the root systems of retained trees during the installation of utility services that enters and encroaches on the RPAs of the retained trees (T1 - T38) which complies with British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations and Volume 4 NJUG GUIDELINES FOR THE PLANNING, INSTALLATION AND MAINTENANCE OF UTILITY APPARATUS IN PROXIMITY TO TREES
- Specification for tree work (i.e. facilitation pruning)

REASON

To minimise damage to the root systems and canopies of trees that are shown for retention on the Approved Plan and in accordance with Core Strategy policy CS16.

10. No development approved by this permission shall be commenced prior to a remedial strategy and asbestos working plan, 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 3 remediation report shall be approved by the LPA prior to any remediation commencing on site. The remedial works shall be in accordance to those outlined by Lithos consulting letter dated 5th February 2020 (074/1172/REG/lh) and Lithos Report 1172/3A, dated January 2020.

b) 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.

c) 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 and Doncaster's Core Strategy Policy CS 18.

11. 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 pursuant to the National Planning Policy Framework and Doncaster's Core Strategy Policy CS 18.

12. The development shall be carried out in accordance with the submitted email (ref 11.15.CP.AS.YK6175.Hexthorpe development - Additional information - received - 15/11/2019) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 12.10m above Ordnance Datum (AOD).
- There shall be an easement of 10m from the river bank to the closest building to maintain access to the bank

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

REASON

To reduce the risk of flooding to the proposed development and future occupants in accordance with NPPF and Core Strategy Policy CS 18.

13. Prior to the occupation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The first dwelling/development shall not be occupied until the approved connection has been installed and is operational and shall be retained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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.

14. Unless otherwise agreed in writing, the eastern LAP as indicated in Phase 1 of the Phasing Plan Dwg No SK659-PP-Rev 01 shall be delivered prior to the occupation of any units within Phase 1. The central open space and 2 LAP's shall be delivered prior to the occupation of any of the units within Phase 2 and the 2 western LAP's shall be delivered prior to the occupation of any of the units within Phase 3. The kick about area shall be provided prior to the occupation of any of the units within phase 4.

REASON

To ensure the development provides adequate areas of public open space for future occupants during the build out phase and in accordance with Core Strategy policy CS 16.

15. Prior to the occupation of any of the dwellings hereby approved, an air quality mitigation plan shall be submitted to and approved in writing by the local planning authority. This plan should include the calculation of damage costs and demonstrate how these 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 should be implemented prior to the completion of the development.

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.

16. Prior to installation of the play equipment on the green space area designated to accommodate a LEAP, the developer will provide the planning authority with a location plan and design to be agreed by the authority, which identifies the type and placement of equipment, and safety surfacing to be used. The developer should ensure the equipment is robust, sustainable, meets the needs of the community and meets with the relevant safety standards. The play equipment shall be installed and maintained in accordance with the approved details.

REASON

To ensure the delivery of appropriate 'fit for purpose' play provision within the Borough.

17. Within 1 month of the installation of the play equipment, the applicant will provide the council with a copy of the post installation inspection certificate certifying the play equipment meets with European standards EN1176 and EN177. The inspection must be carried out by an independent RPII (Register of Play Equipment Safety Inspectors International) registered Playground Equipment Inspector, who is suitably experienced and trained for the task.

REASON

To ensure all equipped play areas meet with the relevant safety standards and are safe and accessible.

18. 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 in accordance with policy CS14.

19. Prior to the commencement of the relevant works on site, foul and surface water drainage details shall be submitted to and agreed in writing with the Local Planning Authority. The information required should include the following details:

1. Surface water drainage plans including the following:

-Rainwater pipes, gullies and drainage channels including cover levels.
-Inspection chambers, manholes and silt traps including cover and invert levels.
-Pipe sizes, pipe materials, gradients and flow directions.
-Soakaways, including size and material.
-Typical inspection chamber / soakaway / silt trap and SW attenuation details.
-Site ground levels and finished floor levels.

2. Hydraulic calculations to show no flooding to a 1 in 30 year return period (plus climate change) and details of how rainfall volumes up to 1 in 100 year return period (plus climate change) are accommodated whilst ensuring no flooding to buildings or adjacent land.
3. Written evidence is required from the sewerage undertaker / LLFA / EA to confirm any adoption agreements and discharge rates.
4. Suds Maintenance Plans and adoption details
5. Flood Evacuation Plans

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 in accordance with Core Strategy Policy CS 4.

20. Hours of construction shall not take place outside 08:00 hours to 17:00 hours Mondays to Fridays, 08:00 hours to 13:00 hours on Saturdays and not at any time on Sundays or Bank Holidays.

REASON
To safeguard the amenities of the occupiers of the nearby properties in accordance with policy CS 14.

21. 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.

22. The vehicle turning space as shown on the approved plans shall be constructed before the development is brought into use and shall thereafter be maintained as such.

REASON
To avoid the necessity of vehicles reversing on to or from the highway and creating a highway hazard.

23. Before the development hereby permitted is brought into use, the parking as shown on the approved plans shall be provided. The parking area shall not be used otherwise than for the parking of private motor vehicles belonging to the occupants of and visitors to the development hereby approved.

REASON

To ensure that adequate parking provision is retained on site.

24. Before the development is brought into use, the sight lines as shown on the approved plan shall be rendered effective by removing or reducing the height of anything existing on the land hatched black on the said plan which obstructs visibility at any height greater than 900mm above the level of the near side channel line of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing with the local planning authority.

REASON

In the interests of road safety and to provide and maintain adequate visibility.

25. Prior to commencement of the relevant works, full details of the sub-station, as shown on the site layout plan Dwg SK659-PL-03 Rev I shall be submitted to and agreed in writing with the LPA. The details shall include external materials, enclosure details and landscaping. The development shall be carried out in accordance with the approved plan.

REASON

In the interests of visual amenity in accordance with Core Strategy Policy CS 14.

26. Prior to the occupation of the following plots as shown on Dwg No SK659-BP-01 Rev F, shall have the noise mitigation measures installed as detailed below. The measures shall be retained for the lifetime of the development;

-Plots 604 and 605 shall have a blank gable wall on the elevation that faces towards the Unipart/LUR industrial uses on the adjacent employment site.

-Plots 604, 605 and 606 shall have acoustic glazing and to be fitted with an additional form of ventilation, comprising of positive ventilation systems with mechanical heat recovery systems.

-Plots 612 to 618, 632 to 639 and 655 to 659 to be fitted with standard double glazing and to be fitted with an additional form of ventilation, comprising of positive ventilation systems with mechanical heat recovery systems.

-Plots numbered 603, 604, 605, 606, 607, 608 and 611, 612 to 618, 632 to 639 and 655 to 659 to benefit from close boarded acoustic fencing to a height of 1.18m around the perimeter of the curtilage facing the Unipart/LUR site.

REASON

To safeguard the amenity/living conditions of neighbouring residents in accordance with policy CS14.

27. No burning of any material shall be allowed on site at any time.
REASON
To safeguard the amenities of the occupiers of the nearby properties in accordance with policy CS 14.

28. External lighting serving the site shall not spill illumination beyond the boundary of the site.
REASON
In the interests of preserving the residential amenity of nearby neighbours in accordance with Policy CS 14: Design and Sustainable Construction

29. Notwithstanding the landscape details to be agreed for the whole site, prior to the commencement of any above ground works, details of the planted 5m wide buffer and brick boundary wall as shown on the Boundary Plan Dwg No SK659-BP-01 Rev F shall be submitted to and agreed in writing with the LPA.
REASON
In the interests of environmental quality and core strategy policy CS16: Valuing our natural environment and core strategy policy CS 14: Design and Sustainable Construction.

01. INFORMATIVE
We recommend that the developer uses this opportunity to reduce the potential impact of flooding by raising floor levels wherever possible and incorporating flood proofing and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways to help reduce flood damage.

Guidance on how to reduce flood damage can be found at the following websites:-

Communities and Local Government: `Improving the flood performance of new buildings' - http://www.communities.gov.uk/publications/planningandbuilding/improvingflood;

Environment Agency: How to reduce flood damage - www.environment-agency.gov.uk/homeandleisure/floods/105963.aspx;

Department for Communities and Local Government: Preparing for floods - www.communities.gov.uk/publications/planningandbuilding/improvingflood;

Ciria: What to do if your property is flooded and how to minimise the damage from flooding - www.ciria.com/flooding/;

National flood forum-
www.floodforum.org.uk/index.php?option=com_content&view=article&id=8&Itemid=4

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

03. INFORMATIVE: CONTAMINATION
Model procedures and good practice

We recommend that developers should:
1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination
2. Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed
4. Refer to the contaminated land pages on gov.uk for more information

Waste on site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/ or land development works is waste or has ceased to be waste. Under the Code of Practice:
- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.
We recommends that developers should refer to:
o the position statement on the Definition of Waste: Development Industry Code of Practice
o The waste management page on gov.uk

Waste to be taken off site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:
o Duty of Care Regulations 1991
o Hazardous Waste (England and Wales) Regulations 2005
o Environmental Permitting (England and Wales) Regulations 2016
o The Waste (England and Wales) Regulations 2011
Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.
If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on gov.uk for more information.

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

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 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.

Access arrangements including shared private drives should conform to Approved Document B Volume 1 Part B5 Sect. 11.2 - 11.5 inc. They should be constructed to withstand a minimum carrying capacity of 26 Tonnes without deflection.

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

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.

05. INFORMATIVE

ANY surface water discharge into ANY watercourses in, on, under or near the site requires CONSENT from the Drainage Board.

If the surface water were to be disposed of via a soakaway system, the IDB would have no objection in principle but would advise that the ground conditions in this area may not be suitable for soakaway drainage. It is therefore essential that percolation tests are undertaken to establish if the ground conditions are suitable for soakaway drainage throughout the year.

If surface water is to be directed to a mains sewer system the IDB would again have no objection in principle, providing that the Water Authority are satisfied that the existing system will accept this additional flow.

No obstructions within 9 metres of the edge of a watercourse are permitted without Consent from the IDB.

For further application information, consent guidance & forms Visit: www.shiregroup-idbs.gov.uk, Select 'IDB', then select 'Doncaster East IDB', and select
'Planning, Consent & Byelaws'.

For direct enquiries e-mail: planning@shiregroup-idbs.gov.uk

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

APPENDIX 1 Site Layout

APPENDIX 2 Street Scenes

APPENDIX 3 House types

Open Market 4 bedroomed house

Appendix 3 House Types

Sigma 4 bedroomed house

The Dee

(1062sqft) DEE-01 (Sigma)

APPENDIX 3 House Types

Affordable 3 bedroomed house

The Ellesmere

(855sqft) ELLE-01