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Application Number:	20/00109/3FULM
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Application Type:	Planning FULL (DMBC Reg 3) Major
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Proposal Description:	Erection of 21 affordable council houses, with associated highway and infrastructure. (Being application under Regulation 3 Town & Country Planning (General) Regulations 1992)
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At:	Land Adjacent To Adwick Lane Toll Bar Doncaster
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For:	DMBC - Mr Matthew Clarkson
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Third Party Reps:	4 letters of objection	Parish:	
		Ward:	Bentley

Author of Report:	Andrea Suddes
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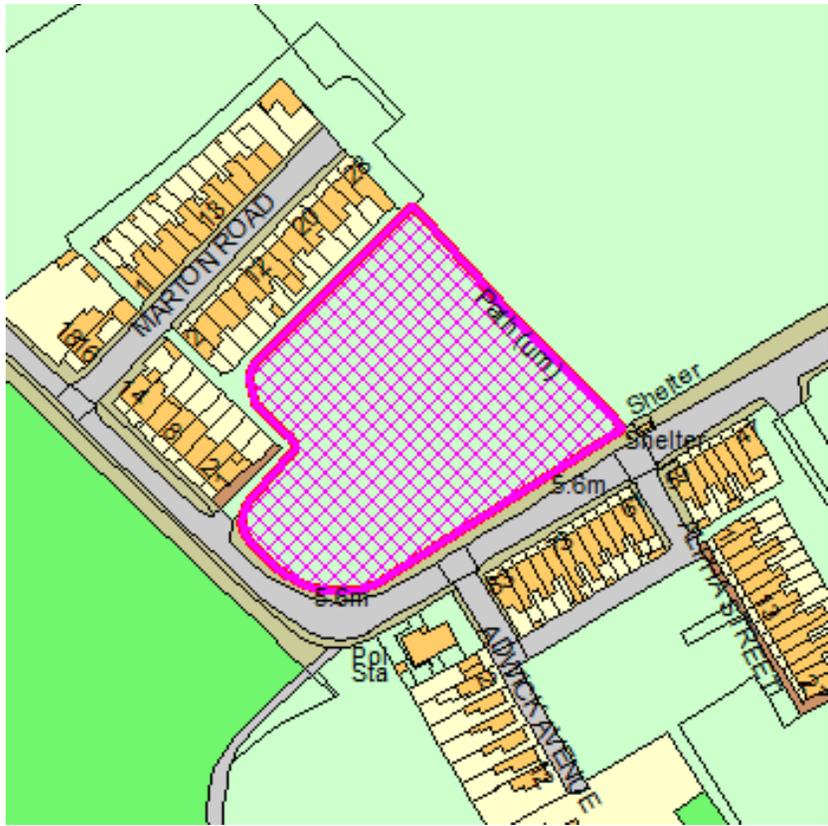
SUMMARY

The site lies within an allocated Residential Policy Area that supports new housing. Toll Bar is defined as a 'Larger Defined Village' in the Core Strategy and that local plan policy seeks to conserve and enhance stating that quality infill will be permitted. The scheme will deliver much needed 100% affordable housing for the borough which will help meet the social housing need of Toll Bar specifically by providing 21 affordable dwellings; and therefore 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 properties all meet or exceed the Nationally Designed Space Standards set by Homes England and the council have secured grant from Homes England towards the development.

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, the highway network or the wider character of the area.

RECOMMENDATION: GRANT planning permission subject to conditions.



1.0 Reason for Report

1.1 The application is being presented to Planning Committee for determination on account that the application has been submitted by Doncaster Council and the site is owned by Doncaster Council. This application was previously reported to the planning committee on 18th August 2020. The application was deferred at the meeting for a site visit in order to assess the highway implications of the proposal, to look at potential tree loss and the position of the pumping station given concerns in relation to the discharge of surface water from the pumping station to the dyke. The application was reported to committee following site visit on the 15th September 2020 and was again deferred following information received at the site visit in relation to ownership of part of the site. It had become apparent that all relevant landowners had not been properly notified of the planning application.

2.0 Proposal

2.1 Following confirmation of land ownership the application has been amended in that the layout has changed and the number of units has been reduced from 22 to 21. Planning permission is now sought in full for the erection of 21 affordable council houses, with associated highway and infrastructure. There will now be one new access only to serve the site that will be formed further west along Adwick Lane, and not two as per the previous layout.

3.0 Site Description

3.1 Toll Bar is a village located North-west of the Doncaster borough. The village lies between Adwick le Street in the North West, Shaftholme in the East and Bentley in the South, with Bentley Moor to the North.

3.2 The application site is a brownfield site and comprises of a 0.65ha parcel of rough grassland situated on the corner of Adwick Lane and Marton Lane. The site is bounded on the Northern side by existing terraced properties that front onto Marton Road. Historically there was also a row of terraced housing along the Northern boundary of the site that backed onto the gardens of the houses on Marton Road.

3.3 To the East of the site is adjacent to a former brick yard which is long since demolished and which is now open playing fields that has children's play equipment in the South Western corner.

4.0 Relevant Planning History

4.1 Application site

Application Reference	Proposal	Decision
19/01742/PREAPP	Proposed residential development.	Closed 28.08.2019

5.0 Site Allocation

5.1 The site is designated as Residential Policy Area, as defined by the Proposals Maps of the Doncaster Unitary Development Plan (adopted in 1998).

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).

Paragraphs 59-64 of the NPPF seeks to deliver a sufficient supply of homes and that meets the needs of groups with specific housing requirements and that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing.....).

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

5.7 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe.

5.8 Core Strategy 2011 - 2028

5.9 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).

5.10 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:

- 5.11 Policy CS2 identifies Toll Bar as a 'Larger Defined Village' in the Core Strategy, and states that Defined Villages will be conserved and enhanced and quality infill will be permitted. Lying within the UDP's 'Residential Policy Area' the site is suitable in this context.
- 5.12 Policy CS4 requires all development to address the issues of flooding and drainage where appropriate. Development should be in areas of lowest flood risk and drainage should make use of SuDS (sustainable drainage) design.
- 5.13 Policy CS9 states that new developments will provide, as appropriate, transport assessments and travel plans to ensure the delivery of travel choice and sustainable opportunities for travel.
- 5.14 Policy CS 12 relates to housing mix and affordable housing, stating that new housing developments will be required to include a mix of house size, type, price and tenure to address the identified needs and market demand to support mixed communities. It further states that in terms of delivering affordable housing this can be delivered under various measures listed.
- 5.15 Policy CS14 relates to design and sustainable construction and states that all proposals in Doncaster must be of high quality design that contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area.
- 5.16 Policy CS16 states that nationally and internationally important habitats, sites and species will be given the highest level of protection in accordance with the relevant legislation and policy. Proposals will be supported which enhance the borough's landscape and trees by including measures to mitigate any negative impacts on the landscape, include appropriate hard and soft landscaping, retain and protect appropriate trees and hedgerows and incorporate new tree and hedgerow planting.
- 5.17 Policy CS17 seeks to protect, maintain, enhance and where possible, extend Doncaster's green infrastructure.

5.18 Saved Unitary Development Plan (UDP) Policies (Adopted 1998)

- 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 Local Plan

- 5.21 The Local Plan has been formally submitted for examination on 4th March and an Inspector has been appointed therefore the Local Plan is now under examination. Paragraph 48 of the NPPF states that the LPA may give weight depending on the stage of the Local Plan and 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). When the local plan was published under Regulation 19 in August 2019, all of the policies were identified as carrying 'limited weight' for the

purposes of determining planning applications. The Local Plan is now at Regulation 24 stage and taking into account the remaining stages of the local plan process, it is considered the following levels of weight are appropriate between now and adoption dependant on the level of unresolved objections for each policy the level of outstanding objections has been assessed and the resulting appropriate weight noted against each policy:

- Substantial
- Moderate
- Limited

The Council is aiming to adopt the Local Plan by summer 2021 and the following policies would be appropriate for each policy the level of outstanding objections has been assessed and the resulting appropriate weight noted against each policy:

- 5.22 Policy 1 reinforces the guidance within the NPPF in that there should be a presumption in favour of sustainable development. This policy is considered to carry limited weight at this time.
- 5.23 Policy 8 sets out the requirements for the range of housing including the need for affordable housing. This policy is considered to carry limited weight at this time.
- 5.24 Policy 11 supports residential development within Residential Policy Areas. Substantial weight can be given to this policy.
- 5.25 Policy 14 seeks to promote sustainable transport within new developments. This policy is considered to carry limited weight at this time.
- 5.26 Policy 17 seeks to consider the needs of cyclists within new developments. This policy is considered to carry moderate weight at this time.
- 5.27 Policy 18 seeks to consider the needs of pedestrians within new developments. This policy is considered to carry moderate weight at this time.
- 5.28 Policy 29 sets out the Council's policy for open space provision in new developments. This policy is considered to carry limited weight at this time.
- 5.29 Policy 30 seeks to deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough's ecological networks. This policy is considered to carry limited weight at this time.
- 5.30 Policy 31 deals with the need to value biodiversity. This policy is considered to carry limited weight at this time.
- 5.31 Policy 43 deals with the need for good urban design. Moderate weight can be attached to this policy.
- 5.32 Policy 45 seeks to ensure high standards of residential design. This policy is considered to carry limited weight at this time.
- 5.33 Policy 46 sets out housing design standards. This policy is considered to carry limited weight at this time.

- 5.34 Policy 49 seeks a high standard of landscaping in new developments. This policy is considered to carry limited weight at this time.
- 5.35 Policy 56 deals with the need to mitigate any contamination on site. This policy is considered to carry limited weight at this time.
- 5.36 Policy 57 requires the need for satisfactory drainage including the use of SuDS. This policy is considered to carry moderate weight at this time.
- 5.37 Policy 66 deals with developer contributions. This policy is considered to carry moderate weight at this time.

5.38 Neighbourhood Plan

- 5.39 There is no Neighbourhood Plan for this area.

5.40 Other material planning considerations

- The Community Infrastructure Levy Regulations 2010 (as amended)
- Development Requirements and Guidance Supplementary Planning Document (SPD) (2015)
- South Yorkshire Residential Design Guide (SYRDG) (adopted 2015)
- National Planning Policy Guidance

6.0 Representations

- 6.1 This application has been advertised 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 Four letters of objection have been received highlighting the following concerns;
- Loss of light.
 - Flooding/drainage issues
 - Development will be out of scale/character
 - Over development of site/density
 - Highway/road safety fears as the development will generate more traffic on an already busy road
 - Parking issues that will cause disruption to the access of the existing houses
 - Damage to wildlife
 - Primary school not big enough to accommodate a new housing estate
- 6.3 The Applicant has also carried out a public consultation event which took place at the Villa Gardens Community Centre, Toll Bar on 11th December 2017. The day was attended by 23 residents. The submitted information states that the consensus of opinion was that people were pleased by the design quality of previous developments on display however were apprehensive about the development taking place in a flood zone 3 area. The applicant discussed possible flood prevention measures and the requirement of complying with the flood risk assessment, attempting to put residents at ease. There were a number of positive comments with a number of residents expressing interest in the allocation process for the new houses and how they could possibly apply to become residents of this development.

7.0 Parish Council

7.1 There is no parish council.

7.2 Relevant Consultations

7.3 **South Yorkshire Architectural Liaison Officer** – Advice provided on various elements of the scheme's design which have been given full consideration and taken into account. Overall no objections in principle.

7.4 **National Grid** – No comments received.

7.5 **Environment Agency** – Has advised that it is for the local planning authority to determine if the sequential test has to be applied and whether or not there are other sites available at lower flood risk. With regards to flood risk has commented that floor levels to be set no lower than 5m above Ordnance Datum. As such a condition is included to reflect this.

7.6 **Danvum Drainage** – No objection, subject to advisory note that consent will be required should any surface water discharge into any watercourses in, on, under or near the site requires consent from the Drainage Board.

7.7 **Strategic Housing Team** - Policy CS12 seeks to achieve 26% affordable housing on site. It states that new housing development will be required to include a mix of house types, prices and tenures to address identified needs and market demand and to support mixed communities. It further sets out measures to provide affordable housing and at criteria 5) states 'The council will work with partners to deliver affordable housing and a mix of houses to meet local needs through use of its own land and other initiatives'.

This is a 100% Affordable Housing scheme on a Council owned site, which will help meet the social housing need of Toll Bar specifically. The development which takes place will be of the highest standard that will conform to the Council's own design policy and guidance as well as meeting all Planning Policy and legal requirements. The properties all meet or exceed the Nationally Designed Space Standards set by Homes England and the council have secured grant from Homes England towards the development.

7.8 **Area Manager** – No comments received.

7.9 **Ecologist Planning Officer** – Satisfied with the ecology survey carried out for the site but requested a net gain for biodiversity which has been provided. The viability of the site does not allow for a financial contribution as detailed in para. 8.39 of this report. The Council's Ecologist is satisfied with the overall scheme and no objections are raised.

7.10 **Trees and Hedgerows Officer** – No objections on arboricultural grounds subject to conditions for the landscaping scheme to be implemented in accordance with the submitted plans and a tree root protection condition.

7.11 **Internal Drainage** – No objections, subject to condition for full details of the proposed on-site drainage.

- 7.12 **Danvm Drainage** – No objections raised in principle however recommend an advisory note that consent is required by the IDB for any surface water discharge into any watercourse.
- 7.13 **Education** – A commuted sum of £73,188.00 is required via Section 106 Agreement to provide 4 places at Don Valley Academy.
- 7.14 **Local Plans Team (Housing)** – In summary, the site is allocated for residential purposes. Toll Bar is defined as a ‘Larger Defined Village’ in the Core Strategy. According to Policy CS2, Defined Villages will be conserved and enhanced and quality infill will be permitted. The Local Plan proposes that the site continues to be designated as ‘Residential Policy Area’ (Policy 11). The proposal is therefore acceptable in principle.
- 7.15 **Highways Development Control** – No objections, subject to conditions.
- 7.16 **Design Officer** – No fundamental objections subject to conditions but has made comment regarding the location of the car parking space for Plot 1.
- 7.17 **Local Plans Team (Public Open Space)** –In line with UDP Policy RL4 10% of the site should be set aside as open space or a commuted sum.
- 7.18 **Pollution Control (Land Contamination)** – Following review of the Phase 1 and 2 site walk over reports, a Phase 3 remediation strategy is therefore required. No objections raised subject to this being requested via condition to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.
- 7.19 **Transportation Team** - A development of this size does not require any further assessment from a Transportation perspective. Although a condition for cycle parking to be provided within the curtilage of each dwelling as per SPD is recommended.
- 7.20 **Ward Members** – No comments have been received from local ward members.

8.0 **Assessment**

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

- Principle of development
- Affordable Housing
- Impact on residential amenity
- Design and Impact upon character of the area
- Highway safety and traffic
- Air Pollution and Contaminated land
- Ecology
- Flood risk and drainage
- Trees and Landscaping
- Planning 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 site is designated as 'Residential Policy Area' in the Doncaster Unitary Development Plan where proposals should be assessed against Policy PH11. The proposed development is acceptable in principle under this policy.

8.4 Toll Bar is defined as a 'Larger Defined Village' in the Core Strategy. According to Policy CS2, Defined Villages will be conserved and enhanced and quality infill will be permitted. Lying within the UDP's 'Residential Policy Area' the site is suitable in this context.

8.5 The emerging Local Plan has completed its consultation for the Regulation 19 Publication stage moving on to Regulation Stage 24. The Council is aiming to adopt the Local Plan by the end of 2020. Whilst this carries limited weight at this stage, it gives a clear indication of the direction of travel towards future planning policy of the site. The Local Plan proposes that the site continues to be designated as 'Residential Policy Area' (Policy 11).

8.6 Taking the above considerations into account; that the principle of residential use on the site is acceptable; and the benefit of the provision of 100% affordable housing, on balance it is considered that the site is capable of forming a sustainable residential development when assessed against UDP and Core Strategy policy. The proposal is therefore acceptable in principle, subject to other policy considerations.

Sustainability

8.7 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.

8.8 There are three strands to sustainability, social, environmental and economic. 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

8.9 Affordable Housing

8.10 Policy CS 12 of the Council's Core Strategy relates to housing mix and affordable housing, stating that new housing developments will be required to include a mix of house size, type, price and tenure to address the identified needs and market demand to support mixed communities. It further states that in terms of delivering affordable housing this can be delivered under various measures listed as criteria 1-5, with criteria 5 being most pertinent. This states that the council will work with partners to deliver affordable housing and a mix of houses to meet local needs through use of its own land and other initiatives.

8.11 With regard to the need; the housing needs study carried out by the applicant identified the size of the council housing accommodation requirements in the ward. The Toll Bar area was identified to require a majority of two bedroom 4 person houses and some three bedroom properties for the larger families on the waiting lists. This scheme would contribute to the much needed type of housing required in the area in line with NPPF requirements and would also be in accordance with Policy CS 12.

8.12 Impact on Residential Amenity

8.13 Policy CS 14 (A) of the Core Strategy states that 'new development should have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment' and paragraph 127 (f) of the National Planning Policy Framework states that planning decision should create places that have a high standards of amenity for existing and future users . 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'.

8.14 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 SPD also states that 'habitable room windows that overlook neighbouring garden space should normally be at least 10m from the boundary. Where a new property overlooks an existing garden these distances need to be increased'.

8.15 An objection has been received regarding loss of light to existing properties on Adwick Lane due to the development. This objection was in relation to the previous layout and in reference to numbers 1-8 Adwick Lane. It was previously considered that there were no adverse impacts on the amenities of occupiers of neighbouring properties as the scheme meets with recommended guidance for separation distances. The layout is now amended and where previously plots 18-22 backed on to these houses, they are now rotated 90 degrees and now face inwards to the cul-de-sac. The layout does still adhere with recommended guidance for separation distances.

8.16 Conclusion on Social Impacts

- 8.17 In conclusion of the social impacts of the development, it is not considered that the impact of residential amenity will be adversely affected by the proposal, and significant weight should be attached to the provision of community benefits including the full provision of affordable housing and POS.

ENVIRONMENTAL SUSTAINABILITY

8.18 Design and Impact upon the Character of the Area

- 8.19 Policy CS 14 of the Doncaster Council Core Strategy sets out the Council's policy on the design of new development. It 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. New development should also have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment. This will be achieved through a set of design principles and quality standards as set out.

- 8.20 Concerns have been raised by an objector regarding the density and overdevelopment of the site. The density of the proposed development is low to medium, and whilst the density does not exactly reflect the existing terraced housing development, terraced style properties are proposed within the scheme. There is sufficient garden space provided for the proposed houses in accordance with the Council's guidelines. The proposed dwellings match the scale of properties in the surrounding area, being two storeys in height. Therefore the density is considered to be acceptable and does not amount to overdevelopment of the site.

- 8.21 The site is surrounded by existing terraced houses to the north and the south. The proposed layout replicates the grid form of development of the terraced houses in the proposal with a continuation of street facing terraces to the western boundary. Like their existing neighbours, these properties maintain a build line with small front gardens and no visible cars parked. Along the southern boundary facing Adwick lane the houses have been set back affording a wide landscaped area to the frontage.

- 8.22 The scheme previously proposed 2 access and egress points to the site; both accesses were from Adwick Lane that were connected by pedestrian links through the site. Following amendment due to the land ownership issue, only one access is now proposed. Permeability has been a key consideration of the scheme, with a network of public footpaths connecting the various parts of the site to create desire lines to the existing playing fields, bus stop and children's play equipment located on the North eastern side of the site. The unmade public footpath along the eastern boundary will be formally adopted to allow quick access to surrounding areas. The footpath is an easy and safe route and will ensure a clear line of sight to the play equipment which is situated adjacent. The scheme has also been designed to ensure that there is adequate natural surveillance with the introduction of gable windows to properties on corner locations or overlooking roads/the playing fields.

- 8.23 An objector has raised concern that the development will be out of scale and character with the existing. Careful thought has been given to the design of the houses for the site. The scheme proposes two storey detached, semi-detached and terraced houses reflecting the surrounding properties. It is worthy of note that all properties meet the Nationally Described Internal Space Standards. The houses are

designed to be 'read' as a whole and the roofs are designed to link together avoiding awkward little mono roofs that need their own downpipes. The overall design of the development is more contemporary than traditional and therefore is not entirely in keeping with the character of the surrounding area. However, National Policy advocates that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings. The scheme is generally in-keeping with the existing area in terms of size and scale, and whilst the architectural character is contemporary, this will make a positive contribution to the varied house-types in the area. Similar schemes have been successfully integrated within existing established residential areas in other parts of the borough. The scheme will meet the Council's aspirations for good quality homes as defined in Core Strategy CS 14.

8.24 For maintenance reasons, the choice of materials has been an important consideration as the houses will remain in the authority's ownership and therefore need to be resilient. The proposed materials are red facing brick and through colour render in off white with concrete slate roof tiles. Windows will be anthracite upvc. In addition, renewable energy measures are also included within the development such as use of Marley Solartile roof integrated photo voltaic panels, waste water heat recovery unit on Soil and Vent Pipe and external electric car charging points on all dwellings. A condition has also been included for final materials to be agreed.

8.25 The Council's Urban Design Officer has provided advice throughout the pre application process and application consideration period and has whilst no formal objection is raised, has commented on the latest revision that changes the layout, commenting that 'the layout is not very secure overall due to exposed rear boundaries on most plots'. Further comments also recognise that the applicant has had to work with some existing constraints including rear access ways to the terraces and the depth and shape of the site. Creating the frontage to Adwick Lane has been an important design objective which the development addresses and this has also had knock on effects on the layout. So on balance whilst this is a weakness of the scheme the benefit of providing high quality much needed affordable council housing in this area is deemed to outweigh this weakness of the scheme. There are no objections subject to conditions relating to final materials, and details of a hard and soft landscaping scheme to be agreed.

8.26 As such, the proposed redevelopment is therefore considered to meet with policy CS14, the SPD and the NPPF.

8.27 Impact upon Highway Safety

8.28 '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'.

8.29 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. The proposed development does not trigger the need for either a transport assessment or travel plan.

- 8.30 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 the amendment to the proposal to remove one access/egress to the site and subject to conditions. The previously proposed two accesses to the site; one utilising the existing access and a further proposed new access further along Adwick Lane has now been amended and the existing access will no longer be used as this land is not wholly within the council's ownership. The proposed new access further west on Adwick Lane is now the sole access/egress to the site. An objection has been received raising concerns of highway safety fears as the development will generate more traffic on an already busy road. The Council's Highway Development Control Officer is satisfied that the additional traffic can be easily accommodated on the highway.
- 8.31 Further concerns have been raised that parking issues will cause disruption to the access of the existing houses. There is informal established parking at the rear of Marton Road for residents living in these properties. Access to the parking is obtained via an existing access off Adwick Lane. This access will now remain unaltered and will serve as access for existing residents on Marton Road only. The Council's Highways DC Officer is content that the access for residents will be unaffected by the development.
- 8.32 All two bedroom houses have one or two parking spaces, and three bedroom and more have two per plot plus visitor spaces. The layout of the parking spaces has been carefully designed to ensure cars are closely positioned to the dwelling to enable electrical charging points for cars. This feature will give the occupants the option to readily charge their vehicles and also encourage the use of electric cars. The vast majority of dwellings will have an EV charging point. An example of the EV charging point is shown at Appendix 5.
- 8.33 The proposal is therefore considered to meet with policies CS 14 and CS 9 of the Doncaster Council Core Strategy.
- 8.34 Air Pollution and Contaminated Land
- 8.35 Policy CS 18 (A) states that 'proposals will be supported which contribute to improvements in air quality'. The size of the proposed development does not trigger the need for an air quality assessment however electric vehicle charging points have been indicated on the layout plans. Pollution Control (Air Quality) raise no objection to the proposal subject to condition for full details of electric vehicle charging points to be submitted and agreed.
- 8.36 The Contaminated Land team have also been consulted on the proposal and as this development is for a sensitive end use a Phase 1 desktop study and site walkover and a Phase 2 site investigation have been carried out and submitted. The Council's Pollution Officer is content with the findings subject to condition for a Phase 3 remediation strategy to be submitted and agreed. As such, there are no issues on air quality or contaminated land grounds that weigh against the development that cannot be dealt with by condition.

8.37 Ecology

8.38 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".

8.39 An objector has raised concerns regarding the damage to wildlife as a result of development. A Preliminary Ecological Appraisal (PEA) has been submitted and the findings conclude that the site has limited ecological value for flora and fauna. No water bodies exist within the site boundary, and none were recorded to feed into the site. No field sign evidence to suggest the use of the site by badgers was recorded throughout the survey, and no impacts are predicted. The site provides sub-optimal habitat for reptile species and no impacts are predicted and the scattered trees within the site offer negligible bat roost suitability. It is concluded therefore that no further surveys are required. However, paragraph 170 of the NPPF requires development to deliver a net gain in biodiversity. The development would require the loss of most of the amenity grassland on the site which is considered to be of low ecological value. This will be partly compensated for by the proposed landscape scheme which will use a high proportion of native species and maintained front gardens. Overall losses in habitats are relatively small and would normally be compensated for in off-site habitat creation schemes via a commuted sum. Although there is a small deficit in the biodiversity net gain assessment it is considered the viability of the scheme in delivering social housing will provide a greater community benefit as discussed in para 8.62. None of the existing hedgerow would be lost and as part of the landscape scheme there would be an additional 60m of native hedgerow planted thus delivering an overall gain in biodiversity. As such, the proposal is considered to accord with policy CS 16 of the Doncaster Core Strategy and the NPPF in relation to ecology and more specifically bio diversity matters.

8.40 Flood Risk and Drainage

8.41 The site is designated as Residential Policy Area in the Unitary Development Plan (adopted 1998) and falls within a Flood Risk Zone 3a (FRZ3a) area on the latest Environment Agency Flood Map. National planning policy, and Policy CS4 of the LDF Core Strategy, normally requires proposals in Flood Risk Zone 3 areas to pass a flood risk Sequential and Exception Test. The aim of the Sequential Test (ST) is to steer new development to areas with the lowest probability of flooding.

8.42 Table 3 of The Doncaster Development & Flood Risk SPD (adopted October 2010) sets out how flood risk policy should be applied in respect to the Doncaster borough. It also advises on the area of search for alternative sites for housing developments, and which in this case it is Toll Bar.

8.43 A Sequential Test has therefore been submitted which assesses a number of sites within and surrounding the search area of Toll Bar and concludes that there are no other reasonably available sites in areas of a lower probability of flooding. Officers concur with this and deem the application satisfies and passes the ST.

- 8.44 Whilst the applicant has carried out and passed the ST, it is also worthy of note that Table 2 (pg.24) of the SPD also sets out a number of examples where the need for a Sequential Test is negated. The applicant has not referred to this document in the sequential assessment however it is relevant in that this includes housing renewal schemes that are part of a recognised housing renewal programme such as this proposed. The SPD supports the negation of a ST, provided the development will not place an unacceptable level of flood risk, irrespective of the risk posed to the existing dwelling(s). It also advises that opportunities within the site to minimise flood risk through site layout and design should be taken. The proposal is deemed to fall into this category as the site forms part of the 2019/20 Doncaster Affordable Homes Build Programme that was approved by cabinet on the 3rd December 2019. Given the above, the application therefore passes the ST.
- 8.45 Notwithstanding the above, national policy also requires that residential proposals in FRZ3, as 'more vulnerable development', will be required to satisfactorily demonstrate they can pass the Exception Test which should be informed by a site specific Flood Risk Assessment to demonstrate the residual risks to the development can be managed and do not put the occupants, or existing neighbouring uses at risk.
- 8.46 A Flood Risk Assessment (FRA), prepared by BPS Consulting, accompanies the application. It identifies that the primary source of flood risk to the area is the Old Ea Beck which lies approx. 1km to the north of the site as identified in Section 2.2.2 of the FRA. The EA has also identified that a small part of the northern boundary was found to be at very low risk of surface water flooding. It is also identified in section 2.2.2 that the area benefits from flood defences along the banks of the Old Ea Beck. These defences provide protection from flooding for the site and surrounding area to a design standard of up to and including the 1 in 100-year flood event.
- 8.47 An objector has raised concerns regarding flooding and drainage of the site. The site lies within a flood zone 3a and as such will always be at risk of flooding; however historically the site did not flood during the 2007 event. Ground levels of the site vary between 5.1-4.7m above Ordnance Datum. Section 2.2.3 of the FRA states that the Environment Agency has provided modelling data which takes the flood defences into account and they have concluded that the defences are unlikely to be overtopped in all locations apart from the downstream end of the defence which is predicted to be overtopped by 18mm. The site is located 1.5km away from the lowest point of predicted overtopping so would be unaffected. The Environment Agency has raised no objection to the redevelopment of the site subject to a condition that finished floor levels are set at no less than 5.0m above Ordnance Datum. A streetscene showing floor levels of the existing and proposed dwellings can be seen at Appendix 2.
- 8.48 With regards to the Exceptions Test, the development of the site will provide wider sustainability benefits by providing a significant number of much needed affordable housing accommodation in Toll Bar, which taking into account the conclusions of the FRA can be safely developed without increasing the risk of on-site flooding and recommendation that future residents make use of the ability to sign up to the Environment Agency's early flood warning alerts. The proposal is thereby deemed to pass the Exceptions Test.
- 8.49 With respect to the drainage of the site, DEFRA guidance states that for Sustainable Drainage Systems peak flow control and peak volume control of surface water runoff from a development should be maintained to ensure that a new development does not increase surface water flooding and, where possible, offers a betterment to the

local area. Due to the flat and level nature of the site, even flowing lifting of the site, and the level of the drainage ditch which the site will discharge to, surface water is unable to drain freely and effectively. Therefore, a surface water pumping station is required to ensure that surface water can be conveyed to the open drainage ditch to the south. The rate of discharge will also be controlled to ensure that there is a low rate of discharge to the watercourse without the risk of blockage. The location of the pumping station is shown on the site layout plan at Appendix 1. As such, the proposal is considered to accord with policy CS 4 and the NPPF in relation to drainage and flood risk matters.

8.50 Trees and Landscaping

8.51 Policy CS16 of the Core Strategy states that Doncaster's natural environment will be protected and enhanced. The existing site contains a variety of mature trees that line the frontage of the site on Adwick Lane and which are a feature of the site. The majority of these trees will be retained with only a small number being felled on account of being poor quality or suffering from disease. The Council's Trees and Hedgerows Officer has concurred and agreed this. A landscaping scheme has been submitted and agreed subject to condition this will be implemented in accordance with the agreed plan. The proposal is therefore deemed to accord with policy CS 16.

Energy Efficiency

8.52 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. However, it is noted that the inclusion of renewable energy technologies into the design of both the houses and the overall scheme weigh in favour of the proposal.

8.53 Conclusion on Environmental Issues

8.54 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.

8.55 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.

ECONOMIC SUSTAINABILITY

8.56 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 and therefore carries limited weight in favour of the application.

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

8.58 S106 Planning Obligations

- 8.59 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'.
- 8.60 The development is to provide 100 per cent affordable housing, whereas policy CS12 of the Core Strategy only requires the provision of 26 per cent affordable housing, subject to viability.
- 8.61 In accordance with UDP Policy RL4 the development would normally be expected to provide 10% on-site public open space and previously the scheme did provide an area of public open space albeit there was a deficit of 2.8%. Nevertheless the application, on balance was recommended for approval due to providing much needed affordable homes in the area. The inclusion of the pumping station now removes all meaningful public open space provision therefore a commuted sum would normally be requested. The terms of the Policy are that the "...Council may require the applicant to provide a commuted sum..." It is however, worthy of note that the site is adjacent to an existing open space. In addition, there is a small deficit in the biodiversity net gain assessment as referred to in para 8.39. Education has requested a commuted sum of £73,188.00 for the provision of 4 places at Don Valley Academy. An objector has also raised comment that the primary school is not big enough to accommodate new housing estate. The Education team however have not raised concerns over primary school places and consider there to be sufficient places to accommodate any additional children as a result of this development. There is however a requirement for secondary school places which cannot be met due to viability.
- 8.62 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'.
- 8.63 The applicant has submitted an affordable housing statement. This sets out that there will be additional expenditure associated with the scheme to manage the drainage/surface water issues on this site that will increase the overall development costs for the site as it lies within a flood zone 3 area, and on account will require inclusion of a water pumping station on site and as discussed in para 8.49. The scheme will require significant levels of Homes England grant to support the delivery of the scheme and no further grant is available for the scheme and any additional expense or contributions would lead to a reduction in the number of units, affect the terms of the grant offer or result in non-delivery of the scheme to its current tight timeline or render the scheme unviable. The development therefore cannot sustain any Section106 contributions as commuted sums. As such the viability of the

scheme in delivering social housing should not be put at risk by enforcing any financial contributions. The scheme would not be viable if the biodiversity contribution was required along with other contributions such as the education contribution of £73,188.00 and a commuted sum in lieu of POS and this needs to be balanced with the significant delivery of 100% affordable housing and the majority of bio diversity net gain via on site landscaping. It is Officers considered view that, on balance, given these factors there is greater community benefit in assisting the delivery of these affordable homes by granting permission without any commuted sums.

8.64 Conclusion on Economy Issues

8.65 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.

8.66 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 much needed affordable housing in Toll Bar. 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 is compliant with the development plan and there are no material considerations which indicate the application should be refused.

10.0 RECOMMENDATION

10.1 **GRANT PLANNING PERMISSION** subject to conditions:

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 Dwg No PQ2472 AD 10 - Revision R

Amended Planting Plan Dwg No PQ2674-L-01 Rev B

Amended Landscape Management Plan Dwg No 2674-L Rev B

House Types

Amended N790 PQ2472/AD/PD01 Rev A

Amended N797 PQ2472/AD/PD03 Rev A
Amended N930 PQ2472/AD/PD02 Rev A
Amended N1210 PQ2472/AD/PD09 Rev A

REASON

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

03.

No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.

c) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

REASON

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

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

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

REASON

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

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

REASON

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

06. 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. 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.

07. Notwithstanding the details of materials submitted. Before the development commences, 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.

08. The landscape scheme shall be implemented in full accordance with the approved details contained within the Amended Planting Plan Dwg No PQ2674-L-01 Rev B (and the Adwick Lane management plan) 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

09. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars Amended Planting Plan Dwg No PQ2674-L-01 Rev B before any equipment, machinery or materials have been brought on to site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON

To ensure that all trees are protected from damage during construction.

10. The development shall be carried out in accordance with the submitted flood risk assessment (dated 23 Dec 2019, ref ALTB-BSP-ZZ-XX-RP-C-0001-P01_Flood_Risk_Assessment by BSP Consulting) and the following mitigation measures it details:

- o Finished floor levels shall be set no lower than 5m above Ordnance Datum (AOD).
- o As per drawings "N930 Housetype", "N797 Housetype", "N790 Housetype" and "Housetype N1210" there shall be no sleeping accommodation on the ground floor.

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 Doncaster Core Strategy Policy CS 4: Flooding and Drainage.

11. The development hereby permitted shall not be commenced until details of secure cycle parking facilities for the occupants of, and/or

visitors to the development have been submitted to and approved in writing by the local planning authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

REASON

To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy CS9 of the Doncaster Core Strategy.

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

REASON

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

13. No development shall take place on the site until a detailed hard 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 development shall be carried out in accordance with the approved scheme.

REASON

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

14. 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.

15. 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.

16. 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.

17. Details of wheel washing facilities for construction traffic connected with the development hereby permitted shall be submitted to and approved in writing by the local planning authority and shall be installed before the development hereby approved is commenced and once installed shall be used to prevent mud and other debris being deposited on the highway during the construction of the development.

REASON

In the interests of road safety.

INFORMATIVES

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

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.

If the surface water is to be discharged to any watercourse within the Drainage District, Consent from the IDB would be required in addition to Planning Permission, and would be restricted to 1.4 litres per second per hectare or greenfield runoff.

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

If surface water or works are planned adjacent to a Main River within the Drainage District, then the Environment Agency should be contacted for any relevant Permits.

For further application information, consent guidance & forms Visit: www.shiregroup-idbs.gov.uk, Select 'Danvm DC'

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

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

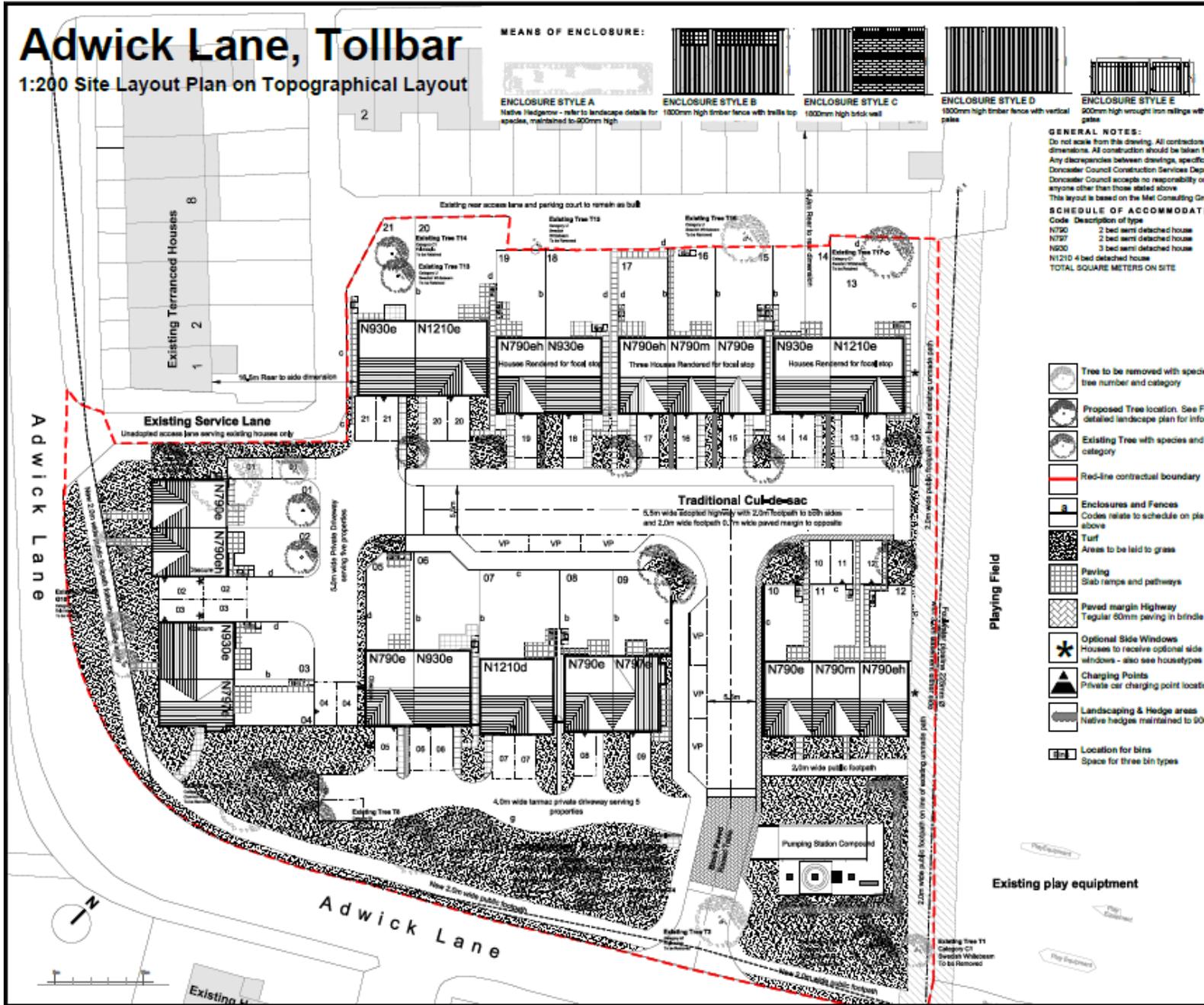
specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make 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.

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

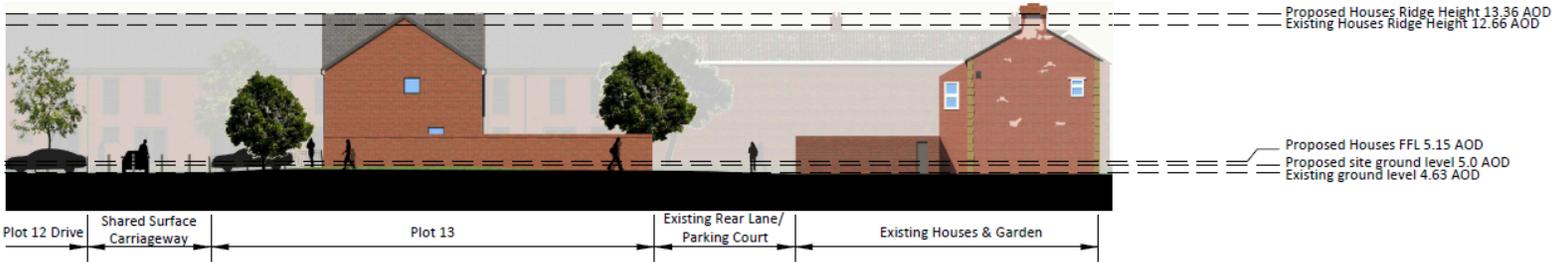
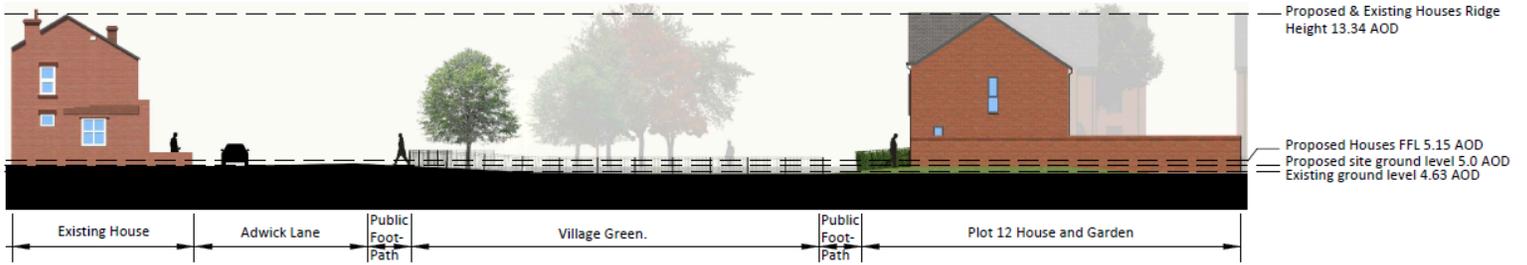
-Any alteration to the existing street lighting as a result of the new access arrangements will be subject to a costs which are to be borne by the applicant. Street lighting design and installation is generally undertaken by the Local Highway Authority. There is a fee payable for this service and the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

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

Appendix 1: Proposed Layout Plan



Appendix 2: Proposed Streetscene



Appendix 3: Elevations and Floor Plans

HOUSE TYPE N797 - Adwick Lane, Toll Bar

2 bedroom 4 person semi or terrace GIA = 79.7m² (858ft²)



SPATIAL STANDARDS

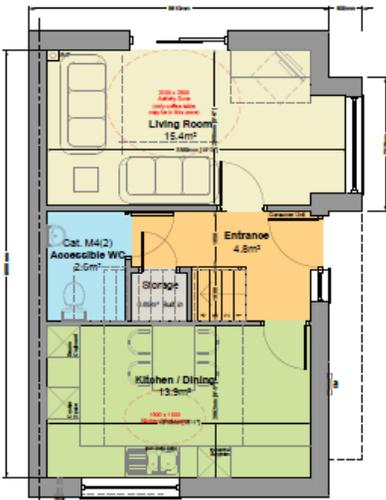
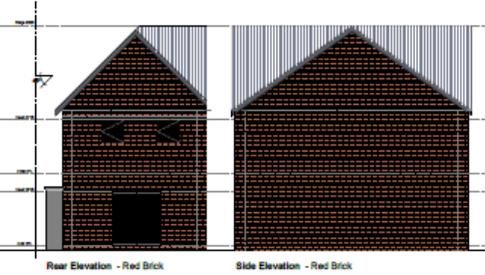
Housetype designed to meet the Gross Internal Floor Area prescribed by the Nationally Described Space Standards - March 2015.

Both bedrooms exceed the minimum floor area of 11.5m² and the minimum width dimensions

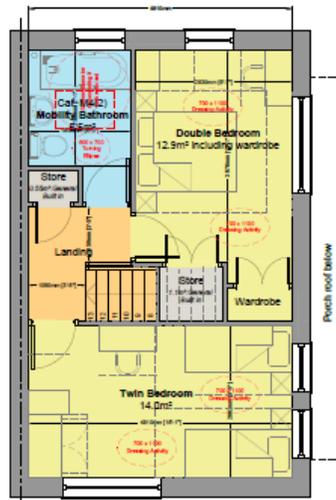
House provides 2.4m² of built in storage in accordance with the spatial standards

ADDITIONAL ENHANCEMENTS TO EXCEED BUILDING REGULATIONS 2020

- Ground Floor WC meets Approved Document PART M4(2) Category 2 for accessible and adaptable dwellings
- External Wall makeup allows for 350mm thick solution.
- First Floor Bathroom meets Approved Document PART M4(2) Category 2 for accessible and adaptable dwellings.
- All corridors at least 1050mm wide and internal doors permit accessible access
- Marley Solartile Roof Integrated Photo Voltaic panels
- Waste water heat recovery unit on SVP
- Electric Car charging point



Ground Floor - General Arrangement GIFA to blockwork: 40.40m²



First Floor - General Arrangement GIFA to blockwork: 39.30m²

- Joinery Details - Anthracite Grey
- Roof Tiles - Marley Duo Edgemere in Smooth Grey
- Facing Material - Istock Hardwick Webeck Red Mixture
- Marley Solartile - Integrated Photo Voltaic panel

REVISION A - PV panels shown on Elevations and facing brick amended. MBC 01/12/20



Doncaster Council

Property Services

17th FLOOR, CIVIC BUILDING, 8th FLOOR, SHEPPY SQUARE, WATERLOO, DONCASTER, DN1 3BU

Title:	N797 HOUSE TYPE
Drwg No.:	PQ2472 / AD / PD03
Scale: 1:100/1:50 at A2	Date: Nov 2019
Revision: A	Drawn By: MBC

HOUSE TYPE N1210 - Adwick Lane, Toll Bar

4 bedroom 7 person semi or detached house GIA = 121.0m² (1302ft²)



SPATIAL STANDARDS

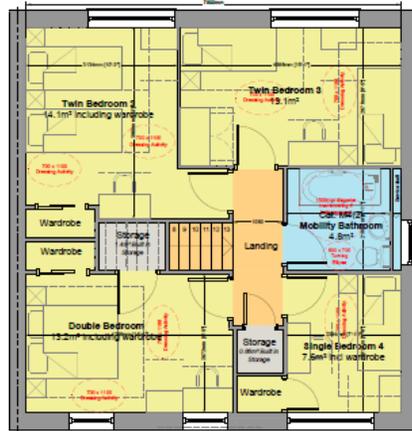
- Housetype designed to meet the Gross Internal Floor Area prescribed by the Nationally Described Space Standards - March 2015.
- All three double bedrooms exceed the minimum floor area of 11.5m² and the minimum width dimensions, and the single exceeds 7.5m² and the minimum width dimensions.
- House provides 4.7m² of built in storage in accordance with the spatial standards

ADDITIONAL ENHANCEMENTS FOR BUILDING REGULATIONS 2020

- Ground Floor WC meets Approved Document PART M4(2) Category 2 for accessible and adaptable dwellings
- First Floor Bathroom meets Approved Document PART M4(2) Category 2 for accessible and adaptable dwellings.
- External Wall makeup allows for 350mm thick solution.
- All corridors at least 1050mm wide and internal doors permit accessible access
- Marley Solartile Roof Integrated Photo Voltaic panels
- Waste water heat recovery unit on SVP
- External Electric Car charging point



Ground Floor - General Arrangement GIFA to blockwork: 55.70m²



First Floor - Rear Lounge General Arrangement GIFA to blockwork: 35.30m²



- Facing Material - Through Coloured Render White
- Joinery Details - Anthracite Grey
- Roof Tiles - Marley Duo Edgemere In Smooth Grey
- Facing Material - Block Hardwick Welbeck Red Mixture
- Marley Solartile - Integrated Photo Voltaic panel



Title: N1210 HOUSE TYPE	
Dwg No: PQ2472 /AD / PD09	
Scale: 1:100/1:50 at A2	Date: Dec 2019

REVISION A - PV panels shown on Elevations and facing brick amended. MBC 01/2020 Revision: A Drawn By: MBC

Appendix 4: A



APPENDIX 5: EV charging point

