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| Application | 1. |
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| Application Number: | 21/02365/FULM |
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| Application Type: | Full Planning Permission |
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| Proposal Description: | Erection of residential development of 27 dwellings on land south west of the junction at First Avenue and Hayfield Lane |
| At: | Land At First Avenue/Hayfield Lane Auckley Doncaster DN9 3GA |

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| For: | Melissa Kroger - Fenwood Estates Limited |
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| Third Party Reps: | 10 letters of objection. | Parish: | Auckley Parish Council |
| | | Ward: | Finningley |

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| Author of Report: | Garry Hildersley |
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SUMMARY

The proposal seeks full planning permission for the erection of 27 dwellings within Residential Policy Area. The proposal is considered to be acceptable in policy terms being designated as Residential Policy Area within the Local Plan and is therefore considered to be an acceptable and sustainable form of development in line with paragraphs 7 and 8 of the National Planning Policy Framework (NPPF, 2021).

The report demonstrates that any harm generated by the proposal is outweighed by other material planning considerations. The development would not cause an unacceptable level of harm to neighbouring properties, the highway network, trees or the wider character of the area subject to suitably worded conditions.

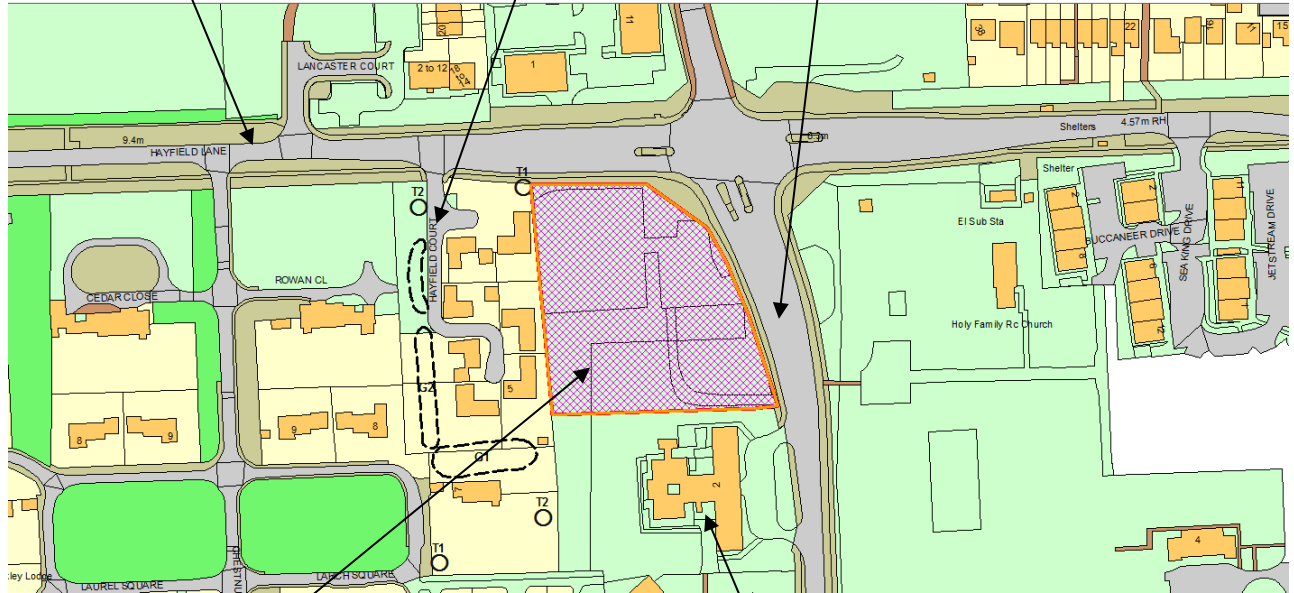
The application was deferred from the 23rd August 2022 Planning Committee for a site visit, to understand the drainage impacts of the proposal and proximity to local schools and public transport facilities and for officers to provide a breakdown of the abnormal costs associated with the viability of the scheme.

RECOMMENDATION: GRANT subject to conditions and signing of a Section 106 agreement.

Hayfield Lane

Hayfield Court

First Avenue



Application Site

Meteor House

1.0 Reason for Report

- 1.1 This application is being presented to Planning Committee due to the level of public opposition.

2.0 Proposal and Background

- 2.1 The proposal seeks full planning permission for the erection of 27 dwellings, together with suitable landscaping and parking arrangements. The scheme has been amended several times to take account of comments received by Doncaster's Tree Officer, Urban Design Officer and Highways Officer. The proposal has been reduced from the 28 dwellings initially proposed to 27. Careful consideration has been given to drainage, design, highways, tree protection and viability which have resulted in amendments to the scheme.
- 2.2 The application was deferred from the 23rd August 2022 Planning Committee for a site visit, to understand the drainage impacts of the proposal and proximity to local schools and public transport facilities and for officers to provide a breakdown of the abnormal costs associated with the viability of the scheme.

3.0 Site Description

- 3.1 The site lies within the settlement of Auckley-Hayfield Green which is a suburb to the south east of Doncaster's centre. The site forms a prominent corner location on the corner of Hayfield Lane & First Avenue.
- 3.2 The site is currently bound by a 5ft high hedge which follows the contour and curvature of the site. The site has been used previously as a car park and the northern section of the site is largely hardsurfaced.
- 3.3 Located centrally within the site lie a number of mature trees which run across the site from east to west. Additionally there are some mature pines and self-set silver birch which lie to the south eastern corner of the site.
- 3.4 To the west of the application site lies a modern housing development site (Hayfield Court) which is accessed from Hayfield Lane, comprised of two & three storey dwellings constructed from red brick and stone detailing. This development site was approved on 19th October 2004 (planning reference 04/4686/P). To the south of the site is Meteor House which is a two storey, flat roofed office block constructed from red brick.

4.0 Relevant Planning History

- 4.1 In 2009 planning permission was sought for erection of mixed use development consisting of 14 apartments, a 241 sqm fast food unit (Class A3/A5) and a 418 sqm retail unit (Class A1) with associated parking and vehicle access on approx 0.64 ha of land (being resubmission of previous application 09/0822/FULM withdrawn 16.07.2009.). The application (09/02983/FULM) was approved on the 29th March 2010 but was not implemented.

4.2 Planning permission was approved for 7 dwellings on Hayfield Court located to the west of the application site (planning references Outline: 99/46/4333/P/OTL Reserved matters: 04/4686/P).

5.0 Site Allocation

5.1 The site falls within Residential Policy Area, as defined by the Doncaster Local Plan (adopted in 2021).

5.2 National Planning Policy Framework (NPPF 2021)

5.3 The National Planning Policy Framework 2021 (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 NPPF 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 Paragraphs 7 – 11 establish that all decisions should be based on the principles of a presumption of sustainable development.

5.6 Paragraph 47 reiterates that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

5.7 Paragraphs 55 and 56 states that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Planning conditions should be kept to a minimum and only be imposed where necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

5.8 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.9 Paragraph 119 requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

5.10 Paragraph 124 states that planning policies should support the development that makes efficient use of land when taking into account the identified need for different types of housing and other forms of development.

5.11 Paragraph 130 states planning decisions should, amongst other things, ensure developments will function well and add to the overall quality of the area, are visually attractive and optimise the potential of the site and are sympathetic to local character and history. Subsection 130 requires developments to be made safe, inclusive and accessible.

- 5.12 Paragraph 174 states planning policies and decisions should contribute to and enhance the natural and local environment, including preventing new and existing development from being put at unacceptable risk from land instability.
- 5.13 Paragraph 183 states planning policies and decisions should ensure that a site is suitable taking account of ground conditions and any risks arising from land instability and contamination.
- 5.14 Paragraph 184 states where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

5.15 Local Plan

- 5.16 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Doncaster includes the Doncaster Local Plan (adopted 23 September 2021).
- 5.17 The following Local Plan policies are the most relevant in this case:
- 5.18 Policy 7 sets out the requirements for the range of housing including the need for affordable housing.
- 5.19 The site lies within a Residential Policy Area according to Policy 10. This policy supports new residential development providing it, amongst other matters, protects and enhances the qualities of the existing area and contributes to a safe, healthy and prosperous neighbourhood.
- 5.20 Policy 13 relates to sustainable transport within new developments. Part A.6 states that proposals must ensure that the development does not result in an unacceptable impact on highway safety, or severe residual cumulative impacts on the road network. Developments must consider the impact of new development on the existing highway and transport infrastructure.
- 5.21 Policy 16 seeks to consider the needs of cyclists within new developments.
- 5.22 Policy 28 deals with open space provision in new developments.
- 5.23 Policy 30 deals with the need to value biodiversity.
- 5.24 Policy 32 states that the design process should consider woodlands, trees and hedgerows.
- 5.25 Policy 41 relates to character and local distinctiveness and states that development proposals will be supported where they recognise and reinforce the character of local landscapes and building traditions; respond positively to their context, setting and existing site features as well as respecting and enhancing the character of the locality. Developments should integrate visually and functionally with the immediate and surrounding area at a street and plot scale.
- 5.26 Policy 42 requires proposals to reflect and respect character and local distinctiveness. In all cases, the components of a development must be designed

and assessed to ensure that, amongst other things, it provides safe and secure private property, public areas and the adoptable highway ensuring access points.

- 5.27 Policy 44 relates to residential design and sets out the key design objectives which residential development must achieve, as well as stating that all developments must protect existing amenity and not significantly impact on the living conditions or privacy of neighbours.
- 5.28 Policy 48 states that development will be supported which protects landscape character, protects and enhances existing landscape features, and provides a high quality, comprehensive hard and soft landscape scheme.
- 5.29 Policy 55 deals with the need to mitigate any contamination on site.
- 5.30 Policy 56 requires the need for satisfactory drainage including the use of SuDS.
- 5.31 Policy 58 deals with low carbon and renewable energy within new developments.
- 5.32 Policy 65 deals with developer contributions.

5.33 Other material planning considerations and guidance

- 5.34 Doncaster Council's previous suite of adopted Supplementary Planning Documents (SPDs) have been formally revoked in line with Regulation 15 of the Town and Country Planning (Local Planning) (England) Regulations 2012, following the adoption of the Local Plan. The SPDs refer to superseded development plan policies, and some provide guidance which is not in accordance with the new Local Plan. The Transitional Developer Guidance (April 2022) provides guidance on certain elements, including design, during the interim period, whilst new SPDs to support the adopted Local Plan are progressed and adopted. The Transitional Developer Guidance, Carr Lodge Design Code and the South Yorkshire Residential Design Guide (SYRDG), should be treated as informal guidance only as they are not formally adopted SPDs. These documents can be treated as material considerations in decision-making, but with only limited weight.

Emerging Policy

Auckley Neighbourhood Plan (NP)

- 5.35 A NP for Auckley is currently in preparation. At the time of drafting this report, Auckley Parish Council have submitted their NP in line with Regulation 16 (Publication) and representations are currently being invited (closing date 5pm Monday 26th September 2022). At this stage of the neighbourhood plan-making process, it is considered the NP should be afforded 'moderate' weight.
- 5.36 The application site straddles the NP boundary; roughly falling around 75% within the NP area and circa 25% outside of it. The following policies are applicable:
- 5.37 Policy 2 supports new housing development where it fills a gap within the existing development limit, and subject to meeting other criteria, such as not resulting in the overdevelopment of the site, has regard to the character of the area, does not result in the loss of mature trees or hedgerows, satisfactory amenity, and so forth.

- 5.38 Policy 3 requires proposals for 10+ dwellings to provide a mix of house types and sizes to help meet the need for smaller accommodation in the settlement, particularly for younger families and older people through the provision of 1, 2 & 3 bedrooled properties. Affordable housing should be visually indistinguishable from equivalent market housing and dispersed throughout the development. Starter Homes, Self-Build or Shared Ownership schemes are particularly supported.
- 5.39 Policy 4 requires proposals for new buildings to incorporate low carbon or renewable technologies and materials should follow the design-led approach in line with the criteria set out in the policy and there is support for living roofs and green walls.
- 5.40 Policy 6 provides a number of design principles to ensure all new development is of high quality and reflects the character of the local area.
- 5.41 Policy 9 seeks to ensure development provides net gains for biodiversity.

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 (as amended) by means of site notice, council website, press advertisement and neighbour notification.
- 6.2 Representations from 10 households have been received raising the following issues:
- The site is overdeveloped
 - The proposal is out of character
 - The proposal would impact on wildlife
 - The drainage systems cannot cope with the proposed development
 - The proposal doesn't cater for disabled people
 - The proposal doesn't provide affordable housing
 - The schools are over capacity
 - The proposal would result in significant tree loss
 - The proposal appears too crowded
 - There is no need for additional housing
 - Concerns regarding the proposals proximity to existing traffic lights
 - Concerns about the long term impact on the existing infrastructure
 - Increased traffic, congestion and pollution
 - Overlooking from the block of apartments
 - Increased overlooking/loss of privacy as a result of the proposal.
 - It is concerning the number of available primary school places as the current information in the application is inaccurate and now out of date. It states Hayfield Lane Primary School capacity for summer 2020 was 420 but the school only has 362 pupils. That is inaccurate. It is claimed that there are 425 pupils, considerably over the 324 the section 106 education contributions form estimates, and oversubscribed. With a considerable number of appeals for places.
 - Concerns that the Torneley Quarter on Hayfield Lane (140 dwellings with many yet to be completed) in combination with the application site would impact on school places.
- 6.3 The following non material objections were raised for which no weight can be afforded:

- Devaluation of property
- Loss of a view

7.0 Relevant Consultations

7.1 DMBC Highways DC:

No objections subject to conditions

7.2 Yorkshire Water:

No objections subject to informative

7.3 DMBC Ecology:

No objections subject to condition

7.4 DMBC Tree Officer:

No objections subject to condition

7.5 DMBC Pollution Control:

No objections subject to condition

7.6 DMBC Urban Design:

No objections

7.7 SY Architectural Liaison Officer:

No objections

7.8 SY Archaeological Service (SYAS):

No objections

7.9 Environment Agency:

No objections

7.10 DMBC affordable housing:

No objections

7.11 DMBC Air Quality:

No objections subject to condition

7.12 DMBC Internal Drainage:

No objections subject to condition

7.13 DMBC Education:

Education contributions required for secondary school places.

7.14 DMBC Open Space:

No objections

7.15 DMBC Transportation:

No objections subject to condition

7.16 Ward Member: Councillor Richard Allen Jones:

Previous to my initial desktop observation and comment and after a site visit, reading the associated documents I make the following observations.

The siting of 4 storey housing is incompatible with the surrounding built housing environment within this area in general.

The proposed visual study neglects any reference to the traffic lighted junction so gives a false impression.

Open green space of 6% is 50% below set by council policy and no contribution for this loss has been proffered.

Although surface water runoff has been mitigated there is little thought about the use of grey water recycling within the proposal, today the adjacent road junction is flooded, Proposals to connect this area would suggest an overflow into the appropriate sewer system? From the proposed infiltration system shown.

School places. We introduce a contingency factor into the senior placements why is this not applied to the junior placements?

All trees to be felled for this proposal to be undertaken is not reasonable, the report says they are scattered on the site is totally misleading, these trees have a formal setting and should be used to enhance a modified proposal? No mitigation has been proffered for offsetting the carbo capture loss.

This application and within the master plan area have disregarded the Airport master plan designation page 49.

Housing development and employment.

Great emphasis has been placed on the employment level at the airport and the immediate

See page 47,G3 of the LDP, for further housing to be supported must clearly demonstrated within the Policy area, the relationship when any new housing is being built, another 170 properties into the equation,

Which is more than the allocation set out in the LDP requirements without reference to employment levels Affordable housing proposition.

I have a lack of understanding that modern buildings do not comply with at least the accessibility standard for disabled wheelchair at the construction stage. The proposal is not convincing in its reasoning and requires more detail.

8.0 Assessment

8.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: -

'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.

8.2 The NPPF at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

8.3 This report considers the proposal against the Development Plan (Doncaster Local Plan, Joint Waste Plan), the relevant sections of the NPPF and the National Planning Practice Guidance.

8.4 The main issues are:

- The acceptability of residential development
- The impact on the character of the area
- The impact on neighbouring residential properties
- The impact on the highway network and highways standards
- The impact on the existing trees
- The impact on the ecology of the site
- Flooding and Drainage issues
- Financial contributions

8.5 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

8.6 The NPPF seeks to significantly increase the overall quantity and quality of housing and to ensure that it is built in sustainable locations. Dealing simply with the principle of development, it is considered that the proposal would be in conformity with the Local Plan and National Planning Policy objectives and as such is considered acceptable in principle. This weighs considerably in favour of the application.

Sustainability

- 8.7 The National Planning Policy Framework (NPPF 2021) 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

Impact on neighbouring residential amenity

- 8.9 A number of objections have been received in relation to the potential impact of the development on neighbouring properties in terms of overlooking and loss of privacy. The properties most likely to be affected by the development are those located on the south (Meteor House) & western boundary of the site (properties on Hayfield Court).
- 8.10 The Council has published Transitional Developer Guidance (TDG, April 2022) but this is not an SPD, nor will it be adopted as one. It is guidance to inform developers, applicants and decision-makers about what should be considered when submitting and determining planning applications. It specifically provides guidance on certain elements of design, landscaping, backland and infill, trees, equestrian development and flood risk sequential test.
- 8.11 The TDG states that acceptable day-lighting of interiors is usually achieved if a 25 degree angle is drawn from a point 2 metres above the floor if the façade is not obstructed. Applied to the fronts of 2 storey dwellings, this suggests that a minimum separation distance of 10 metres is required between the front of properties (BRE, 2007). The proposed properties achieve in excess of the 10m minimum requirements. The TDG goes on to state that habitable room windows that overlook neighbouring garden space should normally be at least 10 metres from the boundary which the latest proposal looks to achieve.
- 8.12 The TDG goes on to state that 2-3 storey properties should have back to back distances (between facing habitable rooms) of no less than 21m, and front to front distance of no less than 12m, dependent upon the street hierarchy.
- 8.13 The proposal has been amended to alter the layout of the scheme and this has shown that the proposed properties along the western boundary can achieve rear gardens of 10m and above in line with the Council's TDG guidance. This is considered to allow sufficient distance to avoid excessive levels of overlooking and would result in a scheme that would not give rise to excessive levels of overshadowing. The side elevation properties on Hayfield Court face onto the development site and as a consequence the potential for direct overlooking of neighbouring windows is diminished.

- 8.14 Meteor House, which is made up of office space is located 21m to the south of the nearest residential dwellings and this is considered to be in conformity with the required separation distances.
- 8.15 On balance having assessed the latest layout, it is considered that the proposal would not adversely affect neighbouring properties in terms of excessive levels of overlooking, over dominance, loss of privacy or overshadowing. This weighs positively in favour of the application carrying moderate weight.

8.16 Conclusion on Social Impacts.

- 8.17 In conclusion of the social impacts of the development, it is not considered that residential amenity will be adversely affected by the proposal in accordance with policy 44 of the Local Plan. The proposal has been able to adequately demonstrate that residential development can be achieved on the site without adversely affecting the residential amenity of neighbouring properties through overlooking, over dominance or loss of privacy.
- 8.18 It is anticipated that the proposal would lead to some noise and disturbance being generated whilst construction is taking place, however this is considered to be short term when considered against the lifetime of the development. Notwithstanding this, planning conditions have sought to mitigate this harm as far as possible by the submission of a Construction Impact Management Plan (condition 05) and as such this is considered to carry limited weight against the proposal.
- 8.19 It is noted that neighbouring residents view of the site would change should planning permission be granted and the development built. However it has long been held that a right to a view is not a material planning consideration and that planning control is not concerned with the creation or preservation of private rights (see Wood-Robinson v Secretary of State for the Environment and Wandsworth London Borough Council [1998]). As such no weight should be afforded to this matter.

8.20 ENVIRONMENTAL SUSTAINABILITY

Impact upon the character and appearance of the surrounding area

- 8.21 Concerns have been raised by neighbours that the proposal would be out of character with its surroundings. Policies 41 and 44 of the Local Plan requires that all proposals in Doncaster must be of high quality design that respects the character of the area in regard to a number of principles of good design. This is echoed in Policy 6 of the Neighbourhood Plan.
- 8.22 The proposal has shown a mixture of two storey terraced, semi-detached, detached as dwellings of modern appearance and design. The proposal also includes a 4 storey block of apartments located on the north eastern corner of the site and measures 14.48m at its highest point. The dwellings would be seen against the backdrop of properties on Hayfield Court and the offices at Meteor House which are part of a housing development extension in the early part of the 2000's and as part of development servicing the Airport. Whilst the construction of the block of apartments would introduce a new level of development, it is considered that the proposal would form a focal form of development that frames the corner of First Avenue & Hayfield Lane. The apartment building has been designed in a way that it offers a dual aspect to both of these streets to ensure an active street frontage and this is considered important in urban design terms.

- 8.23 Careful consideration has been given to the retention of trees on site as these make an important contribution to the character of the area. Views of the trees are currently taken from First Avenue & Hayfield Lane and negotiations have led to the scheme being significantly altered to retain the important features within the tree-scape. This is discussed in greater detail within the tree section of the report, however it is felt that the amended scheme has resulted in a form of development that integrates with the existing features of the site.
- 8.24 Doncaster's Urban Design officer had requested amendments to the scheme which have been incorporated into the design of the latest layout and is content that the proposal meets the necessary standards subject to suitably worded conditions. These amendments have included ensuring that the development provides M4(2) and M4(3) housing, which are 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings'.
- 8.25 On balance having considered the latest proposals and having context to the surrounding area, it is not considered that the proposal would be out of character with its immediate surroundings.

Highways

Access

- 8.26 Doncaster's Highways Development Control officer has commented that the original layout was largely compliant with the required standards. The latest amendments have been checked using the auto-tracking software and the refuse vehicle tracking is acceptable and the parking spaces are to the required standard and size. It was commented that the location of the bin store for plots 19-20 needed to be moved within 5m of the end of the private drive/communal parking area. This has been amended in the latest revisions. As such no objections have been received.
- 8.27 Policy 42 lists safe and secure private property, public areas and the adoptable highway ensuring access points, street design, and parking and operational highway requirements safely cater for pedestrians, cyclists and vehicles as qualities of a successful place. Policy 13 of the Local Plan states that proposals will be supported which make an overall contribution to the improvement of travel choice and the transport network.
- 8.28 Highways Development Control Officers have assessed the proposal against the required standards and relevant software and it has been concluded that there would be no adverse impact from a highway safety perspective. Importantly, the NPPF makes clear at paragraph 111 that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 8.29 In this case, no such harm has been identified and this weighs positively in favour of the application carrying moderate weight.

Location to services

- 8.30 National policy seeks to build prosperous and sustainable communities by improving the economic performance of towns and cities, promoting regeneration and tackling deprivation. It seeks to focus development in existing centres accessible to public transport, jobs, key services and infrastructure so as to promote their vitality and viability, support town centre regeneration and minimise the need to travel. Land should be used efficiently and priority given to re-using well located brownfield land.
- 8.31 The nearest bus stops to the site are located on Hayfield Road (approximately 167m to the west of the application site) and are served by the 57 and 57a buses. They operate on a on a hail and ride basis. These buses operate on a daily basis operating throughout the week and travel to Doncaster's Town Centre located approximately 7km to the North West.
- 8.32 It is widely acknowledged that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 8.33 Section 9 (Promoting Sustainable Transport) of the NPPF goes into further detail on this core principle. Paragraph 110 states that decisions should take account of whether:
- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 8.34 Chapter 5 (Delivering a sufficient supply of homes) of the NPPF sets out that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 8.35 With regard to school places, paragraph 95 states that the government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and;
 - b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- 8.36 Doncaster's Transportation team were consulted as part of the application, however as the proposal was less than the 50 dwelling threshold, additional assessment is not required. As a consequence Doncaster's transportation team have raised no

objections to the proposal subject to a condition requiring details of the electrical vehicle charging provision on site.

- 8.37 The site lies within 354m (as the crow flies) to a Nisa convenience store and approximately 619m from a Co-Op store. In terms of average walking speeds, the Guidance states that as a general rule of thumb a 5 minute walk equates to a distance of 400 metres for non-disabled people and for different groups of disabled people, these distances are significantly less. This calculation concurs with the Institute for Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' published in 2000, which calculated a reasonable walking pace as 3 miles or 5 kilometres per hour.
- 8.38 The IHT document refers to 400 metres as a desirable walking distance and 800 metres as an acceptable distance for trips on foot outside town centres (save for commuting/schools/sightseeing where the figures are instead 500m and 1000m respectively). The application site is well served by schools with Hill House (350m to the south) Hayfield Primary (530m to the west), 719m to Doncaster College and 869m to Hayfield School. These schools are considered to fall within the desired walking distances.
- 8.39 Since the report was last presented to planning committee, the applicant has provided additional information in relation to the sites proximity to the nearest schools. In terms of primary schools it states that Hayfield Primary School is a 7min walk from the site and is on the 57a bus route. Auckley Junior and Infant School is a 21 minute walk from the site and is also accessible via the 57a bus route. In addition St Oswald's CofE academy lies 1.5 miles from the site and is accessible via a 30min walk or via the 57f us route. Other primary schools highlighted by the applicant include Rossington St Michael's (50min walk), Branton St Wilfrid's (43min walk) and Rossington Tornedale (1 hour walk).
- 8.40 The applicants have also provided secondary school locations being; Hayfield School located at a 9min walk from the site, Hill House (7 min walk) to the south of the application site and Rossington All Saints Academy (located 1 hour 10mins walk – or by boarding the 57c or 57a Bus).
- 8.41 When considered against the distance criteria set out in the South Yorkshire Residential Design Guide and also the guidelines set out by the Institute for Highways and Transportation the development measures well in terms of access to public transport and local services. Consequently the proposal adheres to Policy 13 of the Local Plan.
- 8.42 Taken in the round, the proposal is considered to be located within a sustainable location within a reasonable proximity to bus services and shops carrying significant weight in favour.

Flooding and Drainage

- 8.43 The application site lies within an area designated as Flood Risk Zone 1 by the Environment Agency's flooding maps and by Doncaster's Strategic Flood Risk Assessment (SFRA). This is the lowest area of flood risk.
- 8.44 Doncaster's Drainage team have been consulted as part of the proposal and have commented on the full drainage information that has been submitted. They have concluded that the information submitted is acceptable and provides a clear method

for dealing with foul and surface water drainage. A condition has been suggested (condition 03) which requires the submission of a drainage maintenance plan which will require the development to be maintained for the lifetime of the development.

Trees and Landscaping

8.45 As set out above, concerns were initially raised that the development of the site would result in a significant loss of existing trees from the site. The concern was that a substantial amount of the central band of trees and existing pines would be lost by the development. Whilst the site does not lie within a conservation area and these trees are not subject to Tree Preservation Orders (TPO), they do have significant value in the street-scene.

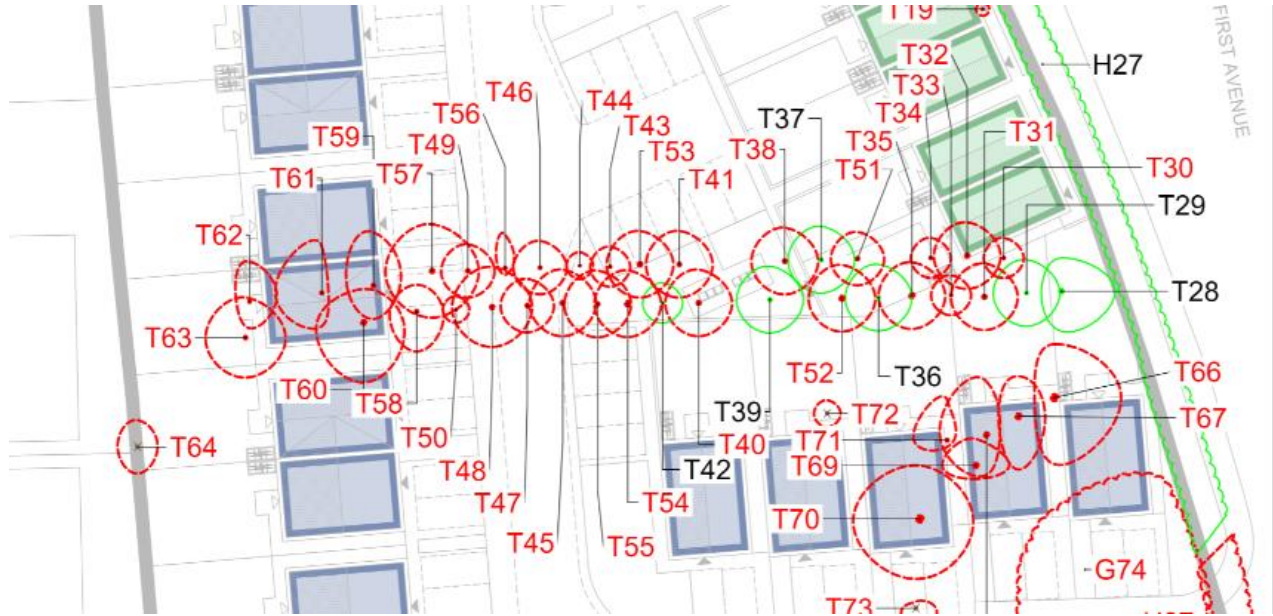


Figure 1.1 (above) – Original scheme

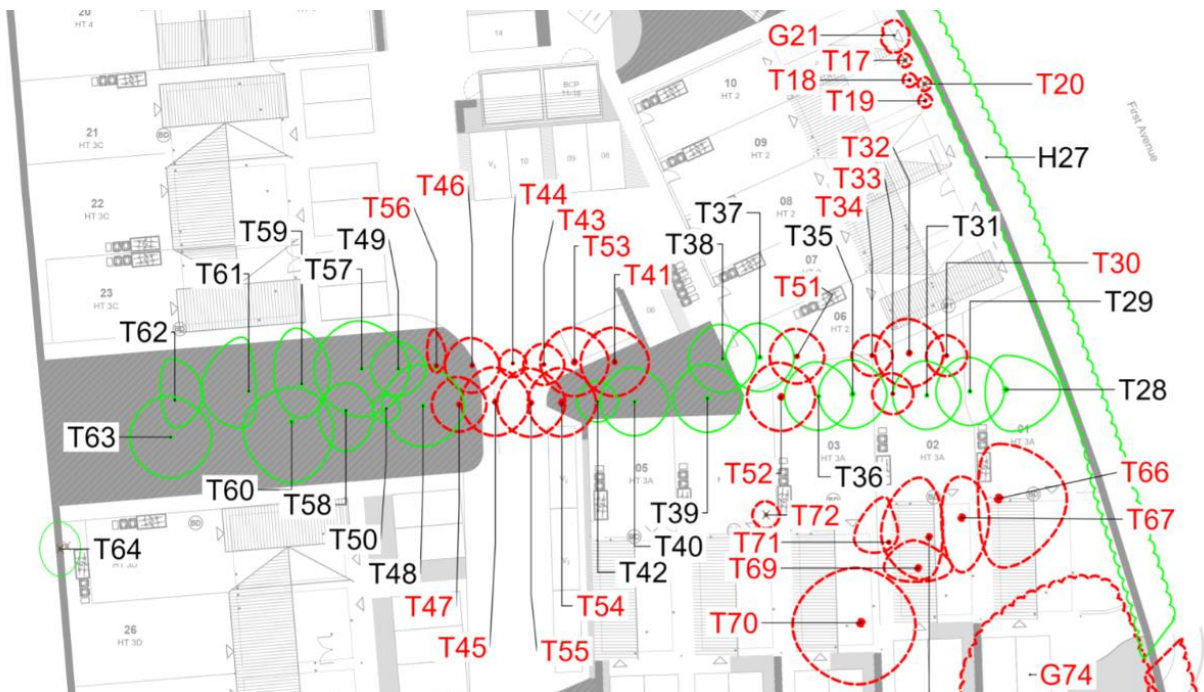


Figure 1.2 (above) – Amended scheme

- 8.46 Trees T28 – T63 are located towards the centre of the site and run in an east to west direction across the site. The original scheme looked to remove a significant amount of the central band of trees (a total of 29). Negotiations have led to a revised scheme which has retained as far as is possible the central band of trees within the site meaning that 20 of the best trees on site are retained.
- 8.47 The negotiations have seen an amended layout plan has been provided taking account of the constraints of the site and looking to preserve the most valuable trees within the central core. This has meant that trees T28 - T42 have largely been retained in the latest amendments. The western band of trees have also been largely retained and the road layout has been positioned in a way to account for the poorest quality trees on site. Doncaster's Tree Officer has commented that the latest proposals are a marked improvement on the initial scheme and as a consequence has been able to remove his objection subject to suitably worded conditions. In addition, the proposal looks to provide off site mitigation to deal with the trees being lost on site. The applicant has, through discussions with Hill House School, been able to secure space to carry out additional planting. This in combination with the revised layout has seen a suitable mitigation package that would offset the loss of trees on site.

Ecology and Wildlife

- 8.48 The latest biodiversity net gain assessment sent through by the applicant's agent provides the most up-to-date assessment based upon the amended layout which was made to reduce the deficit. The outcome of this is that the biodiversity net gain deficit is now -51% which in those terms seems a lot, but is based on a very low baseline level. In biodiversity units the deficit is 1.0 unit. The on-site biodiversity net gain can be conditioned to ensure delivery. The off-site deficit should be secured through a s106 agreement. As a result there are no objections on ecological grounds subject to a condition in relation to a 30 year Management and Monitoring Plan for proposed onsite habitats. On the basis of the imposition of this condition, the proposal is considered to be compliant with the requirements of Policy 30 of the Local Plan together with paragraph 174 of the NPPF and Policy 9 of the emerging Neighbourhood Plan.

Pollution issues

- 8.49 A Preliminary Geo-Environmental Risk Assessment has been submitted and concludes that further investigation is required into *potential* contamination. As such a condition has been suggested which will require a Phase 2 site investigation and risk assessment. 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 and this is covered in the condition suggested.

Air Quality

- 8.50 Doncaster's Air Quality team have been consulted and have raised no objection subject to a condition in relation to EV charging. This would chime with the aspirations of the emerging neighbourhood plan Policy 4.

Doncaster Sheffield Airport (DSA)

- 8.51 DSA were consulted as part of the application due to the sites proximity to the airport. No objections have been raised but advised that no structure should exceed 15m in height. The highest part of the block of flats is measured at 14.48m and is therefore below the threshold. DSA have also requested that an informative be placed on any future approval to advise that any high reach equipment (including cranes) above 10m in height will need additional consultation and assessment with the airport.
- 8.52 NATS (National Air Traffic Services) Safeguarding were also consulted during the course of the application and confirmed that does not conflict with their safeguarding criteria. Accordingly, NATS (En-Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal

8.53 Conclusion on Environmental Issues

- 8.54 Para. 8 of the NPPF (2021) indicates, amongst other things, 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 and a S106 contribution. As such, moderate weight can be attached to this in favour of the development through the achievement of tree retention and offsetting, EV charging point integration and onsite BNG delivery.
- 8.56 The proposal has demonstrated that the development is located within a suitable location and this weighs positively in favour of the application carrying significant weight. In addition, the proposal lies within the lowest possible area of flood risk and this weighs positively in favour of the application carrying moderate weight.
- 8.57 Impact on the character of the area - whilst it is acknowledged that the appearance of the land would invariably change in the event that planning permission is granted, the proposed development would be seen as an extension to the existing built environment and spatially would help to compliment the character of the surrounding area. The general appearance of the site will alter if planning permission is approved from what is currently a former car park to a new housing estate. However, the conditions set out below will help to ensure that the proposal is designed and integrated into the existing settlement when seen against its backdrop. Consequently, the impact of the development on the appearance of the surrounding area is considered to weigh neutrally.
- 8.58 Additional noise issues associated with the development are considered to be short term negative impacts which can be mitigated through appropriate conditions. Given the relative short term nature of the potential construction noise and disturbance when viewed over the lifetime of the development, it is considered that this carries limited weight against the proposal.

8.59 ECONOMIC SUSTAINABILITY

- 8.60 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 whilst the site is under construction and therefore carries limited weight in favour of the application. Whilst there may be some additional uplift for business within Auckley-Hayfield Green/Finningley as a result of additional customers, this uplift is unknown and cannot be quantified at this time and so is afforded limited weight.

8.61 Conclusion on Economy Issues

8.62 Para 8 a) of the NPPF (2021) 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.

8.63 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.

8.64 Planning Obligations

8.65 Paragraph 55 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. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

8.66 Paragraph 57 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.

8.67 These are the statutory tests as set out in the Community Infrastructure Levy Regulations 2010.

Affordable Housing

8.68 To accord with policy 7 of the Local Plan, the scheme should provide 23% on site affordable housing, as more than 15 dwellings are proposed there is a policy requirement to provide affordable housing.

Public Open Space

8.69 Policy 28 requires the delivery of onsite public open space (POS) in the first instance. Where this cannot be achieved an offsite contribution may be considered acceptable. The policy requirement is to provide a contribution the equivalent of 15% of the land value.

Education

8.70 Policy 65 of the Local Plan deals specifically with developer contributions. Where necessary, directly related to the development, and fair and reasonable in scale and

kind, developer contributions will be sought to mitigate the impacts of development through:

provision off site, to ensure the development can be delivered in line with other policy objectives, and to a safe and satisfactory standard (such as off-site affordable housing, education facilities, biodiversity net gain, flood mitigation, or highways improvements).

- 8.71 The Council's Education team were initially consulted on the original submission and advised that 5 additional secondary school places were required with a total educational contribution calculated at £91,485.00. In light of the deferral the education team have been asked to reassess the site. They have confirmed that there remains a NIL requirement for primary school places and that the number of secondary school places has in fact decreased from 5 to 4 since the initial assessment. However the monetary requirement for each school place has increased and as a result whilst the number of secondary school places has decreased, the financial contribution has increased from £91,485 to £107,056.

Viability

- 8.72 The applicant has submitted a viability report that demonstrates that the development of the site in line with the policy asks would be unviable due to a number of factors. Firstly, there are significant 'abnormal' cost implications. These are issues that are not typically found when developing a site. In this case the applicant points to the need to direct an important BT line that runs across the site and which in part serves the Doncaster Sheffield Airport (DSA). In the event that planning permission is granted there will be a requirement to divert this calculated at £172,000.
- 8.73 In addition, the applicant has used market data and a recognised profit margin of 20 per cent (as per the Planning Practice Guidance) and accepted by the Council's viability consultant due to the difficult market conditions to inform their viability appraisal and there is a need to build in a contingency funding stream to ensure that the development is finished. The applicant has therefore made the case that the site is unviable to provide any contributions.
- 8.74 Doncaster duly instructed an independent viability consultant (Dr Golland) to assess the information on behalf of the Council and having considered the additional information and justification from the applicants, the viability consultant has confirmed that there is £7,000 which is capable of being derived from the scheme. Given the proximity to open space and the proliferation of nearby schools, it is considered that this is best placed to be spent towards affordable housing, which is supported by the Council's Housing Team and is to be secured by way of a s106 agreement.

9.0 PLANNING BALANCE & CONCLUSION

- 9.1 In accordance with Paragraph 11 of the NPPF (2021) the proposal is considered in the context of the presumption in favour of sustainable development. The proposal is considered to be located within a sustainable location on a site suitable for residential development in the Local Plan and this weighs considerably in favour of the application. In addition the amendments that have been undertaken have shown that a suitable layout can be achieved that would be reflective of the character of the area and safeguard neighbouring properties through appropriate separation distances and this weighs significantly in favour of the application. The amended

scheme has also seen as many of the valuable trees on the site as possible retained and this is now reflected in the overall layout.

- 9.2 All other material planning considerations have been fully explored by the appropriate consultees who have raised no objections to the proposal subject to conditions or S106 contributions and holistically this weighs moderately in favour of the application.
- 9.3 Limited weight in favour of the application has been afforded to the potential economic benefits generated by the proposal.
- 9.4 The noise and smells associated with equipment used during the construction of the site can be mitigated and controlled by condition and the short term noise and disturbance associated with implementing the planning permission is considered to carry limited weight against the proposal.
- 9.5 A viability assessment has shown that the proposal is incapable of providing the full policy requirements but that a £7,000 contribution can be made – confirmed by the Council's own viability consultant.
- 9.6 Having balanced all material planning considerations, whilst a number of objections have been received in respect to the proposal they have been suitably addressed through the information supplied and further amendments to the scheme. As a consequence, the positive aspects of the proposal outlined above are not outweighed by any other material planning considerations.
- 9.7 The proposal is therefore, on balance, recommended for approval subject to a Section 106 Agreement and the proposed heads of terms are outlined below.

10.0 RECOMMENDATION

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

- a) Delivery of off-site tree planting mitigation.
- b) A contribution of £7,000 towards affordable housing.

CONDITIONS/REASONS

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 shall be carried out in complete accordance with the details shown on the amended plans referenced and dated as follows:

Development details:

- Location Plan – 3x1636-MHA-FS-XX-DR-A-01001 – S2 REV P1
- Amended Site Plan – Drawing number - 3FE3-MHA-FS-XX-DR-A-01010 REV P22
- Housetype 2 GA – Drawing 3FE3-MHA-2X-ZZ-DR-A-02000-S2 REV P7
- Housetype 2 GA Elevations – Drawing 3FE3-MHA-2X-ZZ-DR-A-03000-S2 REV P7
- Amended Boundary treatments – Drawing number - 3FE3-MHA-FS-XX-DR-A-01015 REV P6
- Housetype 3A GA Plans – Drawing - 3FE3-MHA-3A-ZZ-DR-A-02000-S2 REV P6
- Housetype 3A Elevations – Drawing - 3FE3-MHA-3A-ZZ-DR-A-03000-S2 REV P7
- Housetype 3C GA – Drawing - 3FE3-MHA-3C-ZZ-DR-A-02000-S2 REV P1
- Housetype 3C GA Elevations – Drawing - 3FE3-MHA-3C-ZZ-DR-A-03000-S2 REV P1
- Housetype 3D GA – Drawing - 3FE3-MHA-3D-ZZ-DR-A-02000-S2 REV P1
- Housetype 3D GA Elevations – Drawing - 3FE3-MHA-3D-ZZ-DR-A-03000-S2 REV P1
- Flat GA Plans Ground and 1st Floor – Drawing - 3FE3-MHA-4A-ZZ-DR-A-02000-S2 REV P9
- Flat GA 2nd and 3rd Floor – Drawing - 3FE3-MHA-4A-ZZ-DR-A-02001-S2 REV P1
- Block of flats elevations - Drawing - 3FE3-MHA-4A-ZZ-DR-A-03000-S2 REV P8
- Housetype 4 GA – Drawing - 3FE3-MHA-4X-ZZ-DR-A-02000-S2 REV P9
- Housetype 4 Elevation GA – Drawing - 3FE3-MHA-4X-ZZ-DR-A-03000-S2 REV P8

Drainage:

- Drainage Plan – Drawing number 4082/101 REV 5
- Drainage external works – Drawing number 4082/102 REV 3
- Road and Driveway Sections – Drawing number 4082/103 REV 4
- Highways and Drainage – Drawing number 4082/104 REV 3
- Road Longsections – 4082/107 REV 3
- S104 Sewer Plan – 4082/108 REV 5
- S104 Sewer details – 4082/109 REV 4
- S104 Location Plan – 4082/110 REV 2
- Flood Route – 4082/111 REV 3

Misc.

- DSA Materials specification – August 2022 received 10.08.2022
- Proposed Bin Store Details – Drawing number - 3FE3-MHA-XX-XX-DR-A-05001-S2 REV P2

- Proposed Bin Store Details – Drawing number - 3FE3–MHA–XX–XX-DR-A-05002-S2 REV P2
- Landscaping plan – Drawing A5374 01 REV C

REASON

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

03. Prior to the first occupation of the development hereby approved, details of the drainage management and maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. The drainage system for foul and surface water drainage shall be retained, managed and maintained for the lifetime of the development in accordance with the approved drainage management and maintenance plan.

REASON:

To ensure the drainage apparatus of the site is adequately maintained for the lifetime of the development and to accord with Para. 169 c) of the NPPF (2021).

04. Prior to the occupation of the first dwelling, the proposed access and general layout shall be subject to a Road Safety audit Stage 1 & 2 in accordance with DMRB General Principles and Scheme Governance, GG119 Road Safety Audit.

REASON

In the interests of pedestrian and highway safety in accordance with Local Plan Policy 42.

05. No construction works shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and cover the following points:

- o Volumes and types of construction vehicles
- o identification of delivery routes;
- o identification of agreed access point
- o Contractors method for controlling construction traffic and adherence to routes
- o Size, route and numbers of abnormal loads
- o Swept path analysis
- o Construction Period
- o Temporary signage
- o Wheel Wash facilities
- o Timing of deliveries

REASON

In the interests of road safety

06. Prior to the commencement of development of the first dwelling a 30 year Adaptive Management and Monitoring Plan for proposed onsite habitats shall be submitted to the Local Planning Authority for approval in writing. The Management and Monitoring plan shall detail the following:

- o A 30 year adaptive management plan for the site detailing the management measures to be carried out in order to achieve the target conditions proposed for each habitat parcel.
 - o Objectives relating to the timescales in which it is expected progress towards meeting target habitat conditions will be achieved.
 - o That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 2, 5, 10, , 25 and 30) immediately following habitat creation. GIS files showing the current habitat condition of each habitat parcel will accompany each monitoring report.
- Once approved in writing the management measures and monitoring plans shall be carried out as agreed.

REASON

To ensure the habitat creation on site and subsequent management measures are sufficient to deliver a net gain in biodiversity as required by Local Plan policy 30B and the NPPF paragraph 174d

07.

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.

b) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.

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

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

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

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Doncaster's Local Plan Policy 54 & 55.

08. 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 policy 13 of the Doncaster Local Plan.

09. Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON

To ensure that all new housing and commercial developments provide connectivity to the fastest technically available Broadband network in line with the NPPF (para. 114) and Policy 21 of the Doncaster Local Plan.

10. 65 per cent of the dwellings shall be constructed to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'. 5 percent of the dwellings shall be constructed to meet Building Regulation requirement M4 (3) ' wheelchair adaptable dwellings'. A plan identifying which dwellings meet these requirements shall be submitted prior to the construction of the fifth dwelling. The development shall be constructed in accordance with the approved details and shall be maintained thereafter.

REASON

In order to comply with Policy 45 of the Doncaster Local Plan.

11. No development shall take place on the site until a detailed soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority. 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 for a minimum of 5 years following practical completion of the landscape works. The trees shall be container grown or root balled and of minimum Extra Heavy Standard (14-16cm) size in accordance with table 1 of British Standard 3936-1: 1992 Nursery Stock. The pots of containerised trees must be proportionate to the size of the tree in accordance with table D4 of British Standard 8545: 2014 Trees: From nursery to independence in the landscape - Recommendations (BS8545) and the rootball of rootballed trees in accordance with table D5 of British Standard 8545. The trees shall be handled in accordance with 'Handling and Establishing Landscape Plants' by the Committee of Plant Supply & Establishment (1995) published by the Joint Council for Landscape Industries and/or section 9 Handling and Storage and Annexe E of BS8545. 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 dwelling, 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 in accordance with Policy 48 of the Local Plan.

12. The scheme of protection for all retained trees, including tree management, ground protection measures and the erection of impact resistant protective barriers shall be implemented in full accordance with the requirements contained within the approved ECUS Arboricultural Impact Assessment and Arboricultural Method Statement (ref. 16382 Version 4.0 dated July 2022) before any equipment, machinery or materials have been brought on to site for the purposes of the development. The local planning authority shall be notified of implementation and shall visit site to approve the setting out of the site and location of protective barriers prior to the commencement of development. Thereafter tree protection practices shall be implemented and monitored in full accordance with the approved scheme until all equipment, machinery and surplus

materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON:

In the interests of environmental quality and in accordance with Policy 32 of the Local Plan.

INFORMATIVES

01. INFORMATIVE
The developer shall consider incorporating all possible sustainability features into the design of the proposed development.

03. INFORMATIVE: EV Charging

The developer should consider where the EV charging points will be located and indeed how their usage will be allocated.

Given the Government's stated intention with respect to fossil fuelled vehicles the developer may wish to consider increasing the number of points and/or install the civil works to facilitate future expansion

04. INFORMATIVE: Highways

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.

05. INFORMATIVE: Street Lighting

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

06. INFORMATIVE: Cranes

Developers, individuals or companies who wish to operate cranes or other tall equipment within 6 kilometres of the Aerodrome boundary and at heights of more than 10m Above Ground Level (AGL) or that of surrounding trees or structures must receive prior permission and a Crane Authorisation Permit from Doncaster Airport, Airport Duty Manager. Operators of exceptionally tall equipment (greater than 50m AGL) are advised to consult Doncaster Airport if operating within 15km of the Aerodrome Boundary.

07. INFORMATIVE: Yorkshire Water

Private (NON YW) apparatus shown on GIS within the development boundary that would be potentially affected by the proposal. This would need to be proven and if the apparatus is still required it would require diversion with the liaison between the pipes owner and the developer as this is non YW apparatus

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 – Site Plan Layout

