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Application Number:	19/02977/FULM
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Application Type:	Planning FULL Major
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Proposal Description:	Erection of residential development (Use Class C3), internal access roads, car parking, open space and associated works.
At:	Land off Watch House Lane, Bentley

For:	C/O Quod
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Third Party Reps:	37 (of which only 7 are against the current affordable housing scheme)	Parish:	
		Ward:	Bentley

Author of Report:	Mel Roberts
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SUMMARY

This is a similar application to that which Planning Committee resolved to approve subject to a Section 106 Agreement in October 2020. That was for a Build to Rent scheme and it has now changed to 100 per cent affordable housing.

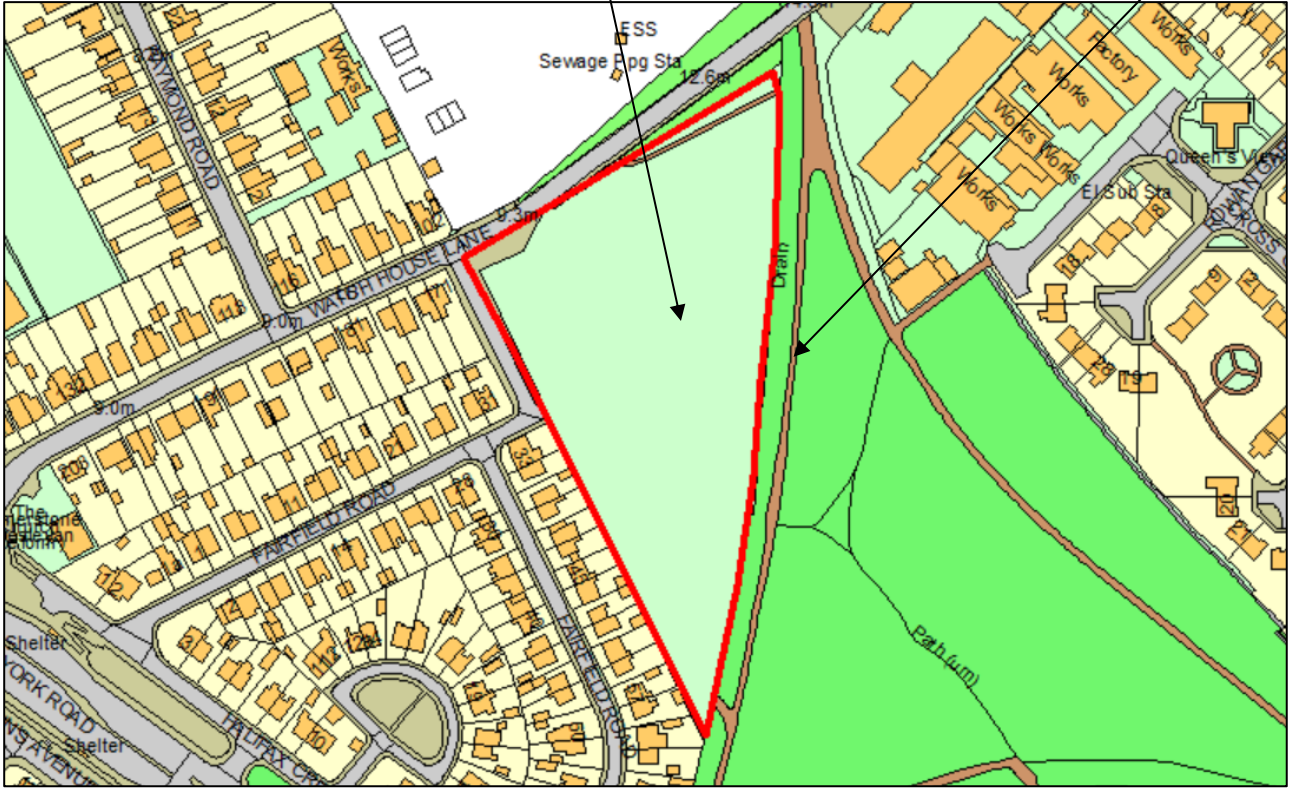
The site falls within the Residential Policy Area as allocated in the Doncaster Local Plan and accords with policy 10 of the Local Plan. The proposal provides an acceptable level of amenity for existing and new residents, helps to protect and enhance the existing area and meets other development plan policies relating to flood risk, open space, design and sustainable construction.

The proposal will deliver much needed affordable housing on previously developed land in a sustainable location. Although not viable for the full policy asks, it will still contribute towards education, off-site biodiversity, open space and a transport bond.

RECOMMENDATION: Grant subject to a Section 106 Agreement

Application site

Trans Pennine Trail



1.0 Reason for Report

- 1.1 This application is being presented to Planning Committee at the request of Councillor Jane Nightingale, due to the number of representations made and because a similar scheme was considered by Planning Committee back in October 2020.

2.0 Proposal and background

- 2.1 This application seeks full planning permission for the erection of 60 new affordable houses, along with vehicular/pedestrian access and new areas of public open space at a vacant site off Watch House Lane, Bentley. The affordable housing comprises 40% affordable rent (24 dwellings) and 60% shared ownership (36 dwellings).
- 2.2 The scheme provides for new family homes, split between 19 x 3-bed and 41 x 2-bed houses. The homes are a mixture of terraced and semi-detached properties and are all two storeys. The proposals include new areas of public open space, focusing around a central area, providing informal amenity and a play area. Access to the site is to be taken from Fairfield Road. The scheme includes two pedestrian accesses onto the Trans Pennine Trail (TPT) that runs along the eastern boundary of the site (see site plan in the appendix).
- 2.3 In December 2019, the applicant submitted a full planning application (ref 19/02977/FULM) for the development of 60 Build to Rent ("BtR") homes, which are purpose-built housing that is 100% rented. The application was approved at Planning Committee on 13th October 2020 subject to the completion of a Section 106 Agreement. Since Members resolved to grant planning permission and prior to the signing the S106 Agreement, which had been negotiated in readiness for completion, Doncaster Council adopted a new Local Plan in September 2021. This Local Plan represents a new material consideration and the application needs to be reconsidered by Planning Committee in light of this. Given the passage of time, the applicant reviewed the scheme and is now proposing a change of tenure to 100 per cent affordable, rather than Build to Rent.
- 2.4 The proposed layout is very similar to before when Planning Committee considered it. The main changes include an increase in the size of the houses, which has resulted in the modest re-positioning of each plot to accommodate this and as a result, two visitor car parking spaces have been removed. The highway arrangement has been simplified to make it more efficient, which has resulted in the central area of green space increasing by 50sqm. A new substation is also proposed adjacent to Plot 43, in the least intrusive location on the site.

3.0 Site Description

- 3.1 The site is triangular in shape and currently comprises approximately 1.4 hectares of vacant land. Industrial uses previously occupied the site, but it has been vacant for over 13 years and cleared of any buildings. There is an existing vehicular access to the site off Watch House Lane to the north and along Fairfield Road bordering the north west of the site. The site topography is largely flat with a level change of approximately 500mm from the north to the south. Currently there is a large man made mound in the centre of the northern half of the site, as well as 1.5m perimeter banks along Watch House Lane and Fairfield Road.

- 3.2 Shrubbery and trees surround the majority of the site boundary, with the TPT running along the eastern boundary. To the north east of the site, beyond a landscape buffer, are industrial uses. To the south east is dense tree cover, interspersed by the TPT footpaths. To the west and north west is existing two storey semi-detached housing. Finally, to the north, beyond Watch House Lane, is a new housing development.

4.0 Relevant Planning History

- 4.1 In December 2019, the applicant submitted a full planning application under this same reference number for the erection of 60 new homes along with vehicular and pedestrian access and new areas of public open space. The intention was that these homes would comprise BtR units. Planning Committee resolved to approve the application on 13th October 2020 subject to a S106 Agreement, but this was never signed and the permission never issued. The proposal has since changed to 100 per cent affordable housing and is now to be re-considered.

5.0 Planning Policy Context

National Planning Policy Framework (NPPF 2021)

- 5.1 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:
- 5.2 Paragraphs 7 to 11 establish that all decisions should be based on the principles of a presumption in favour of sustainable development. One of the three overarching objectives of the NPPF is to ensure a significant number and range of homes are provided to meet the needs of present and future generations (paragraph 8b).
- 5.3 The weight to be given to a 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, and any change in site circumstances since the plan was brought into force (para 58).
- 5.4 Paragraph 60 outlines the Government's objective of significantly boosting the supply of housing, noting the importance of a sufficient amount and variety of land coming forward where it is needed and that the needs of groups with specific housing requirements are addressed.
- 5.5 Paragraph 62 requires a mix of housing size, type and tenure to come forward on developments to meet housing need, including those who require affordable housing.
- 5.6 Paragraph 110 sets out that in assessing specific applications for development, it should be ensured that:
- 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;

- 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 and
 - 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.
- 5.7 Paragraph 111 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
 - 5.8 Paragraph 119 notes the importance of making efficient use of land, whilst decisions should promote an effective use of land in meeting the needs for homes, in a way that makes best use of previously developed land.
 - 5.9 Paragraph 120 (c) notes '*decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes*', and '*support appropriate opportunities to remediate contaminated land*'. Part (d) of the same paragraph also supports the development of under-utilised land.
 - 5.10 Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 126).
 - 5.11 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 185).

Doncaster Local Plan

- 5.12 The site lies within the Residential Policy Area as allocated in the Doncaster Local Plan.
- 5.13 Policy 1 states that Bentley falls within the Main Urban Area. At least 45 per cent of new homes will go to the Main Urban Area. Doncaster Main Urban Area will be the main focus for development in the Borough, including housing, retail, leisure, cultural, office and other employment development. Additional growth on non-allocated sites within the development limits of the Main Urban Area will be considered favourably.
- 5.14 Policy 2 states that the Local Plan's strategic aim is to facilitate the delivery of a minimum of 15,640 net new homes in the remainder of the plan period 2018-2035 (920 per annum). The total allocation for the Main Urban Area is 7,182 new homes.
- 5.15 Policy 7 states that the delivery of a wider range and mix of housing types, sizes and tenures will be supported through the following:
 - a) New housing developments will be required to deliver a mix of house sizes, types, prices, and tenures to address as appropriate the needs and market demand identified in the latest Housing Need Assessment;
 - b) Housing sites of 15 or more homes (or 0.5ha or above) will normally be expected to include 23% affordable homes in the borough's high value housing market areas or a lower requirement of 15% elsewhere in the borough (including starter homes which meet the definition) on site.

- 5.16 Policy 10 states that new residential development will be supported in Residential Policy Areas provided: 1) an acceptable level of amenity for existing and new residents is provided; 2) the development helps to protect and enhance the existing area; and 3) the development meets other development plan policies relating to flood risk, open space, design and sustainable construction.
- 5.17 Policy 13 sets out that new development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact to ensure that:
- a) access to the development can be made by a wide choice of transport modes, including walking, cycling, private vehicles and public transport;
 - b) site layouts and the street environment are designed to control traffic speed through an appropriate network and street hierarchy that promotes road safety for all;
 - c) walking and cycling are encouraged with the development and beyond, through the design of facilities and infrastructure within the site and provision of linkages to the wider network;
 - d) appropriate levels of parking provisions are made; and
 - e) existing highway and transport infrastructure is not adversely affected by new development. Where necessary, developers will be required to mitigate (or contribute towards) and predicted adverse effects on the highway network.
- 5.18 Policy 16 states that the needs of cyclists must be considered in relation to new development and in the design of highways and traffic management schemes to ensure safety and convenience. Provision for secure cycle parking facilities will be sought in new developments.
- 5.19 Policy 17 states that an increase in walking provision in Doncaster will be sought. Walking will be promoted as a means of active travel. Proposals will be supported which provide new or improved connections and routes, which enhance the existing network and address identified gaps within that network. The needs of pedestrians will be considered and prioritised in relation to new developments, in public realm improvements and in the design of highways and traffic management schemes.
- 5.20 Policy 18 supports proposals which improve the number and quality of opportunities for walking, cycling and riding, and those that enhance the TPT.
- 5.21 Policy 21 sets out that all new housing and commercial development must provide connectivity to the Superfast Broadband network unless it can be clearly demonstrated that this is not possible.
- 5.22 Policy 28 deals with open space provision in new developments and states that proposals of 20 family dwellings or more will be supported which contribute 10 or 15 per cent of the site as on-site open space to benefit the development itself, or a commuted sum in lieu of this (especially where the site is close to a large area of open space).
- 5.23 Policy 30 seeks to protect sites and species of local, national and international importance and requires proposals to meet 10 percent net gain for biodiversity.
- 5.24 Policy 32 states sets out that proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately

considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided.

- 5.25 Policy 41 sets out that imaginative design and development solutions will be encouraged to ensure that proposals respect and enhance identity, character and local distinctiveness. In all cases, proposals will need to demonstrate an understanding of the context, history, character and appearance of the site, neighbourhood and wider area, to inform the appropriate design approach.
- 5.26 Policy 42 states that high-quality development that reflects the principles of good urban design will be supported. Proposals for new development will be expected to follow a best practice design process and where appropriate, use established design tools to support good urban design.
- 5.27 Policy 44 sets out that new housing will be supported where it responds positively to the context and character of existing areas and creates high quality residential environments through good design.
- 5.28 Policy 45 states that new housing proposals will be supported where they are designed to include sufficient space for the intended number of occupants and shall meet the Nationally Described Space Standard as a minimum. At least 65 per cent of all new homes should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and at least 5 per cent meet Building Regulations requirement M4(3) 'wheelchair adaptable dwellings.' Exemptions to these requirements will only be considered where the applicant can robustly demonstrate, with appropriate evidence, that it is not viable to do so.
- 5.29 Policy 47 supports developments which are designed in a way that reduces the risk of crime and the fear of crime.
- 5.30 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.
- 5.31 Policy 50 states that development will be required to contribute positively to creating high quality places that support and promote healthy communities and lifestyles, such as maximising access by walking and cycling.
- 5.32 Policy 52 states that where housing proposals of 20 or more family dwellings will create or exacerbate a shortfall in the number of local school places, mitigation will be required, either through an appropriate contribution to off-site provision or, in the case of larger sites, on-site provision.
- 5.33 Policy 54 sets out that where developments are likely to be exposed to pollution, they will only be permitted where it can be demonstrated that pollution can be avoided or where mitigation measures will minimise significantly harmful impacts to acceptable levels. This includes giving particular consideration to the presence of noise generating uses close to the site.
- 5.34 Policy 55 states that proposals will be required to mitigate contamination by: a) demonstrating there is no significant harm to human health, or land, natural environment,, pollution of soil or any watercourse or ground water; b) ensuring necessary remedial action is undertaken to safeguard occupiers of the site; c)

demonstrating that adverse ground conditions have been properly identified; and d) clearly demonstrating that the land is suitable for its proposed use.

- 5.35 Policy 56 states that development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities.
- 5.36 Policy 65 states that developer contributions will be sought to mitigate the impacts of development through direct provision on site, provision off site, and contributions towards softer interventions to ensure the benefits of the development are maximised by local communities.
- 5.37 Policy 66 states that where the applicant can demonstrate that particular circumstances justify the need for a Viability Appraisal, the Council will take a pragmatic and flexible approach to planning obligations and consider their genuine impact on viability of development proposals on an independent and case-by-case basis.

Other material planning considerations

- 5.38 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 very limited weight. The Council have adopted a Biodiversity Net Gain Supplementary Planning Document in line with the Local Plan which attracts full weight.

6.0 Representations

- 6.1 Prior to submitting the BtR application, a public consultation event took place on 16th September 2019 at Cornerstone Church, Watch House Lane. Notification of the event was via post, with leaflets delivered to 685 local residents and businesses informing them of the proposals and inviting them to the public consultation event. 65 people attended the event with 26 of those completing the feedback forms provided. Although broadly supportive of the principle of the development for residential use, local residents raised some local issues focusing around highways, access and drainage.
- 6.2 On the BtR proposal, 30 letters of objection were received and these can be summarised as follows:
 - i) Fairfield Road and Halifax Crescent act as a thoroughfare during peak traffic time and are regularly used as a short cut between Watch House Lane and York Road.
 - ii) There will be disruption during construction.
 - iii) There have been numerous accidents along this stretch of road.
 - iv) Insufficient parking is provided within the scheme.

- v) The access into the site will compromise access to and from a driveway of an adjoining residential property.
- vi) Fairfield Road and Halifax Crescent share a sewerage and drain system that at times is overloaded and causes flooding and blockage.
- vii) Nothing is being done with this development against methane that was reported in the remedial statement from the previous planning application and has not been mentioned in this application.
- viii) There will be overlooking.
- ix) This will result in the loss of an employment site.
- x) It would affect house prices.

6.3 This application for 100 per cent affordable housing was re-advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 by means of site notice, Council website, press advertisement and neighbour notification to all houses bordering the site. A further 7 letters of objection have been submitted, raising similar concerns as follows, which given the passage of time, is markedly fewer than the number of representations received in relation to the original BtR scheme:

- i) The access to the development will cause a bottleneck for traffic and also being positioned on a corner.
- ii) This development will lead to an increase in throughput traffic to/from the development onto a small quiet estate which is already being increasingly used as a short cut by drivers.
- iii) The condition of the road at Fairfield Road is not strong enough to cope with the increase in traffic throughput
- iv) Access into the site will compromise access to and from a driveway of an adjoining residential property.
- v) The development will put a strain on the existing drainage pipes
- vi) The development will increase air, traffic and noise pollution.
- vii) The wall along the rear of the properties on Fairfield Road should be maintained at an average height of 3.5m.

6.4 Although not specifically about the affordable housing scheme, Rt Hon Ed Miliband MP wrote in about the BtR scheme, asking that the concerns of his constituents are taken into account.

6.5 The Trans Pennine Trail Partnership has objected to the proposal, stating that there is a need to provide direct access to the Trans Pennine Trail as part of this application, with safe cycling provision through the development.

7.0 Relevant Consultations

7.1 **Transportation** has raised no objections subject to the provision of a Transport Bond (of £7,352) to ensure that mitigation measures are in place in the event that traffic numbers exceed those set out in the Transport Assessment.

7.2 **Highways** has responded and has raised no objections.

7.3 The **Urban Design Officer** has raised concerns that the proposal does not meet Nationally Described Space Standards, over half of the gardens do not meet minimum standards, that plot 59 is too close to existing properties on Fairfield Road, insufficient visitor parking for plots 1 to 12 and no details being provided on the connections from the site to the TPT. It should be noted that details of the

connection to the TPT is to be secured by a planning condition and all other concerns are addressed in the report.

- 7.4 **Ecology** has raised no objections subject to a net gain in biodiversity to be provided on a suitable project off-site or if a project cannot be found, a contribution of £103,625.
- 7.5 The **Tree Officer** has raised no objections subject to a condition.
- 7.6 The **Open Space Officer** has raised no objections subject to further details of the open space to be provided and a commuted sum to offset the lack of 15% open space provision on site.
- 7.7 **Environmental Health** has raised no objections subject to hours of restriction on construction and provision of a 2.3m acoustic barrier along the rear gardens of plots 18 to 26 along Watch House Lane as required by the Noise Assessment. The acoustic barrier is shown on the Boundary Treatment Plan and hours of construction are to be controlled through the submission of a Construction Method Statement as set out in condition 8.
- 7.8 The **Contamination Officer** has raised no objection subject to a condition requiring further remedial works to those already carried out. The further works include additional gas monitoring across the site, a clean cover system and no dig layer, the appropriate assessment of the asbestos containing materials and appropriate certification of all imported materials.
- 7.9 The **Air Quality Officer** has raised no objection, as each dwelling shall benefit from an Electric Vehicle (EV) charging point and cycle parking within the curtilage of each dwelling.
- 7.10 The **Environment Agency** has raised no objections, as the site is within Flood Zone 1 and satisfactory remediation has been carried out to ensure that risks posed to controlled waters are at an acceptable level.
- 7.11 **Yorkshire Water** has raised no objections subject to conditions.
- 7.12 The **Internal Drainage Officer** has responded and has raised no objections.
- 7.13 **South Yorkshire Archaeology Service** consider that the archaeological potential is likely to be negligible, as the site has been developed previously in the 20th Century and contained standing buildings until recently. No archaeological investigation is necessary.
- 7.14 **Public Rights of Way** has raised no objections and welcome the connections linking the proposed development and the TPT, although has requested that further details of these connections be provided ideally to accommodate both pedestrians and cyclists (this is covered by condition 11).
- 7.15 **Education** advise that the development will create the need for an additional 9 school places for Don Valley Academy to ensure that the school has capacity beyond 2026/27 (the projection period), resulting in a contribution of £240,876.

- 7.16 **Public Health** are pleased to see that the development plans includes two access points to the TPT and cycle storage for each dwelling and welcomes the increase in size of the open space from the previous scheme.
- 7.17 **Strategic Housing** advise that demand for affordable housing in Bentley is very high with the majority of demand (95%) being for 3 bed family properties.

8.0 Ward members

- 8.1 Councillor Jane Nightingale has raised a number of concerns including:
- i) The amount of traffic using Watch House Lane, especially during peak periods.
 - ii) Serious accidents have occurred on Watch House Lane.
 - iii) Fairfield Road is not wide enough to accommodate extra traffic.
 - iv) Surface water is becoming a problem over recent years.
- 8.2 Councillor James Church has raised a number of concerns including that the original application was submitted several years ago and since then, the construction of Dominion Road has been completed. This large new estate has added greatly to the traffic congestion on Watch House Lane. That in turn causes issues on Raymond Road and its junction with Watch House Lane. The residents on Watch house lane and Raymond Road have difficulty parking for various reasons and this creates problems especially at peak times, or if any large vehicles need to access this area. Because of the build-up of traffic either exiting or entering Watch House Lane via York Road, there has been an increase in vehicles using Fairfield Road to bypass the congestion. The standing traffic increases pollution levels and impacts on the lives of the residents. The railway crossings at Bentley can cause difficulties, when a build-up of traffic heads towards Watch House Lane and adds to the congestion.

9.0 Assessment

- 9.1 The issues for consideration under this application are as follows:
- Principle of development;
 - Impact on Amenity
 - Design and Impact on the character and appearance of the area
 - Ecology
 - Trees and Landscaping
 - Highway safety and traffic
 - Flooding
 - Noise
 - Air Quality
 - Contamination
 - Energy efficiency
 - Economy
 - S106 obligations
 - Overall planning balance
- 9.2 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

- 9.3 The site lies within the Residential Policy Area as allocated in the Doncaster Local Plan, where residential development is acceptable in principle. Policy 10 of the Local Plan states that new residential development will be supported in Residential Policy Areas provided: 1) an acceptable level of amenity for existing and new residents is provided; 2) the development helps to protect and enhance the existing area; and 3) the development meets other development plan policies relating to flood risk, open space, design and sustainable construction.
- 9.4 Policy 1 of the Local Plan identifies Bentley as falling within the Main Urban Area, which is the focus for housing growth and regeneration. The housing requirement for the Main Urban Area is 7,182 and equates to 45% of the total borough allocation. The proposal would therefore make a significant contribution towards the Main Urban Area's housing requirement on an urban site and thus contributing towards the objectives of policy of the Local Plan.
- 9.5 The site is sustainable, being well located to access the services and facilities in the area, including schools, shops, employment and access to public transport. Doncaster town centre can be accessed within 5km cycling distance and the closest bus stops are located on Watch House Lane and York Road, which provide a number of services towards the town centre and other local destinations. The proposal makes efficient use of previously developed land and is therefore in accordance with the guidance set out in paragraph 119 of the NPPF.
- 9.6 The proposal delivers much needed affordable housing, being 100 per cent affordable. During the period 2015-2020, 925 new affordable homes were delivered (185 per year). DMBC's Housing Need Study (2019), which was used to inform the new Local Plan, identifies a need for 209 affordable new homes per year over and above the Council's own build programmes. There is a therefore a need for affordable housing, which is not currently being met. The findings of the 2019 Housing Need Study suggest there is a net affordable housing need for the Bentley area and it is one of the Wards with the highest affordable housing need. The need is mainly for 3 bed houses and 1 or 2 bed bungalows. Furthermore, the number of people on DMBC's housing waiting list and the number of bids for each available property illustrates the continuing need for more affordable homes. As at January 2020, there were 7,300 households on the Housing Register looking for an affordable rented home with 1,662 properties advertised in the year to January 2020 and 82,891 bids made - an average of 50 bids per property.

Sustainability

- 9.7 The 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.

- 9.8 There are three strands to sustainability and these are social, environmental and economic (paragraph 8). Paragraph 10 of the NPPF states in order that 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 Residential Amenity

- 9.9 The scheme has been designed to minimise the impact on the amenity of those residential properties on Fairfield Road that border the site. In all cases, the scheme either meets or exceeds the minimum separation distances to avoid any unacceptable overlooking or overshadowing. There is a slight pinch point with plot 59, which is only 17m from the rear elevation of the closest property on Fairfield Road, but this is mitigated by being set at an angle to avoid any unacceptable direct overlooking.
- 9.10 Site levels are to be raised slightly mainly to accommodate a gravity fed drainage system. Cross sections have been submitted and these show that the maximum height difference between the proposed dwellings and existing dwellings would be just over 1m (see cross sections in the Appendix). The existing high wall at the rear of the houses on Fairfield Road is to be retained at a height of 3.2m, which will afford some privacy and together with the separation distances is considered acceptable.
- 9.11 During the public consultation back in September 2019, local residents shared issues of anti-social behaviour experienced at the site, including littering and throwing of rubbish and rubble from the site into surrounding residents gardens. It is not clear if these issues still exist, but the development of the site will help to remove these issues.
- 9.12 Any disruption during construction of the development would be minimised by ensuring that the applicant submits and adheres to a Construction Management Plan that is to be secured by a planning condition.

ENVIRONMENTAL SUSTAINABILITY

Design and impact upon the character of the area

- 9.13 The development proposes 60 new homes across a 1.4ha site, resulting in a density of 43 dwellings per hectare. Although quite a high density, this is largely a result of the fact that many of the properties on site are terraced. All of the dwellings are two storey, which reflects the general character of the surrounding area. Materials will be agreed to ensure that they respect the surrounding area, which is mainly red brick, with some buff/brown brick (see typical street scene in the appendix).
- 9.14 The scheme has been designed to ensure that those properties that can be seen from Watch House Lane will front onto the road, providing a strong frontage to the development and avoid any back gardens fronting the road, which would be undesirable. Plots 18 to 26 in the north-eastern corner of the site have the back gardens facing Watch House Lane, but this is acceptable given that this part of the site is obscured by trees and the rising road, where it goes over the TPT.

Properties (plots 1 to 6) also front onto Fairfield Road to provide a strong frontage to the road.

- 9.15 A boundary and surface treatment plan has been submitted with the application. A water main runs along the boundary of the site and Yorkshire Water has advised that no built structures are provided along this boundary. As such, provision is to be made for low hedges in the front gardens of houses fronting Watch House Lane and Fairfield Road. Other boundary treatments include walling and fencing, with retention of the 3.2m high wall along the back gardens of houses along Fairfield Road.
- 9.16 The development provides new areas of open space situated centrally to the site, populated with trees. Furthermore, two links are proposed through to the TPT and this will improve connectivity and use into this local amenity for the community. It is understood that the land beyond the site boundary to the TPT routes are within Council ownership. A play area is to be provided on site with details to be secured by a condition.
- 9.17 Each home includes a private rear garden. Although some properties do not meet the minimum standards set out in the Transitional Developer Guidance, the gardens are still of sufficient size for a range of activities such as clothes drying, gardening, dining and sitting out. Not all prospective occupiers desire a large garden due to upkeep, therefore a mix of garden sizes will suit a range of people, including smaller households or couples, including older persons, contributing to a mixed community. All properties will have access to the open space within the site.
- 9.18 Policy 45 of the Local Plan requires new homes to comply with Nationally Described Space Standards (“NDSS”), with the target of 65% of new homes meeting Building Regulations requirement Part M4(2), and 5% of new homes to meet Building Regulations requirement Part M4(3). It is, however, recognised that such policy targets may not be achievable due to viability. The proposed house types do not fully meet NDSS, however they are larger compared to those previously approved by Planning Committee in October 2020. House Type A falls below NDSS by 15% and House Type B by 16%.
- 9.19 Advice has been sought on this from an Independent consultant who is of the opinion that the scheme would not be viable if the scheme were NDSS compliant. Applying NDSS, Part M4(2) and Part M4(3) standards in accordance with Policy 45 would have significant viability issues and this is demonstrated in the Assessment of Financial Viability. In order to achieve M4(2)/(3) standards, the internal arrangements of dwellings would need to be reconfigured to allow for clear access routes, step free routes, door openings etc. which would lead to an increase in footprint. External arrangements also need to be considered such as wider parking bays and external ramps. Collectively, these requirements would impact unit numbers and increase construction costs with no additional premium being achieved on the properties. There would be a reduction in the number of homes by 8 and a subsequent increase in the cost per plot. The material reduction in the number of homes would render the development wholly unviable. Policy 45 is permissive of exemptions to housing design standards where it can be robustly demonstrated that it is not viable to adhere to these standards and it is considered that this has been demonstrated.

Ecology

- 9.20 An Ecological Assessment has been submitted in support of the application. The site is not situated within influencing distance of any nature conservation site of either statutory or non-statutory designation. The report concludes that the site has limited ecological value, with some scattered trees along the boundary.
- 9.21 No records of amphibians were obtained within 2km of the site boundary. The site does not contain the required aquatic habitats suitable for breeding amphibians such as toads, frogs or newts, as the two temporary ponds on site will dry up in periods of dry weather. The site does not contain the required aquatic habitats and riparian corridors of vegetation to support water vole. The dense scrub on site has moderate ecological value for birds and offers nesting opportunities for ground nesting bird species. There were no records of bats species within 2km of the site, however the proposed development site has connecting dense tree corridors linking it to the surrounding area and agricultural fields to the north-east.
- 9.22 The report recommends that owing to the presence of grass snake in the vicinity of the site and suitable reptile habitat within the site, a reptile survey is required. The survey must take place between April and June (inclusive). It is therefore recommended that the reptile survey be repeated prior to the commencement of the development, and this can be secured by a suitably worded condition (condition 19). It also states that obtrusive lighting on the woodland edge at the eastern boundary of the site must be avoided (details secured by condition 4).
- 9.23 The newly created gardens and trees are likely to provide nesting and foraging opportunities for bird species and form a commuting habitat connecting to the wider landscape for bats, birds and hedgehogs. The newly created habitat of floral species will increase the diversity of invertebrates on site for birds and bats to feed on.
- 9.24 A Biodiversity Metric Report (version 3.1) has been submitted with the application. The report concludes that the development will result in the loss of areas of mixed scrub, other neutral grassland and ruderal/ephemeral vegetation. These are all low/medium distinctiveness habitats. The baseline biodiversity unit value of the site is 8.45 units. To deliver a 10% net gain in biodiversity, 9.295 units would be required post development. The proposed onsite landscaping delivers 5.15 units. There is therefore a deficit of 4.145 units. In order to satisfy the requirement of policy 30 in the Local Plan, this deficit in biodiversity units would have to be secured via a project offsite. This could be done via a Section 106 agreement that asks for the details of appropriate offsite compensation to be provided. If there are no local projects available that could deliver the required units, then the final option within the S106 agreement would be for a biodiversity offsetting contribution fee to be paid to the Council. This would be calculated as £25,000 per Biodiversity unit required, so in this case £103,625. The application therefore accords with policy 30 of the Local Plan.

Trees and Landscaping

- 9.25 A Tree Survey has been carried out and this shows that the trees that border the site are generally in a good condition. The trees are not protected by a Tree Preservation Order. No tree removals or remedial pruning works are required to facilitate the proposed development.
- 9.26 A landscaping scheme has been submitted and this has been agreed by the Tree Officer. The site will be managed by one management company and this should

ensure that all areas are maintained and kept to a high standard. The application therefore accords with policy 48 of the Local Plan.

Impact upon Highway Safety

- 9.27 A Transport Assessment and Travel Plan have been submitted in support of this application. The site is considered to be located in a sustainable location with good access to local amenities, public transport and cycling and walking opportunities.
- 9.28 In terms of walking, Scawsby Saltersgate Junior/Infant School is approximately a 700m/9 minute walk to the west of the site. Scawthorpe Sunnyfields Primary School and Kirkby Primary School are also located within walking distance of the site. Aldi, Morrison's, Tesco Express, and Danum Retail Park are all considered to be within walking distance. There are other healthcare and employment facilities within walking distance of the site. Direct pedestrian access between the development site and the TPT will be provided on the eastern boundary of the site.
- 9.29 In terms of cycling, the report shows that the whole of Doncaster town centre can be accessed within 5km cycling distance of the site. The Travel Plan indicates a commitment to cycle parking within the curtilage of each dwelling with access provided to gardens so that bicycles do not have to be carried through homes.
- 9.30 In terms of access to public transport, the closest bus stop is located on Watch House Lane approximately 325m to the west of the development site. In addition, bus stops located on York Road, approximately 350m from the site access offer a number of services towards Doncaster town centre and other local destinations. Additional bus stops are located on York Road, Cusworth Lane and Newlands Drive, which are within 800m walking distance. Bentley train station is located approximately 1km/12 minute walk from the site, which provides services to Leeds and Doncaster.
- 9.31 The Travel Plan sets out a number of measures that will encourage residents on site to use sustainable modes of transport. These includes a Travel Plan Coordinator to provide transport advice to residents and travel information provided to prospective and new residents on all available modes of transport including maps, health benefits, local amenities and public transport timetables.
- 9.32 The development is forecast to generate 35 2-way trips in the AM peak and 37 2-way trips in the PM peak. A junction capacity assessment has been undertaken at the Fairfield Road/Watch House Lane junction and the results show that the junction operates within capacity in the future (year 2024) with the proposed development traffic included. As part of the proposed access arrangements, road markings will be provided at the Watch House Lane / Fairfield Road junction to provide a 'build out' and improve visibility from Fairfield Road.
- 9.33 Vehicular access to the site will be taken approximately 65m to the south of the Fairfield Road /Watch House Lane existing junction. The existing width of Fairfield Road between the access point and Watch House Lane will be retained. With reference to the South Yorkshire Residential Design Guide for conventional streets with a design speed of 20mph or less, a "*minimum carriageway width of 4.8 metres [is] needed for two cars to pass with some care*". Drawings submitted with the application demonstrate that the existing width of the carriageway is sufficient for two large cars to pass each other and for occasional use by fire appliances and refuse vehicles. Widening the carriageway is not considered necessary to

accommodate the development. Widening the carriageway on Fairfield Road could potentially encourage drivers to increase their speed and potentially induce additional through traffic from the A638 York Road, to the detriment of existing residents living on Fairfield Road and Halifax Crescent. Overall, taking into account the nature of Fairfield Road within an established residential area, the existing carriageway width (of approximately 5.2m) is adequate for the current and future use of the road.

- 9.34 During pre-application discussions, it was requested that the issue of rat-running using Halifax Crescent, to avoid any queuing on Watch House Lane, be investigated and this has been carried out. Queue length surveys were undertaken during the peak hours on Watch House Lane and Halifax Crescent. There is evidence of queuing on Watch House Lane during the peak hours and evidence of some vehicles using Halifax Crescent to avoid the queues on Watch House Lane. However, the numbers are relatively low and the queue on Halifax Crescent was observed to clear within two green phases of the traffic signals. The addition of the development traffic will, inevitably, add to the queue but the impact is not expected to be significant with the development generating approximately 1 trip every 2 minutes in the peak hours.
- 9.35 Parking standards are set out in Appendix 6 of the Local Plan. These require 2 unallocated spaces per dwelling, plus 1 visitor space per 4 dwellings. Based on these standards, there would be a requirement for 135 parking spaces on site. The original scheme included provision for 100 car parking spaces. The revised scheme seeks to marginally reduce this figure to 98 spaces by removing 2 unallocated visitor spaces. The provision on site is as follows: 41 spaces for the 41 no. 2-bed homes, 38 spaces for the 3-bed homes and 19 visitor spaces. The overall proposed parking provision is therefore slightly lower than would be expected in line with the Council's requirements. This modest reduction is acceptable however given the sustainable location of the site and its design. The site is readily accessible by a range of suitable transport modes and falls within walking distance of a range of amenities and facilities, including schools and shops, thus reducing reliance on owning a car. Dedicated cycle storage is still provided for each property within the curtilage of each dwelling, with access provided to gardens so that bicycles do not have to be carried through homes. There is plenty of room within the site for informal visitor parking spaces particularly around the central area, where there is no conflict with driveway entrances. As such, it is considered the proposed quantity of car parking spaces is sufficient and appropriate to accommodate the proposed development.
- 9.36 Swept path analysis has been undertaken to demonstrate that a fire appliance (as the largest emergency vehicle that would need to use the access) will be able to access the site. In an emergency, a fire appliance would be able to get to a point within 45m of accesses to each dwelling, meeting the requirements of Building Regulations. Sufficient turning space is provided within the site to allow the fire appliance to exit the site in forward gear.
- 9.37 The development will be in single ownership and so the maintenance responsibility of private drives will fall to the Register Provider.

Flood Risk, Foul and Surface water drainage

- 9.38 The site sits within Flood Zone 1 (lowest risk of flooding) as indicated on the Environment Agency flood maps. A Flood Risk Assessment and Drainage Strategy

have been submitted in support of this application because the site is more than 1 hectare in size. The site levels vary from around 9.35mAOD at the site entrance to 8.63mAOD to the east, but generally, the site is flat with an overall slight fall from east to west. There is no history of flooding occurring at the site. This report has identified that the main flood risk to the development is from over topping of the local watercourse or blockage of drains. The minimum finished floor levels (FFL) are recommended to be 9.35mAOD for the site and this will be achieved. The FRA confirms that the site has a no or low risk of flooding and the proposed development is appropriate for this location. The application therefore accords with policy 56 of the Local Plan.

Noise

- 9.39 A Noise Assessment has been submitted to assess the potential impact of surrounding noise on the proposed development. Noise measurements were taken within the vicinity of the proposed development site for night-time and daytime periods. The results of the noise monitoring were used to create a noise model of the site. The noise model was used to identify the proposed residential façade that would be subject to the highest levels of noise. Noise ingress calculations were undertaken, which demonstrated that noise levels could be achieved for both daytime and night-time periods with the incorporation of a glazing and ventilation strategy, therefore demonstrating that internal noise levels would not pose a barrier to the development of the site.
- 9.40 The noise model identified plots where World Health Organisation criteria of external amenity areas would not be met. Mitigation is recommended in the form of a 2.3m acoustic fence to provide protection to the affected plots 18 to 26 (this is shown on the submitted boundary detail plan). The noise model demonstrates that this would be sufficient to meet the criteria, therefore demonstrating that with mitigation, external noise levels would not pose a barrier to the development of the site. The predictions were also inclusive of commercial noise from Queens Drive Industrial Estate. The assessment indicates likelihood of a low impact at the receptor location, therefore demonstrating that commercial noise from the industrial estate should not pose a barrier to the development of the site.
- 9.41 With the inclusion of the mitigation measures recommended within the report, it has been concluded that noise will not have any amenity impacts on the new residential development. The application therefore accords with policy 54 of the Local Plan.

Air quality

- 9.42 An Air Quality Assessment has been submitted with the application. This report provides a review of existing air quality in the vicinity of the proposed development. It also provides an assessment of the impact of the proposed development on local air quality during both its construction and operational phases. With the implementation of appropriate mitigation measures (such as dust monitoring and dealing with any complaints etc.), the impact of dust associated with construction and demolition activities is considered to be not significant when considered in accordance with Institute of Air Quality Management (IAQM) guidance.
- 9.43 Existing air quality around the development has been reviewed. Concentrations of Nitrogen Dioxide (NO₂) and Particulate Matter 10 (PM₁₀) are likely to be below their respective long and short-term objectives at the proposed development site, which is therefore considered suitable for residential use with regards to air quality.

Vehicle emissions associated with the proposed development are not likely to have a significant impact on local air quality. A number of mitigation measures are proposed including the provision of an Electric Vehicle (EV) charging point within each dwelling and cycle parking within the curtilage of each dwelling. The application therefore accords with policy 54 of the Local Plan.

Contamination

- 9.44 Previous environmental investigations and risk assessments have been undertaken on the site in consultation with the Environmental Agency and Doncaster's Pollution Officer. Remediation works have already been carried out on site during 2016, which were attended by the Environment Agency and the Council. A Geo-environmental Overview and Remedial Strategy has been prepared in support of this application, which outlines a future remedial strategy and this is secured by a condition. The further works include additional gas monitoring across the site, a clean cover system and no dig layer, the appropriate assessment of the asbestos containing materials and appropriate certification of all imported materials. The application therefore accords with policy 55 of the Local Plan.

Energy Efficiency

- 9.45 An Energy and Sustainability Statement has been submitted in support of the application. Through assessing low or zero carbon technologies at the development, it concludes that it is not technically feasible or viable to install these technologies. However, through the incorporation of good passive suitable design measures, an improvement in energy efficiency can be achieved when compared to baseline Building Regulations.

ECONOMIC SUSTAINABILITY

- 9.46 The development will create approximately 60 construction jobs, with local supply chains targeted during construction. Post-occupation, the development will bring about increased spending on goods and services in the local area.

10.0 Other issues raised by objectors, but not covered in the report

- 10.1 The concern raised that the proposal will result in the loss of an employment site is no longer relevant as the site has changed from being allocated as an Employment Site in the UDP to a Residential Policy Area in the Local Plan. Highways have carefully considered the proposal and do not consider that access will compromise access to and from a driveway of an adjoining residential property (this is consistent with the view that they took when it was last considered in 2020). Any potential impact on house prices is not a material planning consideration.

11.0 Planning Obligations

- 11.1 There are a number of Planning Obligation requirements that have been identified in accordance with Local Plan policies. The scheme proposes 100 per cent affordable housing and this is to be secured through a Section 106 Agreement. There is a requirement for a commuted sum of £240,876 towards Don Valley Academy. The scheme provides on-site open space, but this only equates to 10 per cent of the overall site area and so an additional sum of £16,250 is required to meet the 15 per cent requirement given that the Bentley community profile area is deficient in 3 out of 5 open space typologies. There is a Biodiversity offsetting project or contribution

requirement of £103,625 and a returnable Travel Plan Bond of £7,352 to mitigate any traffic in the event that targets in the Travel Plan are exceeded.

- 11.2 A viability appraisal has been submitted with the application. It was assessed by David Coate of Adams Integra who has provided an independent review of the viability of the scheme. David Coate concludes that the scheme would not be viable with all of the policy asks. It is the independent consultant's conclusion that a planning policy compliant scheme is unviable. Having considered all of the build costs and income etc., the consultant considers that the scheme can contribute a total of £249,480 towards planning obligations and remain viable. It should be noted that this is the same level of contribution that was agreed on the BtR scheme, minus the affordable housing contribution of £111,556 given that this is now 100 per cent affordable housing provision. In essence, this is a greater contribution than before because the scheme is now 100 per cent affordable rather than around 4 affordable units as would have been secured through the Section 106 Agreement on the BtR scheme.
- 11.3 In line with the Council's Section 106 Protocol, the Section 106 Board met on November 18th 2022 to discuss where the available Section 106 monies should be spent. The Section 106 Board have recommended that all of the required contributions be given to off-site open space, BNG and the Travel Plan Bond. They have asked that the open space contribution be used to improve the open space off Queens Drive, Bentley (situated to the east of the application site). The remaining money of £122,253 is to be given to Don Valley Academy.

12.0 PLANNING BALANCE & CONCLUSION

- 12.1 The site lies within the Residential Policy Area as allocated in the Doncaster Local Plan. The proposal provides an acceptable level of amenity for existing and new residents, helps to protect and enhance the existing area and meets other development plan policies relating to flood risk, open space, design and sustainable construction. The proposal therefore accords with policy 10 of the Local Plan.
- 12.2 The site lies within the Main Urban Area of Doncaster and has been vacant for over 13 years, following the clearance of the previous industrial and office buildings. Development of this sustainably located site will remove vacant and underutilised land from the urban area and make a meaningful contribution to meeting DMBC's housing need.
- 12.3 The information submitted in support of the application shows that there are no issues with highway safety and as such, no objections have been raised by highways. The site is within walking and cycling distance of schools, shops and public transport provision and the Travel Plan will help to deliver sustainable travel modes. The scheme provides connections to the TRP and EV charging points are to be provided to every dwelling on site.
- 12.4 The scheme has been designed to reflect the character of the surrounding area and avoid any impact on the amenity of surrounding residential properties. All other issues such as ecology, air quality, noise and contamination have been thoroughly assessed with the submission of technical documents and are all satisfactory subject to the necessary mitigation measures that are either shown on the plans or secured by condition.

- 12.5 The application comprises a highly sustainable development and accords with national and local planning policy. The proposal would deliver 60 affordable homes, which is a significant benefit when considered in the context of the high level of affordable housing need, particularly in the Bentley ward.

13.0 RECOMMENDATION

- 13.1 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:

- 1) 100 per cent affordable housing to be secured in perpetuity.
- 2) £122,253 for Don Valley Academy
- 2) £103,625 for Biodiversity offsetting
- 3) £16,250 for improvements to the Recreation Ground off Queens Drive
- 4) £7,352 for the Travel Bond.

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

Conditions / Reasons

1. 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.

2. 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:

100-448/(P)002C dated 16.12.21 (Location plan)
100-448/(P)001ZD dated 02.12.22 (Site plan)
100-448/(P)015E dated 10.12.21 (Typical cluster 2B)
100-448/(P)018E dated 10.12.21 (Typical cluster 2A)
100-448/(P)011E dated 10.12.21 (Typical cluster 3)
100-448/(P)008D dated 10.12.21 (Typical cluster 4)
100-448/(P)019E dated 10.12.21 (Cluster 4 street corner)
100-448/(P)007E dated 10.12.21 (House type plans)
100-448/(P)021A dated 10.12.21 (Street elevation)
100-448/(P)016L dated 02.12.22 (Boundary and surface treatment)
46102/035 Rev A dated 28.03.2022 (Boundary wall typical sections)
L-200 rev E dated 30.11.2022 (soft landscaping)
46102/001 Rev C dated 30.11.2022 (Drainage Plan)
46102/011 Rev C dated 30.11.2022 (External works sheet 1 of 2)
46102/012 Rev C dated 30.11.2022 (External works sheet 1 of 2)

REASON

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

3. The approved phase 3 remediation works (as set out in JPG's Geo- Environmental Overview & Remedial Strategy Ref 5269-jpg-zz-xx-rp-g-1301-s2-p01. Nov 2019.

Revision P01) shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. 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. Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The site or parts of 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.

4. Prior to the installation of any external lighting on site, a lighting strategy including a lux level diagram detailing all the lighting levels resulting from lighting to be installed on the site shall have been submitted and approved by the local authority. The lighting shall then be installed in accordance with the approved scheme.

REASON

To ensure the ongoing ecological interests of the site with respect to bats in accordance with policy 30 of the Local Plan.

5. The development shall be carried out in accordance with the mitigation measures set out in Section 11 of the Air Quality Report Number 102178V2 dated 28th January 2020 including the provision of EV charging points and cycle storage for each dwelling to be provided prior to the occupation of that dwelling.

REASON

To reduce air pollution on site in accordance with policy 54 of the Local Plan.

6. The development shall be carried out in accordance with the measures set out in Section 5 of the submitted Travel Plan by Fore dated 19th November 2019.

REASON

To promote sustainable modes of travel in accordance with policy 13 of the Local Plan.

7. Prior to the occupation of any dwellings on site, an informal play area shall have been installed and be operational on the area of open space in accordance with a scheme previously submitted to and approved in writing by the local planning authority.

REASON

To ensure adequate play provision in accordance with policy 28 of the Local Plan.

8. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

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

REASON

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

9. Prior to the commencement of the relevant works, details of the proposed external materials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved materials.

REASON

To ensure that the materials are appropriate to the area in accordance with policy 42 of the Local Plan.

10. No dwellings shall be occupied on site until highway improvement works, as indicated on plan reference 3798 SK001 04 rev A dated 14/10/19, have been completed in accordance with a detailed scheme previously submitted to and approved in writing by the local planning authority.

REASON

In the interests of highway safety and to ensure adequate visibility at the junction of Watch House Lane and Fairfield Road.

11. No dwellings shall be occupied until connections to the Trans Pennine Trail as indicated on 100-448/(P)001ZD dated 02.12.22 have been provided in accordance with a scheme previously submitted to and approved in writing by the local planning authority.

REASON

To encourage sustainable modes of travel in accordance with policy 13 of the Local Plan.

12. 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.

13. Prior to the commencement of the development hereby granted a scheme for the protection of all retained trees that complies with British Standard 5837: 2012 Trees in Relation to Design, Demolition and construction shall be submitted to the Local Planning Authority for approval. Tree protection shall be implemented on site in accordance with the approved scheme 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 retained trees are protected from damage during construction.

14. Prior to the occupation of any dwellings on site, a Management and Monitoring Plan for proposed onsite habitats detailed in Section 4 of the Biodiversity Metric 3.1 Report by JCA Revision 3 shall be submitted to the Local Planning Authority for approval in writing. The Management and Monitoring Plan shall detail the following:

- i) A detailed adaptive management plan setting out how habitats will be created or enhanced and describing the proposed ongoing management for a minimum of 30 years.
- ii) The details of when target condition will be achieved and how it shall be maintained.
- iii) A detailed monitoring plan that will be used to inform any potential changes to the ongoing management and assess the progress towards achieving target condition. This should outline the surveys that will be used to inform condition monitoring reports. Monitoring reports will be provided to the Local Planning Authority by the end of years 1,2,5,10,20, and 30 of the monitoring period.
- iv) The roles, responsibilities and professional competencies of the people involved in implementing and monitoring the onsite habitat delivery.
- v) Evidence that the necessary resources are available to deliver the proposed onsite habitat and its ongoing management.

Once approved, the Management and Monitoring Plan shall be implemented in full and any subsequent changes to management as a result of findings from the monitoring agreed in writing with the Local Planning Authority.

REASON

To fulfil specifically the requirements of Local Plan policy 30B.

15. The site shall be developed with separate systems of drainage for foul and surface water on and off the site. Surface water from the entire site shall be restricted to a maximum rate of 3.5 litres per second, to the public surface water sewer network.

REASON

In the interests of satisfactory and sustainable drainage.

16. No building or other obstruction including landscape features shall be located over or within 3.5 metres either side of the centre line of the public sewer i.e. a protected strip width of 7 metres that crosses the site. If the required stand-off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the local planning authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to the construction in the affected area, the approved works have been undertaken.

REASON

In order to allow sufficient access for maintenance and repair works at all times.

17. No building hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details. The sustainable drainage scheme shall be designed, managed and maintained in accordance with the Non-statutory technical standards and local standards.

REASON

To comply with the National Planning Policy Framework.

18. No development shall take place on the site until a detailed aftercare/maintenance plan based on the detailed Soft Landscape plan (L-200 Rev E) with clear scheduling and responsibilities for a minimum of 5 years following practical completion of the landscape works has been submitted and approved in writing with the local planning authority. Thereafter the approved landscape scheme (Detailed Soft Landscape plan L-200 Rev E) 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 completed 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 Policy 48: Landscaping of New Developments section C and F.

19. Prior to any development or vegetation clearance commencing on the site, a reptile survey of the site shall be carried out between April and June (inclusive) by a suitably qualified person and submitted to the Local Planning Authority for approval in writing. The survey shall include details of all mitigation measures including precautionary working methods considered necessary to ensure the interests of reptiles are maintained. The development shall be carried out in accordance with all mitigation recommendations made within the approved survey.

REASON

In line with policy 30 of the Local Plan to ensure the ecological interest of any reptiles on the site.

INFORMATIVES

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. 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.

Records indicate that this area may be susceptible to surface water flooding. Please see Environment Agency indicative SW Flood Maps. 2. Flood resilience should be duly considered in the design of the new building/s or renovation. Guidance may be found in BRE Digest 532 Parts 1 and 2, 2012 and BRE Good Building Guide 84. 3.

The applicant should produce a Flood Evacuation Plan.

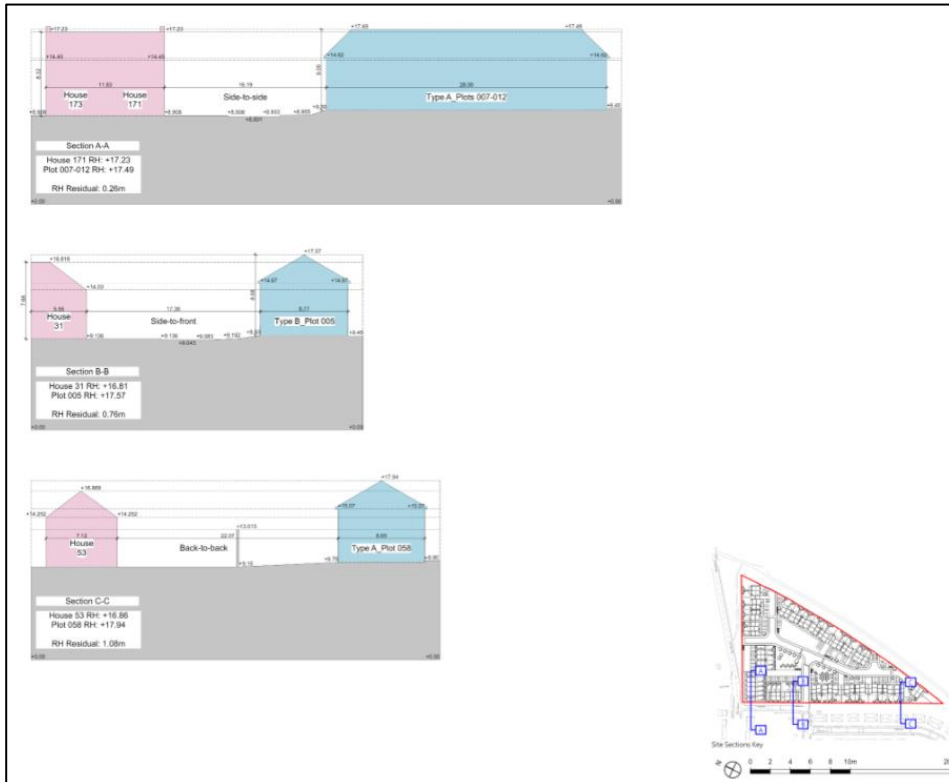
The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family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

Appendix

Site plan



Cross Sections



Typical street scene



Proposed Street Elevation