

Application	1
--------------------	---

Application Number:	21/03311/FULM
----------------------------	---------------

Application Type:	Full Planning Permission
--------------------------	--------------------------

Proposal Description:	Proposed residential development with public open space, access, landscaping and associated infrastructure (amended plans).
At:	Land South East Of Old Road, Conisbrough, Doncaster, DN12 3LR

For:	Robert Harding - Countryside Partnerships PLC
-------------	---

Third Party Reps:	35 representations in opposition	Parish:	N/A
		Ward:	Conisbrough

Author of Report:	Dave Richards
--------------------------	---------------

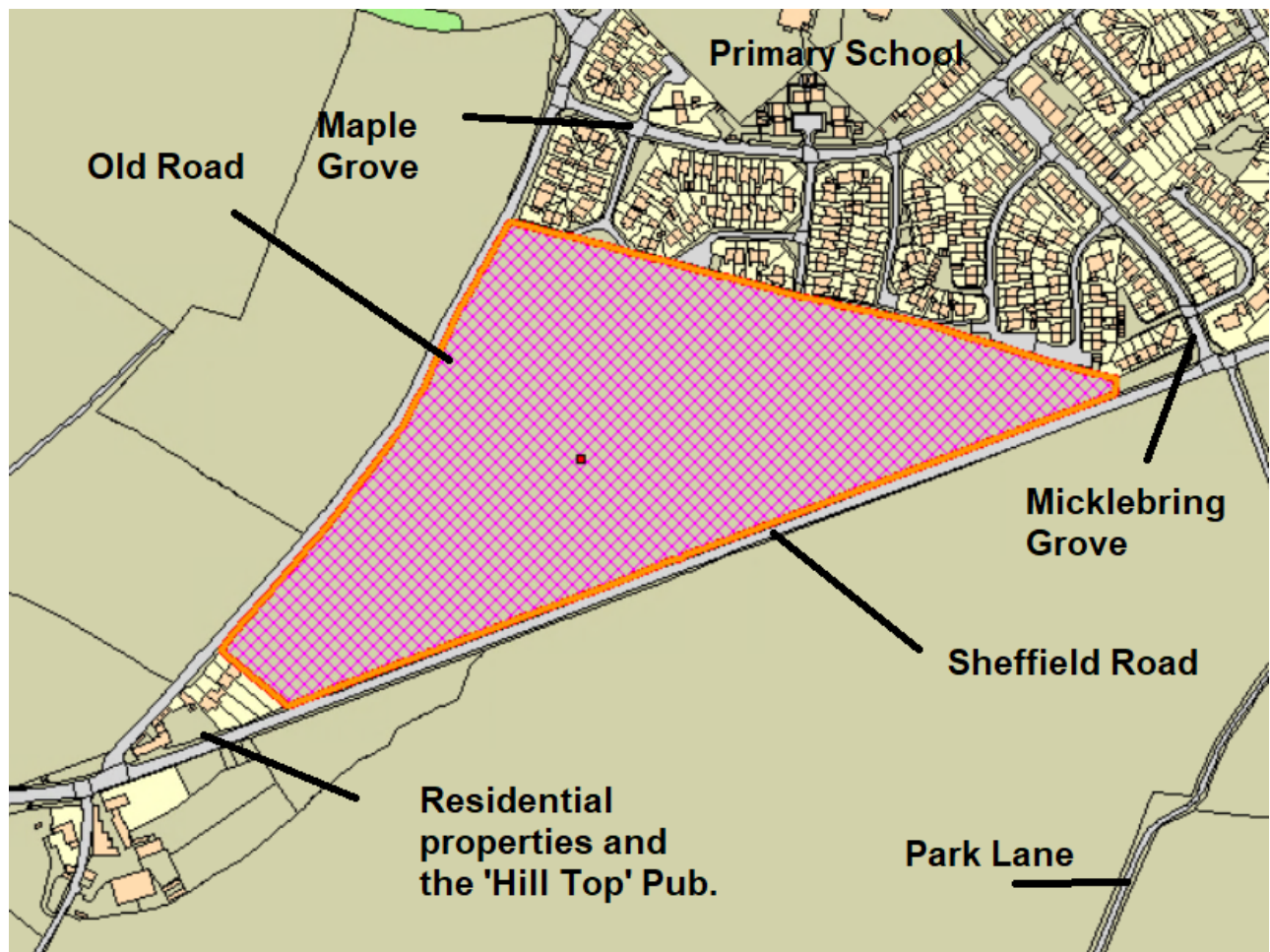
SUMMARY

The proposal seeks full planning permission for the erection of 239 dwellings within a site allocated for housing in the adopted (Sept 2021) Doncaster Local Plan - Site Allocation Ref: (CD06). The application is deemed to be in accordance with Developer Requirements set out in the Local Plan. Furthermore, the proposal is 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 development would not cause an unacceptable level of harm to the highway network, local infrastructure, ecology, flood risk, archaeology or the wider character of the area - subject to suitably worded conditions and the provision of a legal (S106) agreement securing 1) Affordable Housing; 2) Education contribution; 3) Travel Bond; 4) Off site highway works, 5) Biodiversity Net Gain and 6) Green Belt Compensatory Improvements.

The scheme will deliver housing supply for the Borough in line with its allocation within the Local Plan.

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



1.0 Reason for Report

- 1.1 This application is being presented to Planning Committee due to the level of public opposition and as a result of a 'call in' by Cllrs Lani-Mae Ball, Nigel Ball and Ian Pearson who have concerns about the amount of houses proposed and wider implications for the community.

2.0 Proposal and Background

- 2.1 The proposal seeks full planning permission for the erection of 239 dwellings, including new access points on to Sheffield Road, and associated infrastructure such as landscaping, drainage attenuation, public open space and parking. The application site is known as Hill Top and is in private ownership. The site is under offer by Countryside Partnerships PLC (the applicant) subject to planning permission being agreed.

- 2.2 In summary, the proposal makes provision for a variety of house types with the mix of size, type and tenure summarised below:

A) Market Housing Total = 201 dwellings

- 2 No. x 2 bedroom (Acomb)
- 110 No. x 3 bedroom (Honley, Midford, Rydal, Brayton and Hambleton)
- 89 No. x 4 bedroom (Leverton, Lymington, Winburgh and Thorne)

B) Affordable Housing = 38 dwellings

- 22 no. x 2 bedroom (Arundel, Acomb)
- 16 no. x 2 bedroom (Bournemouth, Brayton)

- 2.3 The scale of the proposed dwellings are in keeping with the local character and scale all being two storeys in height. The proposed dwellings provide a mix of terraced, semi-detached and detached properties.

- 2.4 During the course of the application, the scheme has been amended several times to take account of comments received, primarily by the Council's Urban Design, Public Open Space, Highways and Tree Officers respectively.

- 2.5 The main amendments centre around a reduction of proposed dwellings to 239 in total from an initial 241, a configuration of the site layout to ensure technical compliance with design/highway standards, and a general increase of landscaping within the site.

- 2.6 The highways within the site will be offered for adoption under a Section 38 agreement with the Highway Authority and the foul and surface water sewerage networks will be adopted by YW via a section 104 agreement.

- 2.7 The application itself has been submitted with numerous technical documents, which include:

- Planning Statement
- Detailed Plans
- Design and Access Statement

- Landscape Masterplan
- Preliminary Ecological Appraisal
- Flood Risk Assessment and Drainage Strategy
- Including Drainage Strategy Plan
- Statement of Community Involvement
- Transport Assessment
- Travel Plan
- Arboricultural Assessment
- Geo-environmental Appraisal
- Archaeology Assessment
- Noise Impact Assessment
- Air Quality Assessment
- Economic Benefits Infographic
- Health Impact Assessment

2.8 The proposal complies with all Local Plan policy asks in terms of Affordable Housing, Public Open Space, Education contributions and Biodiversity Net Gain. The applicant proposes all homes to meet Nationally Described Space Standards and further comply with the policy requiring a proportion of the new homes to be Building Regulations M4(2) ('accessible and adaptable') and M4(3) ('wheelchair adaptable') compliant.

3.0 Site Description

3.1 The application site comprises an agricultural field which has been allocated for housing in the recently adopted Doncaster Local Plan (DLP) in September 2021 - specifically site allocation Ref. CD06. The allocation itself is proposed through this single full application by a single volume householder. The whole site extends to a total area of approximately 8.9ha (22 acres)

3.2 The site is currently used for agricultural purposes. In terms of nearby land uses, there are existing residential development located along the north eastern boundary of the site. The western boundary runs adjacent to Old Road where reflective marker posts along the verge separate the site from the public highway. The southern boundary runs adjacent to Sheffield Road (A630) which includes a public footpath alongside the road and the site. A number of dwellings are located to the south-west of the site with a hedgerow and fencing acting as boundaries to the site.

3.3 The land surrounding the proposal site is broadly flat with some undulation. The land rises in the south towards a local high point at Clifton. To the north, the land drops away into a valley landscape and a more rolling landform. Public Rights of Way are generally found to the south of the site and Conisbrough with good access along a series of bridleways and public foot paths.

3.4 The site is located 7 miles west of Doncaster City Centre on the south-western edge of Conisbrough, connected to the city via the A630. The A630 provides a direct link to Rotherham, 6 miles west of the site. Conisbrough train station is 2.1 miles to the north-east of the site and provides services to Doncaster, Rotherham, Sheffield, Retford and Lincoln. There is a regular bus service linking Conisbrough to Mexborough and Barnsley. These links provide access to destinations which offer employment, leisure and retail opportunities. Conisbrough itself contains local amenities such as shops, a pharmacy and schools.

- 3.5 Two vehicular accesses are proposed to serve the development. Both of these accesses are on the southern side of the site and form new priority 'ghost island' junctions with A630 Sheffield Road. Visibility splays of 2.4m x 160m have been provided in accordance with the required standard for a speed limit of 50mph along Sheffield Road. Each access will serve approximately half of the 239 dwellings within the Site (less the 26 units accessed directly from Old Road).
- 3.6 The site is allocated for housing in the adopted Local Plan under Policy 5 (ref. CD06):

Figure. 1 Doncaster Local Plan Proposals Map (extract)

4.0 Relevant Planning History

5.0 Site Allocation

5.2 National Planning Policy Framework (NPPF 2021)

- 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 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- 5.7 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.
- 5.8 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.
- 5.9 Paragraph 60 states 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
- 5.10 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.
- 5.11 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.
- 5.12 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.
- 5.13 Paragraph 130 states that planning decisions should ensure developments will function well and add to the overall quality of the area, are visually attractive and optimise the potential of the site.
- 5.14 Paragraph 131 emphasises that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined.

- 5.15 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.
- 5.16 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.
- 5.17 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.
- 5.18 Paragraph 194 and 195 relates to sites which includes, or has the potential to include, heritage assets with archaeological interest, and states that local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. This should enable an assessment of the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

5.19 Local Plan

- 5.20 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.21 The development plan consists of the Doncaster Local Plan (DLP) (adopted 2021), and the Barnsley, Doncaster and Rotherham Joint Waste Plan (JWP) (adopted 2012). The following Local Plan policies are the most relevant in this case:
- 5.22 Policy 1 sets out the Settlement Hierarchy for the Borough. It seeks to concentrate growth at the larger settlements of the Borough with remaining growth delivered elsewhere to support the function of other sustainable settlements and to help meet more local needs taking account of existing settlement size, demography, accessibility, facilities, issues and opportunities
- 5.23 Policy 5 sets out housing allocations to deliver the housing requirement and distribution as set out in Policy 2. Allocations have been selected having regard to the Spatial Strategy and the findings of the site selection methodology. The site is allocated under Policy 5 for housing.
- 5.24 Policy 7 Delivering the Necessary Range of Housing (Strategic Policy) - sets out the requirements for the range of housing including the need for affordable housing.
- 5.25 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.
- 5.26 Policy 16 seeks to improve cycling provision in Doncaster (including new routes and improved links to existing networks and to existing and new development).

- 5.27 Policy 17 states walking will be promoted as a means of active travel as well as for recreation. Improvements will be sought to walking connectivity throughout the Borough on new development schemes through a number of key principles.
- 5.28 Policy 26 states the Council will protect, maintain, enhance and, where possible, extend or create Doncaster's green infrastructure (GI), including landscapes, ecological networks, natural environment, open spaces, public rights of way, geodiversity, biodiversity, navigable river and waterway assets.
- 5.29 Policy 28 deals with open space provision. Developments of 20 family dwellings or more will be supported which contribute 10% to 15% of the site as on-site open space to benefit the development itself – the nature and type of which will be determined by having regard to the Council's Green Space Audit and Playing Pitch Strategy.
- 5.30 Policy 29 states proposals will only be supported which deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough's ecological networks.
- 5.31 Policy 30 deals with the need to value biodiversity and assets will be protected through the following principles:

A) All proposals shall be considered in light of the mitigation hierarchy in accordance with National Policy.

B) Proposals which may harm designated Local Wildlife Sites, Local Geological Sites, Priority Habitats, Priority Species, protected species or non-designated sites or features of biodiversity interest, will only be supported where:

1. they use the DEFRA biodiversity metric to demonstrate that a proposal will deliver a minimum 10% net gain for biodiversity;
2. they protect, restore, enhance and provide appropriate buffers around wildlife and geological features and bridge gaps to link these to the wider ecological network;
3. they produce and deliver appropriate long term management plans for local wildlife and geological sites as well as newly created or restored habitats;
4. they can demonstrate that the need for a proposal outweighs the value of any features to be lost; and
5. if the permanent loss of a geological site is unavoidable, then provision will be made for the site to first be recorded by a suitably qualified expert.

C) Proposals which may impact Special Areas of Conservation, Special Protection Areas or RAMSAR Sites will only be supported where it can be demonstrated that there will be no likely significant effects and no adverse effects on the integrity of European sites.

D) Proposals that may either directly or indirectly negatively impact Sites of Special Scientific Interest will not normally be supported.

- 5.32 Policy 32 states 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.

- 5.33 Policy 33 states proposals will be supported that take account of the quality, local distinctiveness and the sensitivity to change of distinctive landscape character areas and individual landscape features. Development will not be permitted where there is significant harm to the distinctive setting of, and relationship between, settlements and buildings and the landscape including important views.
- 5.34 Policy 39 refers to development affecting archaeology.
- 5.35 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.
- 5.36 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.
- 5.37 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.
- 5.38 Policy 45 new housing proposals will be supported where they are designed to include sufficient space for the intended number of occupants, and are designed and constructed in a way that enables them to be easily adapted to meet existing and changing needs of residents in Doncaster over their lifetime.

A) In order to ensure homes are large enough for the intended number of inhabitants, all new housing should meet the Nationally Described Space Standard as a minimum.

B) In order to provide suitable and genuine housing choices for an ageing population and those with Limiting Long Term Illnesses or Disabilities, at least 65% of all new homes on housing developments of over 0.5 hectare or 10 or more units should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

C) In order to provide suitable and genuine housing choices for occupants with more specific needs, at least 5% of all new homes on housing developments of over 0.5 Hectare or 10 or more units should meet Building Regulations requirement M4(3) 'wheelchair adaptable dwellings'.

The required number and mix of accessible and Nationally Described Space Standard compliant homes should be clearly illustrated on submitted plans, and in the case of accessible homes will be controlled via planning condition. Exemptions to these requirements will only be considered where the applicant can robustly demonstrate, with appropriate evidence, that adhering to the standards is not feasible due to physical constraints.

- 5.39 Policy 47 aims to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Developments will be supported which are designed in a way that reduces the risk of crime and the fear of crime through safe street design.
- 5.40 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.
- 5.41 Policy 50 states the Council will improve and promote strong, vibrant and healthy communities by ensuring a high quality environment is provided with local services to support health, social and cultural wellbeing.
- 5.42 Policy 54 states development proposals that are likely to cause pollution, or be exposed to pollution, 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 that protect health, environmental quality and amenity.
- 5.43 Policy 55 deals with the need to mitigate any contamination on site.
- 5.44 Policy 56 requires the need for satisfactory drainage including the use of SuDS.
- 5.45 Policy 58 deals with low carbon and renewable energy within new developments.
- 5.46 Policy 65 deals with developer contributions.

5.47 Other material planning considerations and guidance

- 5.48 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.
- 5.49 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. This guidance is attached limited weight.
- 5.50 Other material considerations include:
- National Planning Practice Guidance (ongoing)
 - National Design Guide (2019)
 - Section 66 of the Planning (Listed Buildings and Conservation Areas) Act (1990)
- 5.51 Other Council initiatives include:
- Doncaster Green Infrastructure Strategy 2014 – 2028
 - Doncaster Masterplan
 - Doncaster Delivering Together

5.52 Launched in September 2021, Doncaster Delivering Together (DDT) is the Council's new 10 year Borough Strategy. DDT is about everyone being able to thrive and contribute to thriving communities and a thriving planet. This strategy does not form part of the adopted development plan but it is important that the policies of the Doncaster Local Plan achieve the aims and objectives of DDT strategy. The DDT has identified 8 priorities to deliver for Doncaster over the next ten years.

1. Tackling Climate Change
2. Developing the skills to thrive in life and work
3. Making Doncaster the best place to do business and create good jobs
4. Building opportunities for healthier, happier and longer lives for all
5. Creating safer, stronger, greener and cleaner communities where everyone belongs
6. Nurturing a child and family - friendly borough
7. Building transport and digital connections fit for the future
8. Promoting the borough and its cultural, sporting and heritage opportunities

5.53 The body of the report below reflects the planning considerations for the site. However, it is considered that the application would directly contribute towards the aims of DDT. The development would deliver a minimum of 10% net gain towards bio-diversity and a scheme of green belt improvements would be secured by legal agreement (1). The scheme would deliver open space areas, affordable housing with access to good quality housing which is safe and efficient. There would be opportunities to employ a local workforce during the construction phase (2, 3). The layout of the scheme would be safe and inclusive, with improved links connecting the new development within the existing urban edge of Conisbrough (4). The properties and layouts would meet nationally prescribed space standards with good access to external amenity space (4) and play areas suitable for children. There would be decent access to local services and primary school provision (5, 6). The development would have access to local public transport provision and the properties would benefit from gigabyte ready broadband connections (7). Finally, the urban extension would represent a suitable expansion of housing on the edge of the Borough and would be suitably landscaped to ensure it blends into the urban environment in this key location (8).

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 35 representations have been received raising the following issues:

- Concerns about the long term impact on the existing infrastructure including doctors, schools and traffic
- The proposed access points are dangerous to road safety
- Concerns over traffic at the construction phase
- Increase in traffic on the surrounding network
- Impact of surface water runoff from the site and affecting surrounding development
- Concerns over potential for anti-social behaviour
- The development may impact HS2

- The properties will impact privacy of occupiers of No. 134 Old Road
- Dormers and single storey properties should be considered
- The surrounding streets have a history of accidents
- The development is on green belt land

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 **Highways DC** - No objections in principle following numerous amendments to the layout/design – subject to conditions and informatives.
- 7.2 **Urban Design** - No objections following a number of amendments to the site plans and subject to conditions relating to landscaping, materials, provision of Public Open Space and securing the M42 and M43 houses. .
- 7.3 **Ecology** - No objections subject to conditions. The scheme provides a good appraisal of the site in terms of ensuring protected species are not impacted by the development. In terms of Biodiversity Net Gain, the application is fairly straightforward in that the losses will 'just' be arable cropland land (8.84 ha). It was agreed that offsite mitigation can be delivered through a suitable provision within the legal agreement.
- 7.4 **Tree Officer** - Initial objection due to limited planting within the adoptable highway. The site is not constrained by existing features. As such a series of amendments were made to fully account for providing street trees. No objections subject to a condition securing a landscaping scheme.
- 7.5 **Affordable Housing** - The application complies with the Council's policy for delivering the necessary range of housing (Strategic Policy) in that it includes 38 affordable units, which equates to 15.8% of the total proposed. It is also part of a residential allocated site in the adopted Local Plan.

Demand and Need for Affordable Housing in Conisbrough, Doncaster is quite high; with the requirement being specifically high for 2 bed properties, followed by 3 bed properties. The current proposal put forward by the applicant mirrors this local requirement and the proposed affordable plots are now better pepper potted across the development.

- 7.6 **Open Space** - No objections. The requirement for this location, as per Policy 28 of the Local Plan is that 15% of the site is delivered as open space. Observations on amending the open space design to include more grassland suitable for wider recreational uses, and amending the play area proposed to deliver a better range of equipment, were taken into consideration. The applicants heeded to incorporate naturalistic play with traditional elements, and alongside the now grassed recreation space, providing a reasonably good play scheme for residents alongside the central meeting space. Some further suggestions on play equipment were made and can be reserved by planning condition.

- 7.7 **Transportation** - No objections subject to conditions requiring cycle parking and EV charging points. Other requirements include a commitment to off site highway works, including new 2m wide footways along the site frontage on Sheffield Road and Old Road, together with development being delivered in accordance with the submitted Travel Plan and a Travel Bond being agreed via Section 106.

The application was capacity assessed for its impact on the local transport network. The following junctions are relevant.

A630 Sheffield Road/Firsby Lane/Old Road Priority Junction

One arm of this junction is forecast to operate slightly over capacity (90%) in the future year (2031) with the development added in the PM Peak. The impact, however, is not considered severe.

A630 Doncaster Road/B6094 Clifton Hill/A6023 Low Road Signals

Analysis showed that the effects of the development increases the queue lengths significantly across all arms of the junction. The signalised junction has very limited opportunities for physical improvements and therefore the developer has worked with highways to updating/validating the control of traffic light signalling to balance the vehicular flows. The developer has provided a 'white lining' improvement scheme which includes increasing the available stacking length from along the Low Road approach. This improvement can be undertaken within the existing carriageway width available. These Highway Officer agreed with this approach to mitigate the impact of the proposed development.

A630 Doncaster Road/Mill Lane/Edlington Lane Signals

Analysis showed that the effects of the development shows the development impact would be considerably less than at the A630 Doncaster Road/B6094 Clifton Hill/Low Road junction, a contribution of £10,000 is proposed towards updating/validating MOVA at the A630 Sheffield Road/Edlington Lane/Mill Lane junction.

- 7.8 **Highways Signalling Officer** - No objections subject to the mitigation measures set out above.
- 7.9 **Internal Drainage** – Initial objection due to lack of information. No objections following further details subject to conditions and informatives.
- 7.10 **Education** - Have advised that two schools are impacted – Conisbrough Ivanhoe Primary Academy and De Warenne Academy (secondary). To ensure capacity is accommodated, Education have advised a s106 is required for monies to be invested into these schools to allow future capacity to the amount of:
- Conisbrough Ivanhoe Primary Academy - £540,640 (for 32 places)
 - De Warenne Academy – £861,027 (for 37 places)

Total: £1,401,891.00

- 7.11 **Pollution Control** - Have reviewed the following reports and raise no objections – subject to conditions.

- 7.12 **Air Quality** - No objections subject to conditions following the submission of an air quality assessment. Suitable controls on implementing the agreed travel plan and ensuring properties have access to electric vehicle charging points are reserved by planning condition.
- 7.13 **Waste and Recycling** – No objections, design guidance given. Highlighted concerns with the use of block paving driveways and potential damage from refuse collection lorries.
- 7.14 **Public Rights of Way** - No objections. There are no recorded public rights of way across the land nor has any application been made to add any to the definitive map. There are desire lines across the site which should be taken into consideration with the design layout.
- 7.15 **Area Manager** - No comments.
- 7.16 **Public Right of Way** - No objections.
- 7.17 **Road Safety** - No objections following further discussion on reducing speed limits in the vicinity of the site and suitability of access points.
- 7.18 **Environmental Health Officer** - No objections subject to conditions.
- 7.19 **Street Scene Officer** - Comments made on various aspects of design which are covered within the report.
- 7.20 **Public Health** - Comments made on various aspects of design which are covered within the report.
- 7.21 **Ward Councillors** - Cllr Nigel Ball, Cllr Lani-Mae Ball and Cllr Ian Pearson - serious concerns about the amount of houses proposed and wider implications for the community.
- 7.22 **Bramley Parish Council** – No comments.
- 7.23 **Environment Agency** – No objections or concerns with the proposal.
- 7.24 **HS2 Ltd** – No objections, informative suggested. Avoids encroachment with published HS2 design and the land is not currently subject to formal safeguarding directions.
- 7.25 **National Grid** – No comments.
- 7.26 **Natural England** – No objections.
- 7.27 **Rotherham Metropolitan Borough Council** – No objections.
- 7.28 **Ravensfield Parish Council** – No comments.
- 7.29 **SY Archaeological Service (SYAS)** – No objections in principle and no further comments following an on-site trial trenching investigation. A condition has been proposed. Any update will be reported at planning committee.

- 7.30 **South Yorkshire Transport Executive** – No comments.
- 7.31 **Superfast Broadband** – No objections, a condition is proposed.
- 7.32 **SY Architectural Liaison Officer** – No objections, design guidance given.
- 7.33 **Yorkshire Wildlife Trust** – Support the comments made by the Council's Ecologist.
- 7.34 **Yorkshire Water** - No objections subject to conditions and informative.

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.

- 8.3 The main issues for consideration under this application are as follows:

- Principle of development
- Design and the character of the area
- Landscaping/trees
- Ecology
- Residential amenity
- Highway safety and traffic
- Local infrastructure
- Flooding and drainage
- Archaeology
- Viability and S106 obligations
- Overall planning balance

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

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

Principle of Development

- 8.5 The EIA Regulations contain two development schedules (Schedule 1 development and Schedule 2 development). Schedule 1 contains a list of development where EIA is mandatory. The proposed development does not fall within Schedule 1 development but falls within Schedule 2 development.

An EIA Screening Request was submitted to the Council on 27th July 2021. The Council responded on 17th August 2021 and confirmed that the development proposals do not require an Environmental Impact Assessment.

Principle

- 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. In terms of principle, the proposal is in conformity with the Local Plan and National Planning Policy objectives and as such is considered acceptable. This weighs considerably in favour of the application.
- 8.7 Policy 5 sets out housing Allocations to deliver the housing requirement and distribution set out in Policy 2 of the Local Plan. The site is described as housing allocation CD06 in the Local Plan, and has been sequentially assessed as suitable for significant housing development subject to the specific site constraints. The 'Developer Requirements' detailed in Appendix 2 (pages 280-281) of the Local Plan details the following matters need to be taken into detailed consideration:
- Archaeology – the potential for the survival of unrecorded buried archaeological remains on the site is considered to be moderate. Further work has been commissioned, in addition to trial trenching, leading to conclusions that the site does have capacity for archeological remains but this can be dealt with via a suitable Written Scheme of Investigation during construction works.
 - Bio-diversity – An ecological appraisal and BNG calculation has been provided and is accepted.
 - Compensatory Green Belt Improvements - As the site allocation results in the loss of Green Belt land, this must be compensated for by contributing to improving the environmental quality and accessibility of remaining Green Belt land within the vicinity of the site. Any compensatory improvements agreed can be delivered through the Section 106 Agreement.
 - Design – provides general guidance on the development layout principles, which have been accepted by the Urban Design officer.
 - Education – a contribution is likely to be required – which has been evidenced and is to be secured via a s106 agreement.
 - Public Open Space – to be provided on site and include play provision.
 - Transport – the development includes the provision of new footways along the site frontage. The need for a Travel Assessment and Travel Plan is required and has been submitted and is acceptable subject to conditions and the s106 agreement.

The application accords on the whole with policies 2 and 5 of the Local Plan in principle and is given significant weight in favour of the application.

Sustainability

- 8.8 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
- 8.9 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

- 8.10 In terms of the development proposal, the site is an allocated housing site on a currently agricultural field, bounded by Old Road and Doncaster Road and residential development to the west and north east.
- 8.11 The Council has published Transitional Developer Guidance (TDG, April 2022) but this is not an SPD, nor will it be adopted as one. The TDG states 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. The TDG also 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.
- 8.12 Residential amenity has however been considered for the potential future occupiers of this development – in terms of separation distances and layout. All proposed properties, in conjunction with the existing cluster of properties on Old Road and the planned development to the east are considered acceptable in terms of separation distances. As such, there is not considered to be an impact in terms of overlooking and loss of privacy or other residential amenity impacts for existing residents. This includes the relationship between Nos. 134-140 Old Road, mentioned in a representation.
- 8.13 The TDG states 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.
- 8.14 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. Likewise, the layout of the proposal is also considered acceptable. The Urban Design Officer advises, following the amendments, that there are no objections. This weighs positively in favour of the application carrying moderate weight.

Impact on local infrastructure

- 8.15 Although the development has access to a good range of community infrastructure, there are concerns about the increasing pressure on facilities within Conisbrough which the proposed development would add to.
- 8.16 In terms of recreation, a play area for use by the general public would be included in the on-site open space provision. The Green Space Audit highlights the need to increase the provision of children's play space within Conisbrough and the development would contribute directly towards delivering this requirement. The development would also benefit from a smaller, village green space to allow opportunity for sitting out and resting. The space would be necessary to mitigate the impact of the development on recreational provision in Sprotbrough and would be fairly and reasonably related in scale and kind. The open space provision would be secured within by planning condition and would meet the necessary tests.
- 8.17 With regard to education infrastructure, the S106 undertaking proposes a financial contribution towards the provision of 32 primary school places at Conisbrough Ivanhoe Primary Academy and 37 secondary school places at De Warenne Academy. This would provide the necessary capacity to accommodate the additional pupils projected to arise from the proposed development in line with the funding formula and requirements of the Local Education Authority (LEA).
- Conisbrough Ivanhoe Primary Academy - £540,640 (for 32 places)
 - De Warenne Academy – £861,027 (for 37 places)
- 8.18 The S106 undertaking proposes a financial contribution towards existing primary and secondary school places, which the Council's Education team confirm would be sufficient in both amount and timing to mitigate the pupil need arising from the scheme as and when it comes forward. The contribution would go towards the improvement, remodelling or enhancement of facilities at each school to ensure that growth can be met with anticipated demand.
- 8.19 The provision of local medical services is administered through the Conisbrough Group Practice based at the Stone Castle Centre, which consists of two GP practices, a pharmacy and other healthcare services. A summary of each practice has been provided below:

Practice	Number of GPs	Evidence	Patient Numbers	Evidence
Conisbrough Group Practice	8	https://conisbroughgrouppractice.co.uk/team/	12,000	Link (also see attached) https://digital.nhs.uk/data-and-information/publications/statistical/patients-registered-at-a-gp-practice
Conisbrough Medical Practice	2	https://www.conisbroughmedicalpractice.nhs.uk/practice-information/meet-the-team/	1,700	Link (also see attached) https://digital.nhs.uk/data-and-information/publications/statistical/patients-registered-at-a-gp-practice

- 8.20 NHS guidance recommends a Gross Internal Area of 150 m² per 1 GP per 1,750 patients. The Stone Castle Centre is shown to be 2,845m² (Doncaster Estates

Partnership - <https://www.doncaster-lift.co.uk/projects/stone-castle/>). Looking at the Centre as a whole (combine both practice numbers) the current situation on the provision of services at the Stone Castle Centre is:

No of patients	Floorspace of Practice	Number of GPs	Patients per GP	Floorspace required for patient numbers (150m2 per 1,750 patients)	Remaining floorspace within practice
13,700	2,845m2	10	1,370	1,174m2	1,671m2

8.21 The proposals is predicted to generate an additional 782 new patients (based on NHS approach). As such, the application scheme would have the following impact:

No of patients (including potential new patients from planning application)	Floorspace of Practice	Number of GPs	Patients per GP	Floorspace required for patient numbers (150m2 per 1,750 patients)	Remaining floorspace within practice
14,482	2,845m2	10	1,448	1,241m2	1,604m2

8.22 Based on the above, the two GP practices located at The Stone Castle Centre has sufficient capacity even with the additional patient numbers generated by the development. It is also noted that there is still significant capacity remaining in the primary care facilities even with the development taken into account (i.e. no danger of cumulative effects).

8.23 In terms of accessibility, the site is located roughly a 25 minute walk from the centre and would be situated within the middle of the catchment area. The NHS Doncaster Commissioning Group (now NHS South Yorkshire Integrated Care Board (ICB) has been consulted on the application and no comments have been received. The practice available to the development is currently accepting new patients who live within the practice boundary and are eligible to register for NHS services. Furthermore, the provision of medical services is also open to provision both through the NHS and also private services and any uplift in demand can be countered by market forces. In summary, the applicant has provided analysis which demonstrates that there is capacity at the local doctor's surgery to serve the development. Therefore, the development would have an acceptable effect on surgery provision in accordance with Policy 50.D.

Conclusion on Social Impacts.

8.24 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.

8.25 The development would have an acceptable effect on local infrastructure provision having regard to the level of existing services and facilities and the contribution towards education provision set out in the S106. Importantly, the site has been

'sustainability appraised' as part of the Local Plan allocation process and the site provides much needed housing in a sustainable location whilst providing a new defensible boundary to the Green Belt edge.

- 8.26 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.
- 8.27 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.
- 8.28 It is anticipated that the proposal would lead to some noise and disturbance being generated whilst construction is taking place and this is a concern that has been raised in representations. However, this is considered to be short term when considered against the lifetime of the development.
- 8.29 Notwithstanding this, planning conditions are proposed to mitigate this harm through the submission of a Construction Impact Management Plan. This carries very limited weight against the proposal.

ENVIRONMENTAL SUSTAINABILITY

Design and character

- 8.30 The NPPF sets out that achieving high quality places and buildings is fundamental to the planning and development process. It also leads to improvements in the quality of existing environments. In this case, the Local Plan expands upon the fundamental principles of good design to define what is expected for well-designed places in Doncaster.
- 8.31 Policy 41 requires applicants to undertake a detailed assessment of the character and architectural qualities of the surrounding area and demonstrate how the development has responded to it, how it has created a new distinctive identity. At a very high level, the Council will seek to resist 'anywhere housing' within the Local Plan framework, which provides no sense of place or any distinction that the housing is located in South Yorkshire, never mind Doncaster.
- 8.32 The proposal is a mixture of two/three storey terraced, semi-detached and detached brick built dwellings to be built of modern appearance and design. The use of render is proposed to add interest to the streetscene providing focal buildings, and buff brick to create differing character areas within the site. The house types have been amended to introduce a slightly differing architectural detailing to the area to create an individual character, whilst forming a natural extension to Conisbrough.
- 8.33 Part of the requirements for the site is to establish a series of connection points from the street along the northern edge to integrate the development into the existing movement network and promote a walkable neighbourhood to local facilities and bus stops. During the course of the application this was incorporated into the plans with the addition of pedestrian routes provided through the site, and linking with the existing footpaths on Cypress Grove, Cherry Grove, Larch Grove and Pine Grove.

From here, pedestrians can more readily access the existing bus stops and services within Conisbrough. Pedestrian links from the larger POS area in the north eastern corner on to Sheffield Road is unfortunately not buildable due to the proposed and existing levels. An illustration of these connections is shown below:



Extract from amended Design and Access Statement

- 8.34 Officers worked with the applicant to include a number of revisions to the scheme to provide a stronger visual identity to the scheme. The house types were improved to appear more bespoke, interesting and visually rich. Properties on corner plot locations or prominent positions were amended to include more active frontages. Some properties were lost and house types changed to ensure the required separation distances and garden sizes are met.
- 8.35 The provision of public open space on the site was reworked to provide a principle open space area and a smaller pocket park 'village green' central within the site. The type and offer of play equipment was amended to proposed more informal natural play equipment. Further details of this equipment are reserved by planning condition for the avoidance of doubt. It was clarified that the provision of this equipment would not conflict with the dual use of part of the site for on-site drainage attenuation through storage tanks buried underground. Additional landscaping has been added to incorporate street trees and buffer areas.
- 8.36 A number of design amendments have been incorporated into the highway layout. This includes the provision of speed restraints have been incorporated along with pedestrian crossings to ensure all users can pass through the site safely. Footpaths connecting to existing streets and footpath width increased to enable visitor parking throughout the site. Cars have been indicated on the layout in suitable locations for visitor parking. Efforts have also been made to redesign frontages to reduce frontage parking in certain area and highway verges have been extended in to the site to introduce more tree lined streets and planting to the plot frontages.
- 8.37 Concerns have also been raised that the proposal may impact the local environment being situated on the edge of Conisbrough and are concerned that the infrastructure

local cannot cope with new development. The site has been 'sustainability appraised' as part of the Local Plan allocation process and the site has a defensible boundary comprising the revised Green Belt edge to the south and west and the existing residential development to the north east.

- 8.38 Doncaster's Urban Design Officer has requested amendments to the scheme which have been incorporated into the design in the latest layout and is now 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'. These will be secured through condition.

Landscape Impact

- 8.39 The NPPF states planning policies and decisions should contribute to and enhance the natural and local environment protecting and enhancing valued landscapes in a manner commensurate with their statutory status or identified quality in the development plan. This is replicated in Local Plan policies which seek to ensure that new developments have an appropriate impact on their location.
- 8.40 In terms of wider visual impact, the proposal site was formerly included within the Green Belt that surrounds the edge of Conisbrough but has been removed following the adoption of the Local Plan. Sequentially the site has been chosen to deliver housing for the Borough and has been determined as making the difficult decision to remove land from the Green Belt.
- 8.41 A landscape and visual impact assessment (LVIA) produced by TPM Landscape Ltd has been submitted as evidence with the application. No objections have been received against the methodology used within the LVIA which uses industry standards and techniques to a professional level standard.
- 8.42 The LVIA considers the baseline for both landscape and visual amenity and concludes on the sensitivity and magnitude of change as a result of the development. At a national level, this is a small but noticeable change with it leading to a loss of open agricultural land and field group and its replacement through the extension of settlement. The change at this scale of landscape study is assessed as Low. At the more local level of the Conisbrough to Denaby Coalfield Farmlands, the proposals will exert a direct physical change to a part of the open countryside which currently include the characteristics of open, medium scale arable fields. Some local views will be affected as described above and the settlement will extend to the west, increasing the area of urban form within the character area. The change is assessed as Low-Medium. In terms of visual sensitivity, here are a relatively limited number of affected residential properties which are generally those immediately adjacent to the proposal site at the edge of Conisbrough and the small number of properties at Hill Top to the west. Public footpaths are present throughout the landscape and are notable in the south. Views extend as far as Clifton on elevated ground. Impacts on the highway network are largely restricted to sections of the road immediately adjacent to the site boundary on Sheffield Road and Old Road.
- 8.43 In summary, the proposed development will create an extension to the existing settlement of Conisbrough which will create some local landscape impacts and some visual effects most notably for residential properties immediately adjacent to the site and from locations on rising ground to the south. The development of the site would mark an immediate change in the landscape, however the mitigation measures

proposed within the LVIA and set out in the submitted landscaping scheme would help in both screening and integrating the proposals. Once mature, the conclusions of the LVIA are that these will both reduce the level of effect on landscape and visual receptors and also shift the nature of the effect from adverse to neutral when the development begins to be viewed as the 'new' outer edge of Conisbrough.

Compensatory Greenbelt Improvements

- 8.44 The NPPF requires the LPA to set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. It states that local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity. The NPG (para 002 – GB section) sets out several examples of potential compensatory improvements measures, including;
- new or enhanced green infrastructure;
 - woodland planting;
 - landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);
 - improvements to biodiversity, habitat connectivity and natural capital;
 - new or enhanced walking and cycle routes; and
 - improved access to new, enhanced or existing recreational and playing field provision
- 8.45 Whilst the Local Plan does not make specific reference to the provision of compensatory measures to offset the impact of removing land from the Green Belt, there are a number of policies which support the principles of improving the Green Infrastructure network, biodiversity and habitat connectivity, and more generally supporting environmental quality improvements.
- 8.46 The Developer Requirements brief in the Local Plan states that details of specific sites and projects will be established in discussion with the Council. In this case, the site is land locked by busy roads and the urban edge where improved walking/cycling routes or improved access in general (over and above what is already being provided) may be difficult. There may be opportunities to deliver on Council aspirations to improve active travel, specifically the improvement of connections to local public rights of way and other bridleways. The Council are also looking to deliver improvements to social infrastructure through the Future Parks programme to deliver the provision of parks and open spaces within the Borough.
- 8.47 There is potential to deliver environmental improvements to biodiversity, woodland planting, habitat connectivity and natural capital as compensatory improvements. This would directly contribute towards the Council's aspirations to implement an Environmental and Sustainability Strategy as part of Doncaster Delivery Together to tackle the climate emergency and deliver a range of environmental improvements to reduce carbon emissions and increase biodiversity over and above the policy requirement set out in the Local Plan. Such improvements could include the protection and enhancement of woodland, green spaces, the planting of trees, maintaining and enhancing drainage and protection from flooding in the area. As well as Council-owned land, there would be an opportunity for landowners/developers of land currently in the Green Belt to contribute to this.

- 8.48 The potential enhancements and opportunities shall be agreed as part of the Section 106 Agreement. This approach is also in line with Paragraph 003 of the NPG which states that consideration will need to be given to the appropriate use of conditions, Section 106 obligations and the Community Infrastructure Levy to secure the improvements where possible. A legal agreement can also ensure a suitable mechanism for the long term maintenance of sites.
- 8.49 On balance having considered the latest proposals and having consideration to the context of the surrounding area, it is not considered that the proposal would be out of character with its immediate surroundings and would have an acceptable impact in the form of an appropriately managed urban extension to Conisbrough. The compensatory improvements required for taking land out of the green belt can be suitably agreed and controlled via legal agreement. Compliance with the relevant policies attracts neutral weight in the overall planning balance.

Highways

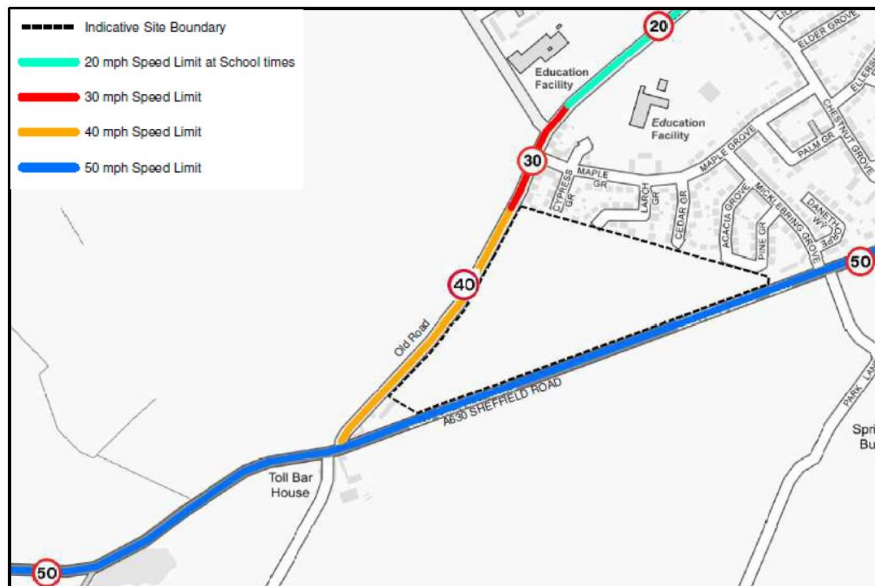
Access/Road Layout/Parking

- 8.50 Access to the site will be provided via two new junctions along A630 Sheffield Road, both with new ghost island priority junctions and up to 26 properties are to be served via direct frontage access onto Old Road. Initial concerns from the Highway Safety Team in relation to a safe access and internal road layouts/parking have been addressed following amendments to the submitted plans - specifically site plan Revision S, which is to be conditioned as an approved plan.
- 8.51 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.
- 8.52 During the course of the application, a number of revisions have been made to the internal layout to take account of concerns raised by the Highway, Waste and Design Officers respectively. The amendments include adequate speed restraints have been incorporated along with pedestrian crossings to ensure all users can pass through the site safely. The level of frontage parking has been reduced where possible to provide opportunities for street planting and grass verges. A footpath has been provided along Old Road and connections to the new access points on Sheffield Road. Visitor parking has been revised to align with suitable locations around the public open space areas and to meet the required standards. The pedestrian linkages within the site have also been altered to ensure that all users can gain access to open space and the amenities of the edges of Conisbrough quicker. The Waste and Recycling Officer has commented on the suitability of block paving areas for refused vehicles, and the final surface treatment for the development is conditioned. Overall, the relevant Officers are satisfied that the internal layout is now safe, legible and meets the relevant requirements in Policies 13 and 42 of the Local Plan.

Road safety

- 8.53 In terms of the existing network, Sheffield Road is a lit, single carriageway road some 7.4m wide and subject to a 50mph speed limit. The A630 Sheffield Road runs on a southwest/northeast alignment to the south of the site connecting Doncaster to Rotherham through Conisbrough. Footways of circa 1.3m wide are provided along the northern side of the carriageway adjacent the site frontage with a footpath on the southern flank of the carriageway being provided from the Sheffield Road/Ellershaw Road junction onwards.
- 8.54 Old Road is an unlit single carriageway that runs along the northwest boundary of the Site. It is subject to a speed limit of 40mph, adjacent to the Site, reducing to 30mph at the northern corner of the Site. Some 150m northeast of the site the speed limit reduces to 20mph during school drop off/pick up times. No footways are provided along the initial length of Old Road along the site frontage. Footway provision begins on Old Road just north of the site frontage, where pedestrian accessibility is provided to Cypress Grove.
- 8.55 The figure below illustrates the speed limits in the locality of the site:

Image 2.2 Existing Speed Limits



Source: Transport Assessment submitted by Optima Highways

- 8.56 The submitted transport assessment has tested the impact of the development proposals on the proposed site access junctions and it is concluded that they will operate safely and satisfactorily in the future following full development build-out.
- 8.57 Personal injury accident data has been obtained for the highway network in the vicinity of the site for the most recently available five-year period. The study area I incorporates the necessary local highway network and whilst any accident is regrettable, the causal factors and variety of locations suggest that there is not a specific accident concern or that the proposed development will exacerbate the existing situation.
- 8.58 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."

- 8.59 In this case, no such harm has been identified and this weighs positively in favour of the application carrying moderate weight.

Impact on the local highway network

- 8.60 Policies 13 and 42 of the Local Plan also includes the requirement to make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact. The same policies consider the impact of new development on the existing highway and transport infrastructure. Where necessary, developers will be required to mitigate (or contribute towards) any predicted adverse effects on the highway and the wider transport network. In terms of representations, there has been local concern with the growth of residential development within the Conisbrough area in recent years and the impact on the local transport network.
- 8.61 A Transport Assessment has been submitted and reviewed by the Transportation Team. The application was capacity assessed for its impact on the local transport network.
- 8.62 The following junctions are relevant.

A630 Sheffield Road/Firsby Lane/Old Road Priority Junction

Analysis shows that one part of the junction is forecast to operate slightly over capacity (90%) in the future year (2031) with the development added in the PM Peak. The impact, however, is considered by the Transportation Team to be acceptable and not considered severe.

A630 Doncaster Road/B6094 Clifton Hill/A6023 Low Road Signals

- light Analysis showed that the effects of the development increases the queue lengths significantly across all arms of the junction. The signalised junction has very limited opportunities for physical improvements and therefore the developer has worked with the Council's highways team to updating/validating the control of traffic signalling to balance the vehicular flows. The developer has provided a 'white lining' improvement scheme which includes increasing the available stacking length from along the Low Road approach. This improvement can be undertaken within the existing carriageway width available. These Highway Officer agreed with this approach to mitigate the impact of the proposed development.

A630 Doncaster Road/Mill Lane/Edlington Lane Signals

Analysis showed that the effects of the development shows the development impact would be considerably less than at the A630 Doncaster Road/B6094 Clifton Hill/Low Road junction, a contribution of £10,000 is proposed towards updating/validating MOVA at the A630 Sheffield Road/Edlington Lane/Mill Lane junction.

- 8.63 In summary, the Transport Assessment has modelled capacity for six junctions across the highway network, including the site access. The assessments are robust as they test for a slightly higher number of dwellings (245) than the 239 applied for. Furthermore, the junction assessments have considered a 2031 design year (10

years post submission of the application) which is considered robust given that the development will be fully built out by 2027. The conclusions of the junction analysis within the TA is that the proposed 241 dwellings can safely and satisfactorily be accommodated and will not materially impact the existing local highway network. The development impact is certainly not considered to be 'severe' which is the test applied at paragraph 111 of the NPPF. The Transportation Team raises no objection subject to suitable mitigation measures agreed through the submitted travel plan and delivered by conditions and the legal agreement.

Location to services

- 8.64 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.
- 8.65 Section 9 (Promoting Sustainable Transport) of the NPPF goes into further detail on this core principle and at 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 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;
 - c) 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.
- 8.66 The application includes a range of accessibility measures to include and support pedestrian movements to and from the site, including:
- Boundary connections with the existing local highway network to facilitate movement to bus stops on Maple Grove and Micklebring Grove;
 - A new 2.5m wide footway along the full length of the Old Road Site frontage;
 - An improved 2.0m wide footway along the entire Sheffield Road frontage;
 - The provision of 2.0m wide footways along both sides of the site access roads; and
 - Numerous internal links and pedestrian routes linking the new site with the existing edge of Conisbrough
- 8.67 With respect to accessibility to local facilities, the site lies within a 15 minute walk to the nearest local primary school, 10 to 20 minute walk to the nearest convenience store/foodstore and 5-10 minute cycle to the facilities within Conisbrough. It is concluded that the location of the development, combined with the proposed improvements, ensure that the site benefits from very good accessibility by foot and cycle to arrange of local services, facilities and employment opportunities.
- 8.68 Regular bus services to Sheffield and Doncaster already route in close proximity to the site along the following corridors:
- Maple Grove to the north of the site (Services X78); and

- A630 Sheffield Road to the south of the site (Service x78).

8.69 The public transport strategy is therefore to provide several pedestrian links along the site boundaries which will ensure that residents can readily access these established bus services and thereby strengthen and enhance their use and commercial viability. The vast majority (over 90%) of all residents will be within 400m (5 minute walk) of one of these bus stops. The remaining 10% of dwellings will still have a short walk with a maximum distance of 450m to the nearest bus stop.

Travel Plan (TP)

8.70 The TP contains a package of measures aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents. There are a number of health, retail and leisure facilities, education institutions and employment sites within relatively close proximity – as detailed in the Travel Plan.

8.71 Furthermore, a number of measures are detailed within the Travel Plan to utilise and build on the site's sustainable location. In considering this, Highways Transportation have advised that a Travel Plan Bond is required, which will mitigate any traffic in the event that targets are not met.

8.72 The purpose of the Bond is to ensure that the targets within the Travel Plan towards sustainable travel (bus, walk, cycle etc.) can be met, and if not met the Council would step in with sustainable measures using the Bond. The Council needs to be assured that the Travel Plan is effective and has reasonable targets that can be met. The formula for calculating the bond is as follows:-

No. of dwellings x the current cost of a 28 day SY Connect+ ticket (currently £114.60) x 1.1= £24,104.08 to be secured by S106 Agreement.

8.73 Taken in the round, the proposal is considered to be located within a sustainable location within a reasonable proximity to bus services and local amenities carrying significant weight in favour.

Flooding and Drainage

8.74 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 and the development does not require a Sequential Test, being located within a site which is sequentially assessed to be acceptable. The Environment Agency, Council Drainage Team, Yorkshire Water, Severn Trent Water and the Drainage Board have all been consulted and none raise any objections.

8.75 A drainage investigation report and drainage strategy has been prepared by Civils Design Ltd. In accordance with the hierarchy for surface water disposal, infiltration via sustainable urban drainage (SUDs) was considered in the first instance, however, the strategy confirms that parts of the site (approximately 50% of the plots) would not be suitable for soakaways from working. A positive connection to the local surface water system is therefore required. The rate of surface water runoff discharged from the development will be restricted to 3.5 l/s as required by

Yorkshire Water due to the capacity of their current system. This rate is approximately 10% of the rate of existing flow (greenfield rate). Surface water flows in excess of this rate will be attenuated on the site via two storage tanks below the open space areas. Storage will be provided for the 100-year event plus 40% climate change and 10% urban creep factors.

- 8.76 Foul water is proposed to discharge to the existing public foul sewer recorded in Pine Grove. The sewer is to be designed in accordance with the hydraulic design requirements of Code for Adoption and handed over to Yorkshire Water under an adoption agreement. A gravity connection can be achieved to this location.
- 8.77 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. There has been clarification that maintenance of the storage attenuation tanks within the site would not conflict with play space equipment. The submitted information demonstrates that SUDs cannot be achieved on site and, due to a lack of any suitable watercourse, that local discharge to the public sewer can be accepted in line with the drainage hierarchy. Foul water will discharge to a public sewer within the site. No objections have been received from the Council's Drainage team subject to suitable conditions. The proposal has therefore been undertaken with the approach detailed in Policy 56.

Trees and Landscaping

- 8.78 An Arboricultural Impact Assessment (AIA) has been prepared for the site by BWB Consulting. This involved a tree survey of the site in accordance with BS5837:2012.
- 8.79 The trees included within this survey comprise of four individual trees and six hedgerow groups which are categorised as follows:
- Four individual trees were classified as Category C; and
 - Six hedgerow groups were classified as Category C.
- 8.80 In general, trees within the site are very limited. All trees and hedgerows within the proposed development area are located around the sites boundaries and considered to be of low quality and are therefore Category C. All trees on the site are small and young self sown trees of generally poor form. There are no objections to their removal.
- 8.81 Hedgerow sections are located along Sheffield Road along the southern boundary of the site. These are all small hedgerows of low species mix. All have been managed to maintain a small height and spread through flailing. One short hedgerow section is located along the northern boundary.
- 8.82 The Tree Officer notes that the existing landscaping is of poor structural form and condition and the survey results indicate it is of very low importance/interest and its replacement with a new, low maintenance hedgerow will be a marked improvement. The levels of replacement planting and the overall masterplan for street planting and structural landscaping was amended during the course of the application. In terms of the quantum of tree planting, the following is proposed.
- 74 x trees (30-35cm girth) along the spine road to the site

- 79 x trees (20-25cm girth) within the public open space
- 47 x medium sized ornamental house garden trees (14-16cm girth)
- 143 x small size ornamental house garden trees (10-12cm girth)
- 8 x orchard trees (10-12cm girth)

- 8.83 In total, the planting of 351 trees is proposed in addition to 1767 metres of evergreen hedgerow, over 3000 square metres of shrub planting and 3,566 square metres of wildflower planting. A condition is proposed to secure a scheme of landscaping as shown by the indicative landscaping scheme.
- 8.84 On balance, the site is an allocated site for housing within the Doncaster Local Plan and the submission of an AIA complies with the Development Requirements. The proposals present the best opportunity to offer a good quality landscaping scheme to mitigate against the urbanisation of the site and develop new defensible site boundaries to the settlement. The proposals is considered to be acceptable and in accordance with Local Plan Policies 32 and 33.

Ecology and Wildlife

- 8.85 A Preliminary Ecological Appraisal of the site and a subsequent full Ecological Impact Assessment (EclA) has been undertaken by BWB Consulting, which assessed the site for Bats, statutory designated sites, non-statutory designated sites (Local Wildlife Sites), a summary of 'relevant species records' and a more in-depth assessment of the significant of any important ecological features.
- 8.86 The report findings have been assessed by the Planning Ecologist, who advises the ecological surveys, the appraisal and the biodiversity net gain assessment have all been carried out by competent and experienced ecologist, with no doubts about the thoroughness of their methods and subsequent appraisal. Overall, the Ecologist is satisfied with the ecological appraisal and the outcome of the subsequent surveys and the level of mitigation recommended. The site is of limited biodiversity value in respect of habitats and faunal species, being a worked agricultural field with limited trees and hedgerows. The potential impact on the use of the sites by foraging bats can be mitigated by retention and enhancement of boundary vegetation. With the absence of reptiles and other terrestrial fauna, it was concluded that no further protective measures would be needed during the construction phase.
- 8.87 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 will need to be provided. The on-site biodiversity net gain can be conditioned to ensure delivery. The off-site deficit is to be secured through a s106 agreement. On the basis of suitable controls on ensuring off site mitigation is provided, the proposal is considered to be compliant with the requirements of Policies 29 and 30 of the Local Plan.

Pollution issues

- 8.88 A Phase 1 Geo-environmental Appraisal has been submitted by ID Geoenvironmental Limited and concludes no remediation is not required. The Pollution Control Officer agrees with its conclusions and preventative conditions are proposed. The proposal however accords with Local Plan Policy 54 having assessed the potential for ground pollution.

Air Quality

- 8.89 An Air Quality Assessment has been submitted by SLR Ltd. The Air Quality Officer has commented that it follows standard methodology, uses information from recognised sources and assesses suitable receptors. Consequently, the conclusions of the assessment can be accepted with a high degree of confidence and therefore no objections have been raised. In accordance with Policy 13, properties will receive provision for electric vehicle charging and this is secured by condition.

Noise

- 8.90 The application is accompanied by a Noise Impact Assessment prepared by Environmental Noise Solutions. The assessment established that the noise environment at the site is dominated by road traffic on Sheffield Road and Old Road. It is considered that any impacts from the road traffic noise can be adequately mitigated via conditions which seek suitable mitigation for the occupiers of properties closest to the roads, and details of construction management to protecting existing residential properties nearby. It is considered that the application is in accordance with Policy 54 of the Local Plan.

Archaeology

- 8.91 In line with the development brief, BWB Consulting commissioned to do a desktop archeological evaluation as supporting information with the application. This identified that the site forms part of a multi-phase historical landscape with archaeological evidence indicating human activity in the surrounding area since the prehistoric period. It was during the Iron Age and Romano-British period, however, that more significant activity began, evidenced by several enclosures, ditches and the finds of coin and pottery findspots found within 1km of the site as well as a possible Roman road to its immediate south. The report concludes the site was highly likely to contain heritage assets with archaeological interest.
- 8.92 A programme of field evaluation was agreed with South Yorkshire Archaeology, which involved trial trenching, which consisted of 34 trial trenches and survey work within the site. Phase Site Investigations Ltd was also commissioned to carry out a magnetometer survey to further determine the potential for archaeological features and/ or deposits to occur within the site
- 8.93 These investigations revealed the presence of significant archaeological activity, in the form of two enclosures which appear to overlap one another. Anomalies relating to relatively modern features/ activity have been identified including two probable pylon bases. A Second World War heavy anti-aircraft battery may also be present in the site.
- 8.94 The archaeological evaluation trenches at Sheffield Road, Conisbrough have confirmed the presence of a double ditched enclosure that is dated to the Roman period. The enclosure is integrated within a wider field system that is consistent with enclosures and other field systems recorded along the Magnesium Limestone.
- 8.95 The site appears to date from the 1st century AD but the bulk of the pottery would suggest 2nd to 3rd century AD date. The evaluation has confirmed the results of the geophysical survey and provided an indication of a rural settlement that may have

specialised in agricultural production. Samples produced concentrated deposits of carbonised remains suggesting waste deposition from nearby cereal processing and drying activity of spelt wheat and barley, together with a small amount of oat, and some spelt wheat chaff. In addition to the arable production the animal bones recovered suggest a wide range of cattle, horse, pig, sheep and dog bones were identified.

- 8.96 Accordingly, the site has indicated a good level of significance and further work has continued with South Yorkshire Archaeology Service (SYAS). SYAS believe that the finds have local significance but are not considered to be nationally significant which would prevent development from going ahead. A scheme of additional work is proposed via condition and the proposal has therefore been undertaken with the approach detailed in Policy 39 of the Local Plan.

Loss of Agricultural Land

- 8.97 Soils are classified from Grade 1 to 5 with Grade 1 and 2 being deemed to be the best and most versatile soils. Grade 3 soils have limitations that affect the choice of crops, timings, type of cultivation, harvesting and yield. The yield of more demanding crops grown on this land is generally lower or more variable than on Grade 1 and 2 soils.
- 8.98 Policy 60 of the Local Plan requires developments affecting land to comply with the following criteria

A) Proposals on non-allocated sites that involve the significant loss of the best and most versatile agricultural land (grades 1, 2 and 3a) will only be supported where:

1. there are no other suitable alternative locations on lower quality agricultural land (or non-agricultural land) available; or
2. the land can be reinstated back to its previous state (where possible).

- 8.99 The site is an allocated site and the grade of the soil, based on limited information, is Grade 3 – so at the lower end of the best and most versatile soils classification and as such, the proposal accords with Policy 60.

Conclusion on Environmental Issues

- 8.100 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.
- 8.101 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 BNG offsetting predominantly onsite, EV charging point integration and cycle parking provision. There is archaeological potential within the site but this has regional importance and development can proceed via condition.

- 8.102 The proposal has demonstrated that the development is located within a suitable location on an allocated site for housing in the Doncaster Local Plan 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 which also weighs positively in favour of the application.
- 8.103 Impact on the character of the area would be seen as an extension to the existing built environment and spatially is confined within defensible boundaries – as per the overall allocated site. The conditions set out below will help to ensure that the proposal is designed and integrated into the surrounding area, with improved pedestrian and cycle links to the wider area and the site making use of open space to ensure suitable drainage attenuation can be achieved and a site wide landscaping scheme will significantly uplift the number of trees planted on the site. There will inevitably be a change in landscape and the environmental quality of the site will become developed in line with its allocation. Consequently, the impact of the development on the appearance of the surrounding area is considered to weigh neutrally.
- 8.104 Noise issues associated with the development construction are considered to be short term negative impacts which can be mitigated through appropriate conditions in terms of Construction Management Plans. 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.

ECONOMIC SUSTAINABILITY

- 8.105 It is anticipated that there would be some short term economic benefit to the development of the site through employment of construction workers and tradespeople connected with the build of the project. However this is restricted to a limited 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 the area as a result of additional customers, this uplift is unknown and cannot be quantified at this time and so is afforded limited weight.

Conclusion on Economy Issues

- 8.106 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.
- 8.107 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.

Planning Obligations

- 8.108 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.

8.109 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.

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

8.111 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).’

8.112 In terms of the s106 requirements for this site, in line with policy considerations and consultee responses, the following is required:

Affordable Housing

8.113 To accord with Policy 7 of the Local Plan, the scheme should provide 15% on site affordable housing, as more than 15 dwellings are proposed there is a policy requirement to provide affordable housing. The application complies with this policy in that it includes 38 affordable units, which equates to 15% of the total proposed. This will be safeguarded through the s106 agreement.

Public Open Space

8.114 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 10-15% of the land value. This is to be provided on site via the legal agreement and the management and maintenance of this space is to be via an appointed Management Company.

Education

8.115 To ensure capacity is accommodated, Education have advised an additional 32 places would be required at Conisbrough Ivanhoe Primary Academy and 37 places at De Warenne Academy. In order to ensure the school has capacity beyond 2027/28 (the Projection period), financial contributions of £540,640 and £861,027 respectively are required to deliver a total contribution of **£1,401,891.00**.

Travel Plan and Bond

8.116 A Travel Bond amounting to **£24,104.08** is required to ensure Travel Plan targets are achieved.

The Council's requirement for monitoring is annual counts at each vehicular entrance point of the site, undertaken in a neutral month, by an independent consultant for a period of 5 years. The parameters of any monitoring need to be agreed with the Highway Authority prior to being undertaken.

Five years of monitoring can be undertaken by the Council at a cost of £5,000 per entrance/ exit point, this will be included if necessary by the Section 106 agreement.

Off Site Highway Works

- 8.117 The improvement works include a white lining scheme at a junction impacted by the proposal, together with a contribution of **£10,000** towards reviewing traffic light signalling. Other physical works include access and footpath provision on Doncaster Road and Old Road respectively.

Biodiversity Net Gain

- 8.118 The Council's Ecologist was consulted and a deficit of 9.51 units to be secured offsite in order for a minimum 10% net gain. The mitigation hierarchy should be followed to either delivery equivalent provision off site or via the Council's compensation scheme. If a financial contribution is required, the payment would equate to **£237,250**.

- 8.119 Compensatory Improvements to Green Belt Land.

The site is allocated in the local plan for housing subject to Compensatory improvements to Green Belt land being agreed. The Heads of Terms are to include details of offsite mitigation including its management and maintenance. Potential schemes include the protection and enhancement of woodland areas, green spaces, the planting of woodland trees, maintaining and enhancing drainage and protection from flooding in the area. If a financial contribution is required towards the provision of environmental biodiversity improvements, a Biodiversity Offsetting Contribution of £25,000 per unit (or part thereof – i.e. if 0.5 units are required the fee would be £12,500) will be required.

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.
- 9.2 The proposal is located within a sustainable location on a site allocated for residential development in the Local Plan and this attracts full policy weight 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 overall provide an uplift to the site in terms of on site landscaping and the improvement of linkages to existing development through revisions made on the application.
- 9.3 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.
- 9.4 Limited weight in favour of the application has been afforded to the potential economic benefits generated by the proposal.

- 9.5 The impacts 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.
- 9.6 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. In terms of the planning balance, the positive aspects of the proposal outlined above demonstrably outweigh the material planning considerations weighing against the development proposal.
- 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) 15% Affordable Housing units to be provided**
- b) Education contribution of £1,401,891.00.to be provided towards local schools**
- c) Travel Bond**
- d) Off Site Highway Works**
- e) Biodiversity Net Gain off-setting contribution**
- f) A scheme of Green Belt Compensatory Improvements**

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.

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. Notwithstanding the requirements of compliance with condition 18, 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:

Design and Access Statement updated 13 June 2022
 Preliminary Ecological Appraisal received 05 November 2021
 Landscape and Visual Impact Assessment received 11 November 2021
 Bio Diversity Net Gain Assessment received 22 June 2022
 Bio Diversity Net Gain Metric received 28 November 2022
 Flood Risk Assessment and Drainage Strategy Revision C received 11 October 2022
 Report no. 3828 Trial Trench Evaluation received 20 October 2022
 Dwg. No. 5177-FRA06 Drainage Strategy Plan
 Transport Assessment received 05 November 2021
 Travel Plan received 05 November 2021
 Arboricultural Assessment received 05 November 2021
 Geo-environmental Appraisal (ref. 5177-G-R001) Part 1, (ref. 5177-G-R001) Part 2 and (ref. 5177-G-R001) Part 3 Revision A received 02 September 2022
 Archaeology Assessment received 04 April 2022
 Noise Impact Assessment received 05 November 2021
 Air Quality Assessment received 04 April 2022
 Economic Benefits Infographic received 05 November 2021
 Health Impact Assessment received 05 November 2021
 Dwg. No. 5177-C-D9-02 Rev A Excedence Flow Routes received 28 October 2022
 Dwg. No. 5177-C-D3-02 Road Construction Details Sheet 2 of 2 received 18 November 2022
 Dwg. No. SKPY-017-A-PL-01 Rev S Site Layout Plan received 08 December 2022
 Dwg. No. SKPY-017-A-BP-01 Rev D Boundary Plan received 12 September 2022
 Dwg. No. SKPY-017-A-TP-01 Tracking Plan received 12 September 2022
 Dwg. No. SKPY-017-A-TP-02 Tracking Plan received 12 September 2022
 Dwg. No. SKPY-017-A-TP-03 Tracking Plan received 12 September 2022
 Dwg. No. SKPY-017-A-TP-04 Tracking Plan received 12 September 2022
 Dwg. No. SKPY-017-A-TP-05 Tracking Plan received 12 September 2022
 Dwg. No. SKPY-017-A-TP-06 Tracking Plan received 12 September 2022
 Dwg. No. 3914-101 Rev D Landscape Masterplan received 28 November 2022
 Dwg. No. 3914-105 Rev B LEAP Plan received 26 September 2022
 Dwg. No. Revision 5 Housetype Drawing Pack received 09 December 2022
 Dwg. No. SKPY-017-A-MSC-01 Rev A Streetscenes 05/11/2021

REASON

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

approved landscape master plan drawing number 101 Rev C has been submitted to and approved in writing by the Local Planning Authority. The hard landscape scheme shall include details of all external hard surfacing materials. 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 with detailed scheduling of maintenance/aftercare operations and clear responsibilities. Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified in writing within 7 working days to approve practical completion of any planting within public areas or adoptable highway within the site. Soft landscaping for any individual housing plot must be implemented in full accordance with the approved scheme, prior to occupation of the home, which will be monitored by the Local Planning Authority. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

In the interests of environmental quality, Policy 48: Landscaping of New Developments section C, D, E and F and Policy 26: Green Infrastructure (Strategic Policy) section 4.

04. Prior to commencement of development in any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:

- (a) the timetable of the works;
- (b) daily hours of construction;
- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 8.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
- (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
- (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
- (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no

construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;

- (h) hours during which no construction traffic will be present at the site;
- (i) the means of enclosure of the site during construction works;
- (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site;
- (k) details of wheel washing facilities and obligations;
- (l) The proposed route of all construction traffic exceeding 7.5 tonnes;
- (m) Details of the amount and location of construction worker parking;
- (n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;
- (o) no mud, stones, water or debris shall be deposited on the public highway at any time.

The development should be constructed in accordance with the approved CMP.

REASON

In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the highway for the duration of the construction phase of the development as required by Policy 42 A.2 of the Doncaster Local Plan. This condition is required to be discharged prior to commencement as the approved detail may have an impact on construction arrangements.

05. Detailed engineering drawings for the section of highway to be adopted including footways shall be submitted for inspection by the Local Highway Authority before works commence on site. These drawings shall be approved by the Local Highway Authority prior to the occupation of any approved dwelling. A Stage 1 Road Safety Audit and subsequent risk assessment is to be undertaken at every identified hazard to ensure suitable protection is provided for each user. This protection is to be shown on the detailed engineering drawings. The road shall be designed and constructed to an adoptable standard and offered for adoption on completion under Section 38 of The Highways Act (1980).

REASON

In the interests of road safety and residential amenity as required by Policy 13 of the Local Plan.

06. Prior to the commencement of the relevant works on site, details of the proposed tree pits and utilities siting and alignments within the adoptable highway shall be submitted to and agreed in writing by the Local Planning Authority. This shall include a detailed specification for tree pit construction that utilises either grass verges or a professionally recognised crate system construction to provide the minimum rooting volume set out in the Council's Transitional Developer Guidance and a load-bearing capacity equivalent to BS EN 124 2015 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration

and irrigation; a timescale of implementation, and where required a maintenance specification until trees are adopted by the Council.

To minimise future conflict with utilities in new developments, where trees are proposed within the footway or highway build outs, the creation of a common utility enclosure with the necessary provisions for safely including both mains services and ducting should be considered in the utility design. This is preferably located adjacent to the property front boundary, under the footway, to facilitate service connections. The developer is to consider the requirements of National Joint Utilities Group guidance volume 4 with regard to the installation of trees and the required installation and maintenance of statutory undertakers apparatus. <http://streetworks.org.uk/wp-content/uploads/V4-Trees-Issue-2-16-11-2007.pdf>

Thereafter, the landscape scheme and utility design shall be implemented in full accordance with the approved details, with the crating system laid prior to any utilities. The Local Planning Authority shall be notified prior to the backfilling of any engineered tree pits to inspect and confirm compliance and within seven days of the completion of landscape works to inspect and approve practical completion in writing.

REASON

To ensure appropriate design of trees within the adoptable public highway and avoid any potential design conflicts with utilities to meet Local Plan Policy 48.

07. No development beyond site clearance shall take place until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.

REASON

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

08. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation *in situ* of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.

- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

REASON

To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

09. No development beyond site clearance and groundworks shall take place until details of secure cycle parking facilities for the occupants of, and/or visitors to the development have been submitted to and approved in writing by the local planning authority. These facilities shall be fully implemented and made available for use prior to the occupation of each dwelling hereby permitted and shall thereafter be retained for use at all times.

REASON

To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy 13 of the Doncaster Local Plan.

10. 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 dwelling assigned the charging point 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.

11. Before the first occupation of any dwelling hereby approved, details of the vehicular access, parking and turning area for the site and how it is surfaced, drained and where necessary marked out shall be approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to

first occupation and shall remain available for access for the lifetime of the development.

REASON

To ensure adequate parking, delivery and turning provision in the interests of public safety as required by Policy 42 B.4 of the Doncaster Local Plan.

12. Before the first occupation of any dwelling hereby approved, details of the vehicular crossing over the footpath/verge 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 prior to first occupation.

REASON

To avoid damage to the verge and to ensure the access is constructed to an appropriate standard in accordance with Policy 42 B.4 of the Doncaster Local Plan.

13. 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).

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

REASON

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

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

evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site.

REASON

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

16. The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed. The surface water discharge from the entire site shall be restricted to a maximum rate of 3.5 (three point five) litres per second, to the public surface water sewer network.

REASONS

In the interest of satisfactory and sustainable drainage

17. No development beyond site clearance and groundworks shall take place until a scheme for protecting residents in the proposed dwellings from noise from road traffic has been submitted to and approved in writing by the local planning authority. The scheme shall be in accordance with the 'Scheme of Sound Insulation Works' included in table 5.1 of the noise impact assessment reference: NIA/9238/20/9215/v1 Sheffield Road, submitted with the application. All works which form part of the approved scheme shall be completed before occupation of the permitted dwellings, unless otherwise agreed in writing by the Local Planning Authority. The protection measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

To safeguard the amenity of the proposed dwellings from the noise levels which exist on the site.

18. Prior to first occupation of the each of the dwellings listed below, Building Control Completion Certificates must have been provided to the Local Planning Authority demonstrating that the specified optional requirements as set out in the Building Regulations 2010 (as amended) have been achieved for the following plots:

A minimum of 156 plots must meet Part M4(2) 'accessible and adaptable dwellings' with evidence provided upon completion. Plots 10-11, Plots 16-17, Plots 62-69 must meet Part M4(3) 'wheelchair adaptable dwellings'.

This condition may be partially discharged by the submission and approval of Completion Certificates for individual plots during a site build out. This condition will be fully discharged upon receipt of satisfactory Completion Certificates for all the above plots.

REASON

To ensure compliance with the requirements of Local Plan Policy 45 to deliver the agreed accessible and adaptable homes

19. 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.

20. Notwithstanding the approved plans, the development shall not be occupied until details of the public open space areas have been submitted to and approved in writing by the local planning authority. These details shall include:

- i) Play equipment;
- ii) Surfacing;
- iii) Landscaping;
- iv) Means of enclosure;
- v) Street furniture.

The play area shall be completed and available for use in accordance with the approved details prior to 50% of the dwellings being first occupied.

REASON

To ensure that good quality play equipment is provided in accordance with Policy 28.

21. Construction, demolition or associated deliveries shall only take place between 0800 - 1800 hours Mondays to Fridays, and 0800 - 1300 hours on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays. No construction activities will take place via Cypress Grove, Cherry Grove, Larch Grove, Cedar Grove, Acacia Grove or Pine Grove.

REASON

In the interests of protecting residential amenity.

22. No development beyond site clearance and groundworks shall take place until details or samples of the materials to be used on the external surfaces of the dwellings hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

REASON

To ensure the appearance of the development is good quality in accordance with Policies 42 and 44 of the Local Plan.

Informatives

01. Arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the system/scheme throughout the developments lifetime shall be supplied as part of the drainage management and maintenance plan. In addition, the arrangements shall have clarified the access that is required to each surface water management component for maintenance purposes. The applicant's attention is drawn towards the Drainage Officer's comments on file regarding the level of information required to discharge the conditions relating to drainage on the planning permission.
02. The applicant is advised that the application site is located in close proximity to land that may be required to construct and/or operate Phase 2b of a high-speed rail line from the West Midlands to Leeds, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament.
03. If the developer is looking to have new sewers included in a sewer adoption agreement with Yorkshire Water (under Section 104 of the Water Industry Act 1991), they should contact the Developer Services Team (telephone 03451 208 482, technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with the WRc publication 'Codes for Adoption - a design and construction guide for developers' as supplemented by Yorkshire Water's requirements.
04. Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980 and adoption roads within the development shall be carried out under Section 38 of the Highways Act. The S38 and S278 agreements must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas - Tel 01302 735110 as soon as possible to arrange the setting up of the agreement.

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

Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place.

There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

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

05. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Standing Advice valid from 1st January 2021 until 31st December 2022

06. Birds may be nesting in trees and shrubs on the site. It is an offence under the Wildlife and Countryside Act 1981 (as amended) to disturb nesting birds, and vegetation removal or disturbance should be timed therefore to avoid the nesting season (March to August inclusive).

07. In order to discharge the above condition relating to gigabit-capable full fibre broadband in new developments, the developer is advised that they will be expected to submit information including but not limited to the following:

1) A contract or invoice for the installation of the physical infrastructure and the connection to gigabit-capable full fibre broadband (must match the stipulation in the original requirement by the Local Authority)

2) Confirmation of the speed that will be achieved by the gigabit-capable full fibre broadband infrastructure, from the network operator

Developers should:

- Contact broadband infrastructure suppliers as soon as possible about their planning application and requirements;
- Provide gigabit-capable full fibre broadband for dwellings/developments; and
- Consider installing gigabit-capable full fibre infrastructure from at least 2 suppliers.

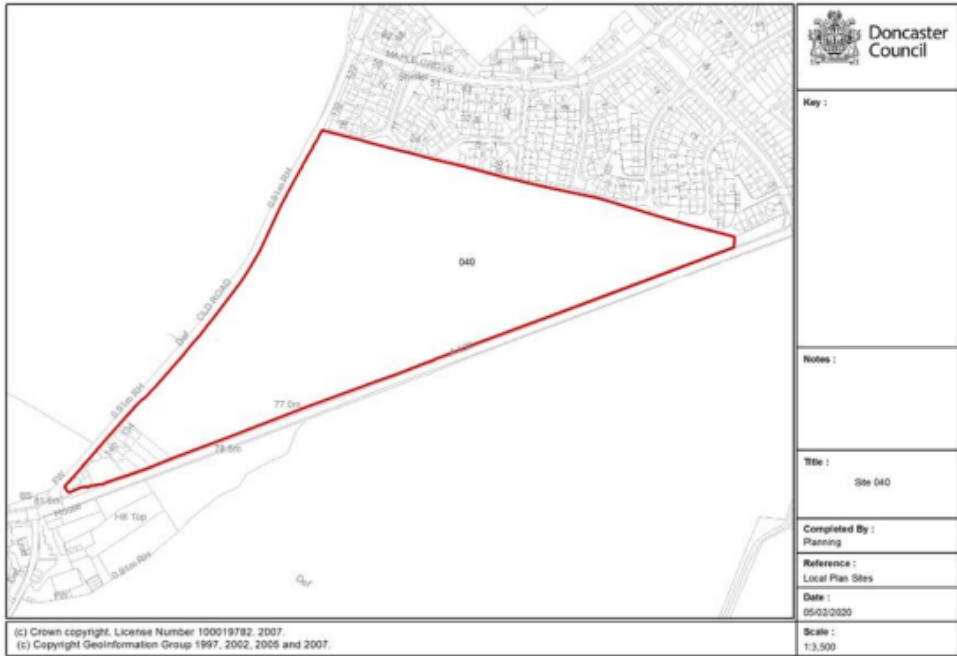
Gigabit-capable full fibre network operators include Openreach, Virgin Media, CityFibre, Hyperoptic and Gigaclear (but this list is not exhaustive).

The Superfast South Yorkshire Team is available to offer advice and discuss connectivity solutions to new sites with developers and can be emailed at hello@superfastsouthyorkshire.co.uk

For more information please visit:
<http://www.superfastsouthyorkshire.co.uk/sfsy/developments>

Appendix 1 – Developer Requirements (Local Plan)

Site ARM09; West of Hatfield Lane, Armthorpe; Armthorpe	
Trees & Hedgerows	There should be a strong landscape buffer zone to the A630 and the retention of the central trees.

Site CD06; Between Sheffield Road and Old Road, Conisbrough; Conisbrough & Denaby Indicative Site Capacity: 200 dwellings	
 <p>(c) Crown copyright, License Number 100019782, 2007. (c) Copyright GeoInformation Group 1997, 2002, 2005 and 2007.</p>	
Archaeology	Due to the relative lack of deep ground disturbance, the potential for the survival of unrecorded buried archaeological remains on the site is considered to be moderate. Further archaeological investigations may be required to inform development proposals.
Biodiversity	Refer to design section in terms of landscaping. Species-rich hedgerows and/or a woodland belt should be incorporated into the landscaping to support nearby hedgerow networks some of which are Local Wildlife Sites, and the wooded corridor that stretches from Ravenfield Lakes through to Conisbrough North Cliff and Denaby Wood Local Wildlife Sites.
Compensatory Green Belt Improvements	As the site allocation results in the loss of Green Belt land, this must be compensated for by contributing to improving the environmental quality and accessibility of remaining Green Belt land within the vicinity of the site. Details of specific sites and projects will be established in discussion with the Council.
Design	Considering the site's prominent location in the landscape, new development should front toward both Sheffield Road and Old Road but be set back behind landscaped frontages. Buildings should have appropriate separation distances between existing properties on the edges of the site. The layout should seek to develop footpath connections to existing streets to the north where possible. Pedestrian and cycle connections through the site should be developed between Sheffield Road and Old Road. Building heights should be limited to 2-2.5 storey.
Education	A contribution towards education will be required.
Public Open Space	On site Green Infrastructure and children's play space will be required, including play equipment.
Transport	Access from C762 Old Road designed in accordance with DMRB resulting in loss of hedgerow. A footway will be required along the site frontage together

Site CD06; Between Sheffield Road and Old Road, Conisbrough; Conisbrough & Denaby	
	with new street lighting. A Transport Assessment & Travel Plan will be required. The site may require a routing agreement during construction.
Trees & Hedgerows	No tree issues.

Appendix 2 - Site Plan Layout (Revision S)



Appendix 3 – Landscaping Plan (Revision D)



Sheffield Road, Conisbrough



Housetype Drawing Pack

Version 1 - 20.10.2021

Version 2 - 24.10.2022 - House type NDSS storage updated.

Version 3 - 28.11.2022 - House type NDSS storage highlighted.

Version 4 - 09.12.2022 - Lymington LG Garage Size amended & Winburgh Storage amended.

Version 5 - 19.12.2022 - Bedroom and people amount shown on Housetypes Plans.

Housetypes

The Arundel
The Acomb
The Bournemouth
The Brayton
The Honley
The Midford
The Rydal
The Hambleton
The Leverton
The Leverton SA
The Lymington LG
The Winburgh
The Thorne
The Thorley

Garages

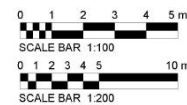
Single Garage
Twin Garage



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



The Arundel (NDSS)	
Old Ref :	-
NDSS Gross Area :	753 sqft
NDSS Ground Floor :	376 sqft
NDSS First Floor :	376 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	2.00m ³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



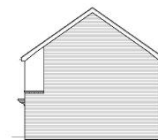
Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100



Front Elevation (Render)
Scale 1:100



Side Elevation
Scale 1:200



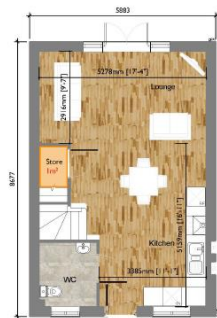
Side Elevation
Scale 1:200

The Arundel (NDSS/M42)
(753sqft / 70.00m² (NDSS))
(759sqft / 70.54m² (Structural))

ALL Areas and dimensions are taken to PLASTERBOARD FINISH.



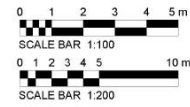
Partnerships North



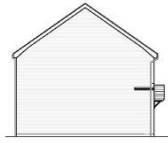
Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



Acomb (NDSS M43)	
Old Ref :	-
Gross Area :	910 sqft
Ground Floor :	455 sqft
First Floor :	455 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	2.60m ³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100

The Acomb (NDSS/M43)

(910sqft NDSS) (918sqft Structural)

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



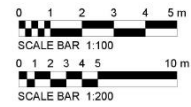
Partnerships North



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



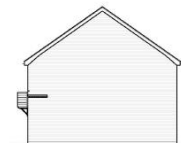
3 Bed (NDSS M42)	
Old Ref :	-
Gross Area :	910 sqft
Ground Floor :	455 sqft
First Floor :	455 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	2.72m ³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100



Front Elevation (Render)
Scale 1:100

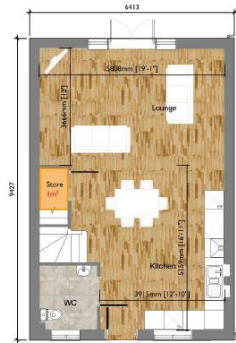
Bournemouth (NDSS/M42)

(910sqft NDSS) (918sqft Structural)

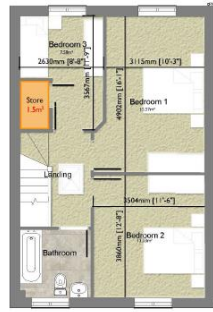
© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



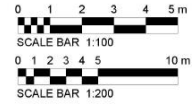
Partnerships North



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



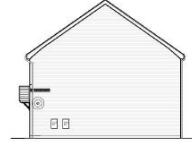
Brayton	
Old Ref :	-
Gross Area :	1104 sqft
Ground Floor :	552 sqft
First Floor :	552 sqft
Circulation :	64 sqft
Net to Gross :	6 %
Storage :	2.50m³
ALL Areas and dimensions are taken to STRUCTURAL FINISH.	



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100

Brayton (NDSS/M42)

(1094sqft NDSS) (1104sqft Structural)

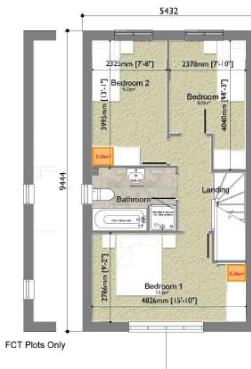
1 This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



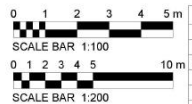
Partnerships North



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



The Honley (M42)	
Old Ref :	-
Gross Area :	938 sqft
Ground Floor :	494 sqft
First Floor :	454 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	2.71 m³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation FCT Only
Scale 1:200



Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100



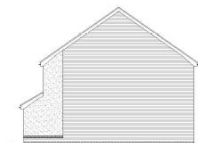
Front Elevation (Render)
Scale 1:100



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Side Elevation
Scale 1:200

The Honley NDSS/M42

(938sqft (NDSS)) (948sqft (Structural))

1 This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



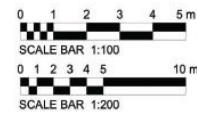
Partnerships North



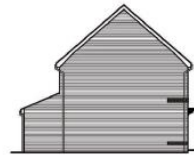
Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



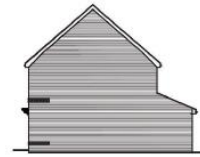
The Midford (NDSS)	
Old Ref :	-
Gross Area :	977 sqft
Ground Floor :	552 sqft
First Floor :	425 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	2.8 m³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



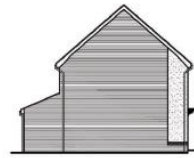
Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100



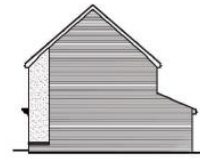
Front Elevation (Render)
Scale 1:100



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200

The Midford

(977sqft / 90.73m² (NDSS))
(986sqft / 91.56m² (Structural))

ALL Areas and dimensions are taken to PLASTERBOARD FINISH.



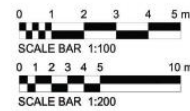
Partnerships North



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



The Rydal (NDSS)	
Old Ref :	-
Gross Area :	1088 sqft
Ground Floor :	616 sqft
First Floor :	471 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	2.82 m³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100



Front Elevation (Tile Hanging)
Scale 1:100



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Side Elevation
Scale 1:200

The Rydal

(1088sqft / 101.04m² (NDSS))
(1097sqft / 101.95m² (Structural))

ALL Areas and dimensions are taken to PLASTERBOARD FINISH.

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



Partnerships North



The Hambleton - NDSS/ M4(2)

(1097sqft (NDSS/M42)) (1108sqft (Structural)) ALL Areas and dimensions are taken to PLASTERBOARD FINISH.

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



Partnerships North



The Leverton (NDSS/M42)

(1153sqft / 107.12m² - (NDSS/M42))

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



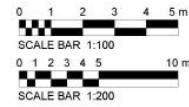
Partnerships North



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100



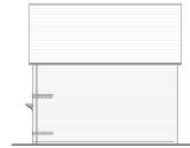
The Leverton SA (M42)	
Old Ref :	The Southwick SA
Gross Area :	1153 sqft
Ground Floor :	586 sqft
First Floor :	567 sqft
Circulation :	126 sqft
Net to Gross :	11.1 %
Storage :	3.10m ³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Front Elevation (Brick)
Scale 1:100



Front Elevation (Render)
Scale 1:100



Side Elevation
Scale 1:200



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200

The Leverton SA (NDSS/M42)

(1153sqft / 107.12m² - (M42)) ALL Areas and dimensions are taken to PLASTERBOARD FINISH.

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



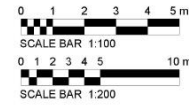
Partnerships North



Ground Floor Plan
Scale 1:100



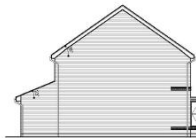
First Floor Plan
Scale 1:100



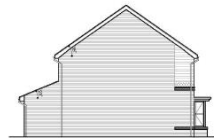
The Lymington LG	
Old Ref :	The Lymington
Gross Area :	1252 sqft
Circulation :	- sqft
Net to Gross :	- %
Storage :	3.08 m ³
ALL Areas and dimensions are taken to STRUCTURAL FINISH.	



Rear Elevation
Scale 1:200



Side Elevation
Scale 1:200



Side Elevation (Tile Hanging)
Scale 1:200



Front Elevation (Brick)
Scale 1:100



Front Elevation (Tile Hanging)
Scale 1:100



Side Elevation
Scale 1:200



Side Elevation (Tile Hanging)
Scale 1:200

The Lymington LG

(1252sqft) LYMI-01 4 Bed - 5 People

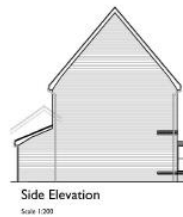
© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



Partnerships North



The Winburgh (M42)	
Old Ref:	-
Gross Area:	1323 sqft
Ground Floor:	568 sqft
First Floor:	424 sqft
Second Floor:	331 sqft
Circulation:	- sqft
Net to Gross:	- %
Storage:	3.26m ²
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



The Winburgh (1323sqft / 122.95m² (NDSS/M42) 1334sqft / 123.96m² (Structural))

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.

ALL Areas and dimensions are taken to PLASTERBOARD FINISH.

COUNTRYSIDE
Places People Love
Partnerships North



The Thorne (M42)	
Old Ref:	-
Gross Area:	1432 sqft
Ground Floor:	-
First Floor:	-
Circulation:	128 sqft
Net to Gross:	9.0 %
Storage:	3.09m ²
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



The Thorne (NDSS/M42) (1432 sqft (NDSS/M42) 1444 sqft (Structural))

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.

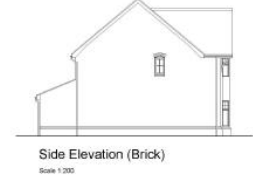
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.

COUNTRYSIDE
Places People Love
Partnerships North



0	1	2	3	4	5	m
0	1	2	3	4	5	10 m
SCALE BAR 1:200						

The Thorley (NDSS)	
Old Ref:	-
Gross Area:	1432 sqft
Ground Floor:	785 sqft
First Floor:	657 sqft
Circulation:	-
Net to Gross:	-
Storage:	3.02 m³
ALL Areas and dimensions are taken to PLASTERBOARD FINISH.	



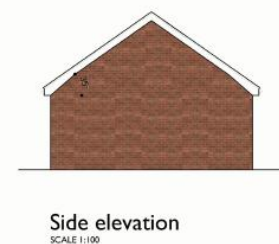
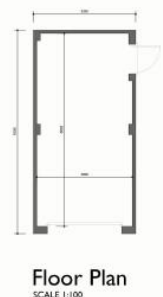
The Thorley (NDSS)

(1432sqft / 133.04m² (NDSS))(1444sqft / 134.15m² (Structural))

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



Partnerships North



6x3m Detached Single Garage

© This drawing is copyright of Countryside Properties (UK) Limited and must not be copied or reproduced in whole or in part, nor used in conjunction with any project without Countryside's written consent.



Partnerships North

Appendix 6 – NDSS Compliance Table

NDSS Compliance Table

Planning application ref.:
21/03311/FULM

Site Address:
Land off Old Road, Conisbrough, DN12 3LR



COUNTRYSIDE
Places People Love

House Type	Storeys	Bedrooms/ People	Total Dwelling Area (m ²)	Total Storage Area (m ²)	Bedroom 1 Single or Double	Bedroom 1 Floor Area (m ²)	Bedroom 1 Width (m)	Bedroom 2 Single or Double	Bedroom 2 Floor Area (m ²)	Bedroom 2 Width (m)	Bedroom 3 Single or Double	Bedroom 3 Floor Area (m ²)	Bedroom 3 Width (m)	Bedroom 4 Single or Double	Bedroom 4 Floor Area (m ²)	Bedroom 4 Width (m)	NDSS Compliant?
Arundel	2	2B/3P	70	2.02	D	13.7	3.1	S	11.1	2.5	N/A	N/A	N/A	N/A	N/A	N/A	Y
Acomb	2	2B/4P	84	3.42	D	15.6	3.95	D	12.5	2.94	N/A	N/A	N/A	N/A	N/A	N/A	Y
Bournemouth (inc. FCT)	2	3B/4P	84.5	2.5	D	12.3	3.7	S	7.7	2.17	S	7.5	2.5	N/A	N/A	N/A	Y
Honley (inc. FCT)	2	3B/4P	87.2	2.7	D	12.2	2.76	S	9.25	2.3	S	7.9	2.4	N/A	N/A	N/A	Y
Midford	2	3B/4P	90.7	2.6	D	11.6	3.09	S	7.5	2.45	S	7.6	2.5	N/A	N/A	N/A	Y
Rydal	2	3B/4P	101	2.9	D	11.5	2.9	S	8.97	2.75	S	8.76	2.53	N/A	N/A	N/A	Y
Brayton	2	3B/5P	101	3.6	D	15.6	3.09	D	13.5	3.47	S	8.5	2.6	N/A	N/A	N/A	Y
Hambleton	2	3B/6P	102	4	D	18.9	3.1	D	12.1	2.9	D	10.2	2.9	N/A	N/A	N/A	Y
Leverton (inc. SA)	2	4B/5P	107	3.28	D	11.7	2.9	S	7.6	2.7	S	8.6	2.77	S	7.66	2.2	Y
Lymington LG	2	4B/5P	113	3.16	D	13.2	3.07	S	10.9	3.07	S	8.73	2.86	S	7.5	2.67	Y
Winburgh	2.5	4B/6P	123	3.2	D	16	3.73	D	11.5	3.1	S	7.5	2.5	S	7.7	2.46	Y
Thorne (inc. FCT)	2	4B/5P	133	4	D	12.5	3.5	S	10.2	3.04	S	8.4	2.4	S	7.5	2.4	Y
Thorley (inc. FCT)	2	4B/5P	133	4	D	12.5	3.5	S	10.2	3.04	S	8.4	2.4	S	7.5	2.4	Y