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Application Number:	21/02115/FULM
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Application Type:	Planning FULL Major
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Proposal Description:	Erection of 58 dwellings including formation of new access from Doncaster Road, landscaping and public open space
At:	Land South Of Doncaster Road Harlington Doncaster DN5 7JF

For:	Mr Richard Coy - Harron Homes
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Third Party Reps:	41 Letters of objection	Parish:	Barnburgh Parish Council
	Barnburgh/Harlington Parish Council has objected		
		Ward:	Sprotbrough

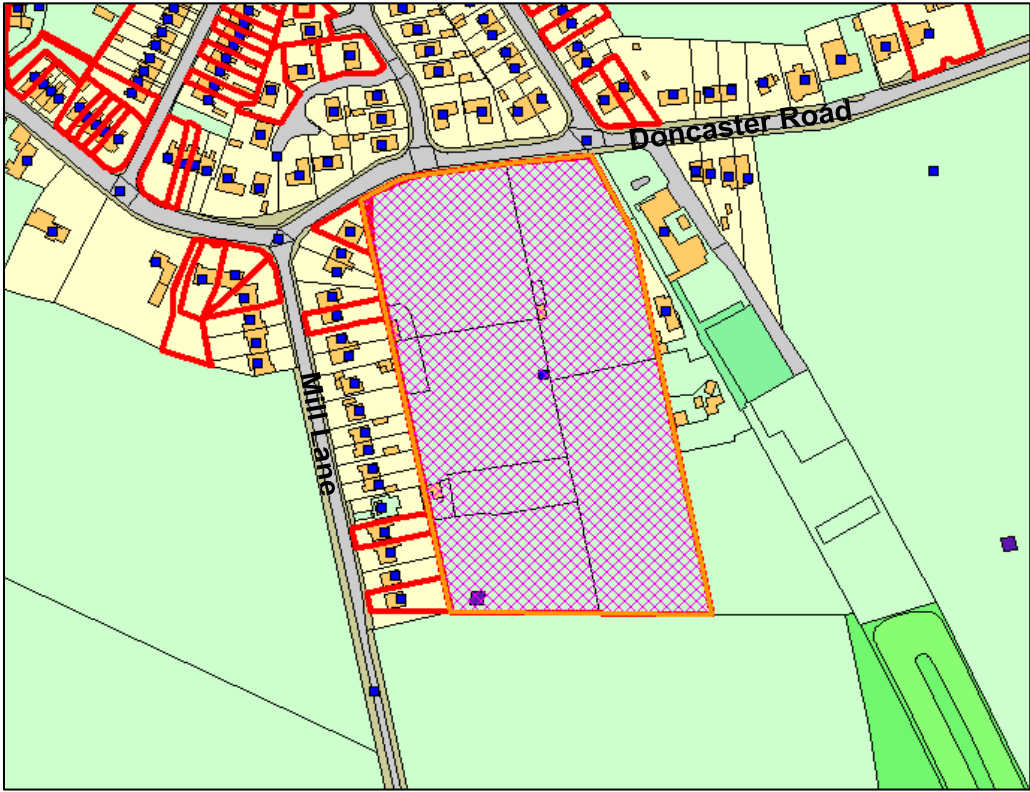
Author of Report:	Andrea Suddes
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SUMMARY

The proposal seeks permission for the erection of 58 dwellings, including the formation of a new access, landscaping and public open space. The proposal is considered to be acceptable in policy terms given the site is designated within the Local Plan as a Housing Development Allocation, Site allocation BH01: South of Doncaster Road, Harlington, with an indicative housing capacity of 66 dwellings. Overall the proposal is considered to be an acceptable and sustainable form of development in line with paragraph 7 and 8 of the National Planning Policy Framework (NPPF, 2021).

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

RECOMMENDATION: Delegate Authority to the Head of Planning to GRANT planning permission subject to conditions and signing of a Section 106 Agreement.



1.0 Reason for Report

1.1 This application is being reported to planning committee due to the number of representations that have been received.

2.0 Proposal and Background

2.1 Planning permission is being sought for the erection of 58 dwellings including the formation of a new access, landscaping and public open space. The application originally sought permission for the erection of 61 houses however this number has been reduced following amendments to the scheme.

2.2 The site is allocated for housing within the Doncaster Local Plan, Site allocation BH01: South of Doncaster Road, Harlington with an indicative site capacity for 66 dwellings. The Local Plan allocation also includes Site Development Requirements at Appendix 2 for this site. The requirements highlighted at Appendix 2 (page 297) for this site include consideration of the following issues;

- Archaeology
- Biodiversity
- Compensatory Green Belt Improvements
- Design
- Education
- Public Open Space
- Transport
- Trees and Hedgerows

2.3 Pre application advice has been sought and provided on this proposal.

3.0 Site Description

3.1 Harlington and Barnburgh are both largely residential villages of similar size located some 9km west of Doncaster. The application site is located at the southern extent of the village of Harlington, which is in turn located just south of Barnburgh village.

3.2 The site is generally rectangular in shape being approximately 2.35ha in size and is currently undeveloped agricultural land. The site is relatively flat with a gentle slope from about 37.0 metres AOD on the western boundary to 39.0 metres AOD on the eastern boundary. There is a central hedgerow running from north to south, the length of the site. Boundary hedgerows and fences are to the north, east and west of the site. The site is bound by a wooden boundary fence to the south.

3.3 The Site is bound to the north by Doncaster Road, to the east by a single detached residential dwelling and associated access track, by further undeveloped agricultural land to the south and several residential dwellings fronting Mill Lane to the west.

3.4 At the south western corner of the site, there is an electricity pylon, with the cables running east to west.

4.0 Relevant Planning History

4.1 Application site history;

Application Reference	Proposal	Decision
20/01065/PREAPP	Residential development comprising 60 dwellings including associated access, layout and appearance.	Enquiry Closed 19.10.2020

5.0 Site Allocation

5.1 The site is allocated for housing as designated within the Doncaster Local Plan, Site allocation BH01: South of Doncaster Road, Harlington. The indicative capacity for housing within the site is shown to be approximately 66 dwellings. The proposal is for 58 units, which is an overall reduction of 12% of the potential development site.

5.2 National Planning Policy Framework (NPPF 2021)

5.3 The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions and the relevant sections are outlined below:

5.4 Paragraph 2 states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

5.5 Paragraphs 7 – 11 establish that all decisions should be based on the principles of a presumption in favour of sustainable development. One of the three overarching objectives of the NPPF is to ensure a significant number and range of homes are provided to meet the needs of present and future generations (paragraph 8b).

5.6 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 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 Paragraph 55 of the NPPF states that planning authorities should consider whether 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 imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other aspects.

- 5.9 Paragraph 63 requires on site provision of affordable housing where a need is identified.
- 5.10 Paragraph 110 sets out that in assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.11 Paragraph 111 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.12 Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 126).
- 5.13 Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.
- 5.14 Paragraph 180 further states that when determining applications the LPA should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission.
- 5.15 Planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new developments and avoid noise giving rise to significant adverse impacts on health and the quality of life (para 185).

5.16 Local Plan

- 5.17 The site is allocated for housing within the Local Plan, Site allocation BH01: South of Doncaster Road, Harlington. This allocation is also accompanied with Developer Requirements set out at Appendix 2 of the Local Plan.
- 5.18 Policy 1 states that in Service towns and villages (including Barnburgh and Harlington), a good range of services is provided to meet local needs. To maintain and enhance their role as service towns and larger villages, they will need to provide housing, employment, retail and key services and facilities for the local area and will be a focus for accommodating an appropriate level of growth with priority given to renewing and regenerating run-down neighbourhoods. Additional growth on non-allocated sites within the development limits of the Service Towns and Villages will also be considered favourably.
- 5.19 Policy 1 should be read in conjunction with Policy 2 as this policy sets out the level of growth and states that the Local Plan's strategic aim is to facilitate the delivery of

at least 920 (net) new homes each year over the plan period (2018-2035) (15,640 net homes in total). Provision is to predominantly meet local housing need in each town and village with a total settlement allocation of 66 houses for Barnburgh and Harlington.

- 5.20 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.
- 5.21 Policy 7 states that the delivery of a wider range and mix of housing types, sizes and tenures will be supported through the following:
- a) New housing developments will be required to deliver a mix of house sizes, types, prices, and tenures to address as appropriate the needs and market demand identified in the latest Housing Need Assessment;
 - b) Housing sites of 15 or more homes (or 0.5ha or above) will normally be expected to include 23% affordable homes in the borough's high value housing market areas or a lower requirement of 15% elsewhere in the borough (including starter homes which meet the definition) on site.
- 5.22 Policy 13 sets out that new development shall make appropriate provision for access by sustainable modes of transport to protect the highway network from residual vehicular impact to ensure that:
- a) access to the development can be made by a wide choice of transport modes, including walking, cycling, private vehicles and public transport;
 - b) site layouts and the street environment are designed to control traffic speed through an appropriate network and street hierarchy that promotes road safety for all;
 - c) walking and cycling are encouraged with the development and beyond, through the design of facilities and infrastructure within the site and provision of linkages to the wider network;
 - d) appropriate levels of parking provisions are made; and
 - e) existing highway and transport infrastructure is not adversely affected by new development. Where necessary, developers will be required to mitigate (or contribute towards) and predicted adverse effects on the highway network.
- 5.23 Policy 16 states that the needs of cyclists must be considered in relation to new development and in the design of highways and traffic management schemes to ensure safety and convenience. Provision for secure cycle parking facilities will be sought in new developments.
- 5.24 Policy 17 states that an increase in walking provision in Doncaster will be sought. Walking will be promoted as a means of active travel. Proposals will be supported which provide new or improved connections and routes, which enhance the existing network and address identified gaps within that network. The needs of pedestrians will be considered and prioritised in relation to new developments, in public realm improvements and in the design of highways and traffic management schemes.

- 5.25 Policy 21 sets out that all new housing and commercial development must provide connectivity to the Superfast Broadband network unless it can be clearly demonstrated that this is not possible.
- 5.26 Policy 28 deals with open space provision in new developments and states that proposals of 20 family dwellings or more will be supported which contribute 10 or 15 per cent of the site as on-site open space to benefit the development itself, or a commuted sum in lieu of this (especially where the site is close to a large area of open space).
- 5.27 Policy 30 seeks to protect sites and species of local, national and international importance and requires proposals to meet 10 per cent net gain for biodiversity.
- 5.28 Policy 32 states sets out that proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided.
- 5.29 Policy 41 sets out that imaginative design and development solutions will be encouraged to ensure that proposals respect and enhance identity, character and local distinctiveness. In all cases, proposals will need to demonstrate an understanding of the context, history, character and appearance of the site, neighbourhood and wider area, to inform the appropriate design approach.
- 5.30 Policy 42 states that high-quality development that reflects the principles of good urban design will be supported. Proposals for new development will be expected to follow a best practice design process and where appropriate, use established design tools to support good urban design.
- 5.31 Policy 43 C) requires edge of settlement developments or developments on the edge of countryside or Green Belt to provide suitable landscaping to soften the urban edge.
- 5.32 Policy 44 sets out that new housing will be supported where it responds positively to the context and character of existing areas and creates high quality residential environments through good design.
- 5.33 Policy 45 states that new housing proposals will be supported where they are designed to include sufficient space for the intended number of occupants and shall meet the Nationally Described Space Standard as a minimum.
- 5.34 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.
- 5.35 Policy 50 states that development will be required to contribute positively to creating high quality places that support and promote healthy communities and lifestyles, such as maximising access by walking and cycling.
- 5.36 Policy 52 states that where housing proposals of 20 or more family dwellings will create or exacerbate a shortfall in the number of local school places, mitigation will be required, either through an appropriate contribution to off-site provision or, in the case of larger sites, on-site provision.

- 5.37 Policy 54 sets out that where developments are likely to be exposed to pollution, they will only be permitted where it can be demonstrated that pollution can be avoided or where mitigation measures will minimise significantly harmful impacts to acceptable levels. This includes giving particular consideration to the presence of noise generating uses close to the site.
- 5.38 Policy 55 sets out criteria to mitigate against land contamination or land stability on development of land that is unstable, currently contaminated or suspected of being contaminated.
- 5.39 Policy 56 states that development sites must incorporate satisfactory measures for dealing with their drainage impacts, including the use of SuDS, to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities.
- 5.40 Policy 65 states that developer contributions will be sought to mitigate the impacts of development through direct provision on site, provision off site, and contributions towards softer interventions to ensure the benefits of the development are maximised by local communities.

5.41 Other material planning considerations

National Design Guide (Jan 2021)

- 5.42 The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice to achieve a successful place.

Transitional Developer Guidance (April 2022)

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

National Planning Practice Guidance (ongoing)

- 5.44 The national design guide sets out the government's planning policies for England and how these are expected to be applied.

Other Council initiatives include:

- Doncaster Green Infrastructure Strategy 2014 – 2028
- Doncaster Masterplan

- Doncaster Delivering Together

5.45 Launched in September 2021, Doncaster Delivering Together (DDT) is the Council's new 10 year 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

5.46 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 (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 within Harlington and would be suitably landscaped to ensure it blends into the urban environment in this location (8).

5.47 Neighbourhood Plan

5.48 There is no Neighbourhood Plan for this area.

6.0 Representations

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

6.2 33 letters of objection were originally received however following re-consultation a further 8 objections have been received. These can be summarised as follows:

- Site is Green Belt and should not have been allocated for housing;
- Village cannot sustain increased population with increased pressure for school places, need for GP practise services, lack of shops etc.;
- Increased traffic on Doncaster Road;

- Increased pressure for parking;
- Environmental issues such as noise, litter, crime and wildlife protection;
- Loss of wildlife on the site;
- Site needs to meet Biodiversity Net Gain as site is rich in wildlife;
- Potential flooding issues on site as this field is known to flood;
- Lack of privacy for residents;
- Existing foul and surface water drainage problems will be exacerbated by the development;
- Proposed balancing pond presents danger for children;
- Raising of land levels will result in loss of privacy
- New housing will be out of keeping with the village;

7.0 Parish Council

7.1 Barnburgh and Harlington Parish Council has objected and raised queries with respect to the following;

- i) Increased traffic on the roads and the pressure the new development will place on road safety
- ii) Traffic calming measures required for the increased traffic from the development
- iii) Improvement of public transport to and from Harlington required
- iv) The site is a well-known flood plain but no mention of raising land levels for the properties
- v) Flood mitigation measures
- vi) What measures will be put in place to help with the number of school places?
- vii) What measures to improve GP and health facilities?

7.2 Relevant Consultations

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

7.4 **Trees and Hedgerows Officer** – No objections raised subject to mitigation by condition for a detailed hard and soft landscape scheme to be submitted and agreed.

7.5 **Highways (Transportation)** – No objections raised subject to mitigation by conditions for electric vehicle charging points and cycle parking to be provided within the curtilage of each dwelling.

7.6 **Highways DC** – Following a number of amendments no objections are raised subject to mitigation by conditions including submission of a construction traffic management plan and wheel wash facilities.

- 7.7 **Urban Design** – After a number of iterations no objection raised subject to inclusion of conditions for final materials to be agreed, details of boundary walls and fences, and a hard and soft landscaping scheme.
- 7.8 **Natural England** – No objections raised including consideration of the potential impact of the development on the Dearne Valley Wetlands SSSI.
- 7.9 **Pollution (Air Quality)** – No objections raised subject to conditions for electric vehicle charging points and Travel Plan to be submitted. However the size of this development negates the need for submission of a Travel Plan.
- 7.10 **Pollution (Land Contamination)** – No objection raised subject to condition for testing of any imported soils to ensure suitability for the proposed use.
- 7.11 **Strategic Housing** – No objections raised. The Council will be looking to purchase 5 affordable units plus requirement of a financial contribution of £506,838.48 towards affordable housing, to be secured via a Section 106 legal agreement.
- 7.12 **Public Health** – Overall no objections raised. A number of queries raised are addressed under other policy considerations with individual consultees.
- 7.13 **Environment Agency** – No objections raised, no conditions.
- 7.14 **Internal Drainage** – No objections raised subject to condition for full foul and surface water details to be submitted, and a drainage management and maintenance plan.
- 7.15 **Yorkshire Water** – No objections raised subject to mitigation by conditions for details of separate systems for foul and surface water and development in accordance with the submitted Flood Risk Assessment (FRA).
- 7.16 **Built Environment (Open Space Policy)** – No objections raised subject to conditions for details of play equipment and a financial contribution as a ‘top up’ to compensate for the shortfall in on site open space provision.
- 7.17 **Education** – No objection raised subject to financial contribution of £164,673.00 for 9 additional school places at Ridgewood School. This contribution will be secured via a Section 106 legal agreement.
- 7.18 **Local Plan (Housing)** – Supports the application in principle subject to other policy considerations as the site is within a housing allocation: Site BH01; South of Doncaster Road, Harlington.
- 7.19 **Superfast South Yorkshire** – No objections subject to inclusion of condition for installation of superfast broadband
- 7.20 **Public Rights of Way** – No objection raised as there are no recorded public rights of way affected by the proposed development.
- 7.21 **SYPT** – No response received.
- 7.22 **Local Plan (Flooding)** – No objection raised.

- 7.23 **Environmental Health (Noise)** – No objection raised subject to mitigation by condition for a construction method statement and construction impact management plan in order to safeguard the living conditions of neighbouring residents.
- 7.24 **South Yorkshire Archaeology Service (SYAS)** – The site has archaeological implications however, no objection raised subject to condition for submission of a written scheme of investigation that sets out a strategy for archaeological investigation and which includes preservation in situ of any identified features of importance.
- 7.25 **Ward Members** – No comments received.

8.0 Assessment

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

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

- 8.2 The NPPF at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 8.3 This report considers the proposal against the Development Plan (Doncaster Local Plan, Joint Waste Plan), the relevant sections of the NPPF and the National Planning Practice Guidance.
- 8.4 The principal issues for consideration under this application are as follows:

- Principle of development;
 - Affordable Housing;
 - Impact on Residential Amenity;
 - Design and Impact on Character of Area;
 - Impact upon Highway Safety;
 - Ecology;
 - Flood Risk and Drainage;
 - Trees and Landscaping;
 - Section 106 Obligations; and;
 - Overall planning balance.
- 8.5 For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited

- Little or no

Principle of Development

- 8.6 With regard to the principle of residential development on this site, the site is allocated for residential use as designated within the Doncaster Local Plan (LP) under allocation BH01: South of Doncaster Road, Harlington.
- 8.7 Barnburgh - Harlington is designated as a Service Village in accordance with Policy 1 of the Local Plan. Policy 1 states that to maintain and enhance their role as service towns and larger villages, they will need to provide housing, employment, retail and key services and facilities for the local area and will be a focus for accommodating an appropriate level of growth with priority given to renewing and regenerating run-down neighbourhoods.
- 8.8 Policy 2 further builds on this and sets out the strategic aim which is to facilitate the delivery of at least 920 (net) new homes each year over the plan period (2018-2035). Provision is to predominantly meet local housing need in each town and village with a total settlement allocation of houses.
- 8.9 Policy 5 relates to the delivery of the housing allocations set out in Policy 2 and identifies the site as a Housing Allocation without planning permission, Site Ref: BH01- South of Doncaster Road, Harlington with an indicative site capacity for 66 dwellings. Policy 5 states that housing allocations will be developed primarily for residential uses to help deliver the housing requirement, and will be developed having regard to both the specified developer requirements set out in Appendix 2 of the Local Plan, and the indicative number of new homes identified. It is important to note that the indicative number of dwellings within the Local Plan are not ceilings to quantum of development, which are to be more appropriately assessed at the detailed planning application stage. However, it does serve as a guide and it is important to note that proposals for lower density schemes can be supported where this would assist with the delivery of a better design solution. The scheme under consideration is below the indicative capacity but in doing so responds positively to the site constraints in terms of flood mitigation measures and the pylon located in the southwestern corner of the site.
- 8.10 Taking the above considerations into account (primarily that the site is an allocated residential site within the Local Plan; and the benefit of provision of housing (including policy compliant affordable housing) to meet Local Plan housing targets), it is considered that the site is capable of forming a sustainable residential development when assessed against Local Plan policy. The proposal is therefore acceptable in principle, subject to other policy considerations. This is considered to weigh substantially in favour of the application.
- 8.11 Objections have been received stating that this site should not have been allocated for housing as it is located within Green Belt. The question of the sites allocation is not material to this planning application. The site was both removed from the Green Belt and allocated for housing as part of the Local Plan process, and both the justification for the removal from the Green Belt and the allocation of sites, including representations made by the public related to this allocation, were assessed by the Planning Inspector at the Regulation 24 Examination stage of the Local Plan, who deemed the site to be justified and the plan to be sound.

Sustainability

- 8.12 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.
- 8.13 There are three strands to sustainability, social, environmental and economic. Para.10 of the NPPF states that in order sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

SOCIAL SUSTAINABILITY

8.14 Affordable Housing

- 8.15 Doncaster Local Plan Policy 7 relates to housing mix and affordable housing stating that new housing developments will be required to include a mix of house size, type, price and tenure to address the identified needs and market demand to support mixed communities. It further states that in terms of delivering affordable housing, on housing sites of 15 or more homes will normally be expected to include 23% affordable homes in the Borough's high value housing market areas. It further states that commuted sums in lieu of on-site affordable housing will only be accepted where this is robustly justified which would include where there is already an identified surplus of affordable housing in the community.
- 8.16 With regard to the need; the Strategic Housing team confirmed that there is some limited need for Affordable Housing in the Harlington area. Strategic Housing have also provisionally agreed to look to purchase the required affordable units on site following a formal RICS valuation process and internal calculations, with the remaining policy requirement requested as an off-site financial contribution.
- 8.17 Demand for Affordable Rented housing in Barnburgh and Harlington parish is low, with the requirement being specifically for 2 x 2 bed properties and 3 x 3 bed family properties. Therefore the scheme includes 2 x 2 bed (4 person) houses and 3 x 3 bed (5 person) houses as affordable housing along with an off-site financial contribution of £506,838.48 for the remaining requirement as detailed in paragraph 8.82 which sets out the Section 106 Obligations. The application therefore satisfies the requirements of Local Plan Policy 7.

8.18 Impact on Residential Amenity

- 8.19 Table 2 of the Transitional Developer Guidance (TDG) gives minimum separation distances that are applied for new residential development. 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. Habitable room windows that overlook neighbouring garden space should normally be at least 10 metres from the boundary. Where a new property overlooks an existing garden these distances may need to be increased. Oblique or obscured

outlook from habitable room windows within 10m of the boundary may be allowed at the discretion of the case officer dependent upon site specific considerations. Where first floor habitable rooms face habitable rooms in a single storey dwelling, or the habitable rooms of two single storey dwellings face one another this separation distance may be reduced at the discretion of the case officer.

- 8.20 Objections have been raised regarding loss of amenity on account of overlooking. The scheme has been amended to address the overlooking issue that was raised early in the consideration process. Amendments were sought to ensure that there is no loss of amenity to existing residential properties to the west of the site on Mill Lane/Doncaster Road. Further amendments have also been sought to provide adequate separation distances between the existing bungalow to the east of the site (96 Doncaster Road) and Plots 41 and 42. In addition, the increased separation distances to existing dwelling (no 100 Doncaster Road) and Plots 53 and 54. The separation distances between the existing and proposed properties meet the standards set out in the Council's Guidance. Separation distances between houses within the proposed development also meet the Council's standards.
- 8.21 Objectors have raised issue with potential noise. Noise as a result of the development during the construction period is inevitable but will be controlled via inclusion of planning conditions to agree a construction method statement and a construction traffic management plan. However, once the development is occupied any noise issues will be dealt with under separate legislation and not under the planning regime.
- 8.22 Accessibility and Sustainability
- 8.23 As stated in para 8.4 of this report the LP defines Barnburgh/Harlington as a Service Village in that it provides a good range of services to meet its own needs and that of the local area. These settlements are a focus for accommodating an appropriate level of growth to meet their own local needs. Objections have been received stating that the site is not sustainably located and there will be an impact on health services, and school places which are already overstretched. With regards to education provision, an education contribution has been secured via S106 legal agreement as discussed later in this report.
- 8.24 The sustainability of all settlements within the Borough was considered in the preparation of the new Local Plan. As part of this, a Settlement Audit was undertaken early in the process and updated periodically to ensure the findings were still correct, with the last undertaken in 2020 prior to the Plan's submission. The Settlement Audit allowed the Council to target housing growth in the most sustainable locations – local and economic growth to larger and more sustainable settlements; local growth only to Service Towns and Villages such as Barnburgh – Harlington; no housing to smaller villages.
- 8.25 These decisions were based on the findings in the Settlement Audit. Barnburgh – Harlington was assessed as being sustainable for a small amount of housing growth, as it had some service provision, including key services such as a primary school and GP as well as a reasonably sized existing population. It is accepted the settlement is not as sustainable as larger settlements, which is reflected in its more modest housing allocation for the village. It is also worth noting that conversely, the influx of additional population to the area can help support existing services, and potentially drive the need for new services in the settlement.

- 8.26 This matter was assessed as part of the Local Plan examination, where the inspector reviewed all of the information available in order to check whether the plan was sound. He concluded that the Local Plan should be adopted (subject to modifications which were undertaken), and as part of this, that the methodology for selecting settlements for housing, and sites themselves within these settlements, was sound.
- 8.27 It should be noted that whilst planning applications can secure contributions towards any potential impact of the development, local NHS healthcare services are centrally funded with contracts being negotiated locally for by the South Yorkshire Integrated Care Board (ICB) for the provision of services. The funding which the ICB receives is calculated using a formula which takes into account population growth, using Office of National Statistics projected populations.
- 8.28 There is an important distinction to make therefore between the impact of the development on certain NHS services and other infrastructure. Essentially, the provision of NHS services and accounting for population growth and demand is funded through central government funding and direct taxation and not through a planning application. The site is allocated in the Local Plan, meaning external stakeholders have been consulted on the intended approach for housing growth in the area to allow forecasting to take place. The grant of planning permission would not prevent the ICB from seeking additional funding from NHS England to accommodate any population growth including the development in future settlement grants. Therefore, the healthcare infrastructure implications of any relevant proposed development have been considered in accordance with Policy 50.D.

8.29 Conclusion on Social Impacts.

- 8.30 In conclusion of the social impacts of the development, it is not considered that the impact of residential amenity will be adversely affect by the proposal subject to mitigation by conditions. It is accepted that the proposal would lead to some noise and disturbance being generated whilst construction is taking place, however this is considered to be short term when considered against the lifetime of the development. A planning condition is recommended for the submission of a construction impact management plan to be submitted and approved by the local planning authority to ensure that impacts are minimised. Significant weight should be attached to the provision of community benefits including the provision of POS and affordable housing.

ENVIRONMENTAL SUSTAINABILITY

- 8.31 Design and Impact upon the Character of the Area
- 8.32 Paragraph 130(a) of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, part (c) seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 8.33 In accordance with policy 41, the Design and Access Statement sets out the context, local character and appearance of the site, and whilst the site is currently

undeveloped agricultural land the surrounding character is residential in nature and built up to the North and West of the site.

- 8.34 The density of the development proposes 27 dwellings per hectare. The number of dwellings proposed was initially 61 but has since been reduced to 58. Given that the site is identified as a housing allocation with an indicative site capacity for 66 dwellings, this falls somewhat short of the indicative 66 dwellings at allocations stage. The proposed density is therefore considered acceptable and in keeping with the character of the surrounding area
- 8.35 The site is also subject to Site Development Requirements at Appendix 2 of the Local Plan to enable the site to be brought forward for development. With regards to meeting design requirements, the expectation is that new development should front toward Doncaster Road echoing building lines opposite; new houses should back onto existing houses along the eastern and western edges with rear gardens locked together. Houses should also front southwards. A clearly defined site boundary should be formed on the southern boundary which will become a permanent boundary to the Green Belt. The design of the southern boundary also needs to take into account the electricity pylon on the southern boundary.
- 8.36 The proposed layout takes into account the Site Development Requirements and shows a single point of vehicular access from Doncaster Road with frontage properties fronting towards Doncaster Road. The access road forms a route of private drives and cul-de-sacs through to the south where there is an area of open space and play. Garden amenity areas of the proposed dwellings on the eastern and western boundaries back onto existing gardens. The scale of the frontage properties at two storeys is also in keeping with the type of housing that surrounds the site. Whilst single storey bungalows lie immediately opposite the site, the character of Doncaster Road comprises of both single and two storey dwelling houses therefore two storey houses proposed fronting Doncaster Road are considered acceptable.
- 8.37 When the application was first submitted, there were a number of design concerns raised about the scheme. These included too much frontage parking on parts of the site, lack of tree lined streets, loss of amenity as a result of overlooking, the unacceptable number of access drives onto Doncaster Road and the need for dual aspect properties at key points in the layout.
- 8.38 A number of amended plans were submitted to address all of these concerns. The number of houses was reduced by three which also addressed highway safety concerns regarding Plots 01-04 having individual direct access onto Doncaster Road. The amended plan now provides one single private access drive that will serve Plots 01-04. This amendment also addressed an overlooking issue between existing properties fronting Doncaster Road, Mill Lane, and Plots 08 and 09.
- 8.39 The local area to the west and north of the site comprises of predominantly well-established residential development that has differing approaches to style, appearance, scale and space around dwellings. The design of the proposed houses is acceptable, all properties are two storey in height which is considered appropriate for the location. There is a mix of 2, 3, and 4 bedroom properties within the scheme, providing a variety of properties to meet local demand. There are a number of different house type designs, however a cohesive theme exists throughout the development, such as white casement windows with reconstituted stone heads and cills and gable detailing. Objections have been raised that the new housing will be out of character with the village. Whilst the design of the dwellings is more

contemporary the proposed materials will comprise of stone, red brick with red or dark grey roof tiles which are traditional and in keeping with the village.

- 8.40 With respect to the housing design standards, Local Plan Policy 45 sets out a list of criteria A) to C) seeking to ensure that new housing proposals are designed to include sufficient space for the intended number of occupants. Criteria A) ensures that all homes are large enough for the intended number of occupants. All the proposed homes meet the requirements set out in the Nationally Described Space Standards. Criteria B) requiring provision of 65% of new homes on housing sites over 10 units to ensure that they can be easily adapted to meet existing and changing needs of residents, and Criteria C) which requires provision of wheelchair adaptable dwellings. The Council's Urban Design Officer has commented that in this respect the house types are policy compliant and go above the requirements of Policy 45 in some instances. (See Appendix 4 for house types).
- 8.41 A mixture of retained hedges and trees are proposed along the eastern and western boundary and with new boundary planting along the southern boundary to retain the green character of the adjacent Green Belt. This will provide a soft edge as a buffer between the proposed development and open Green Belt. This again is in accordance with the Site Development Requirements set out in the Local Plan. The Tree Officer is happy with the scheme as it will retain the green character along the southern boundary edge. Final design and finish of boundary treatments for the proposed boundary walls and fences within and around the site perimeter will be agreed via condition.
- 8.42 Local Plan Policy 21 requires all new housing to provide connectivity to the fastest available broadband technology. No details in this respect have been submitted to accompany this application, however these can be secured by condition.
- 8.43 An advisory informative note is also included for the developer to seek to implement security measures into the development in order to achieve the 'Secured By Design' accreditation from South Yorkshire Police in order to reduce potential for crime. The application therefore accords with policies 41, 42, 44 and 45 of the Local Plan and guidance set out in the NPPF.
- 8.44 Impact upon Highway Safety
- 8.45 Paragraph 111 of the NPPF 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."
- 8.46 Safety and security of the highway is also one of the criteria set out in Local Plan Policy 13 to ensure that there are no negative effects upon highway safety or residual cumulative impacts on the road network. It also seeks to ensure that new developments provide the delivery of travel choice and sustainable opportunities for travel.
- 8.47 Objectors have raised concerns due to potential increased traffic on Doncaster Road and increased pressure for parking as a result of the development. A Transport Statement (TS) has been submitted with the application. As part of the TS, the trip generation on the highway network has been assessed which rightly just assesses the peak hours, which is the period of greatest impact on the highway network and shows that a total of 30 2-way trips and 28 2-way trips will be generated in the AM and PM Peak hours respectively. The exercise undertaken is deemed to be

acceptable, showing a maximum of one vehicle every 3-4 minutes. This impact is not considered severe and is therefore in accordance with NPPF Paragraph 111.

- 8.48 Objectors have also raised issue with the validity of the traffic data in that it was taken during the COVID period as it was taken during May 2021. National data from the Department for Transport national traffic data relating to transport use during COVID provides reference to the traffic situation during this period, and for the week of the survey at Harlington the traffic was 97% of what it would have been pre-COVID (compared to May 2019). 97% is within acceptable levels. It is also worthy of note that the traffic data is based on a higher number of proposed dwellings (61) and this number has since been reduced to 58.
- 8.49 A capacity assessment of the proposed site access has also been undertaken. This shows that the junction is forecast to operate within capacity in all modelled scenarios when the development is built out.
- 8.50 With regard to the layout of the scheme and the design of the access, the Highways Development Control Officer raises no objection to the scheme following amendment to the proposal and subject to conditions. There is one point of access proposed in to the site from Doncaster Road, with footway provision along the frontage of the site also to be provided.
- 8.51 Car parking provision on the site meets Local Plan policy requirements of 2 spaces per dwelling plus 1 visitor space per 4 dwellings. Therefore in terms of objectors concerns regarding increased pressure for parking, the development provides sufficient car parking provision on site to serve the future residents.
- 8.52 The development will attract the usual servicing requirements such as refuse collection. The development design and layout allows for all manoeuvres to take place within the site to accommodate this. Sufficient parking is provided for each plot together with adequate visitor parking. A requirement for EV charging points and cycle storage provision is sought via inclusion of planning conditions. The application therefore accords with policies 13, 16 and 17 of the Local Plan and guidance set out in the NPPF.
- 8.53 Ecology
- 8.54 Policy 30 of the Local Plan seeks to protect biodiversity and geodiversity. It lists a set of criteria for protection of nationally and locally important habitats, sites and species. It requires developments to assess the impacts of the development on such sites and to provide mitigation against any harms including delivering a net gain in biodiversity to offset any harms by using the DEFRA biodiversity metric.
- 8.55 The Council's Ecologist was satisfied with the submitted Preliminary Ecological Appraisal (PEA) report and the outcomes and recommendations of the report, commenting that it follows current best practice survey and appraisal methods. However he noted an omission of the Dearne Valley Wetlands SSSI which is less than 1 km away to the west and therefore this site falls within the Impact Risk Zones (IRZ's) of this statutory site. Notwithstanding this, Natural England (as a statutory consultee), has therefore been consulted and considers that the proposed development will not damage or destroy the interest features for which the Dearne Valley Wetlands SSSI has been notified and has raised no objection.

- 8.56 With regard to the site itself, it is an area of semi improved grassland forming a horse paddock with a central hedge splitting it into two large fields with some fencing further dividing it. The Council's Ecologist concurs with the PEA that the proposal land has been identified as having relatively low ecological value. The hedgerows are not species rich but will provide some opportunities for breeding and foraging birds. There were no protected species identified as using the site and no further surveys were identified as being necessary.
- 8.57 Objectors have raised issue that the site needs to meet biodiversity net gain as the site is rich in wildlife. As stated in paragraph 8.53 above, the Council's Ecologist is satisfied that the land has a relatively low ecological value. A DEFRA Metric Biodiversity Net Gain assessment as required by Local Plan Policy 30 B), has been submitted and shows a net gain in biodiversity. The on-site delivery of the habitat creations and enhancements required by the biodiversity net gain policy can be delivered through a condition that includes a 30 year commitment for establishment and management of habitats and hedgerows. Ecological enhancement features such as bat boxes can be delivered through an ecological enhancement condition. The application is thereby deemed to accord with local plan policy subject to mitigation by the inclusion of conditions as mentioned above.
- 8.58 Flood Risk and Drainage
- 8.59 The NPPF (section 14) sets strict tests using the sequential approach to protect people and property from flooding, that all local planning authorities are expected to follow. National Planning Practice Guidance also gives guidance to ensure that if there are better sites in terms of flood risk, or a proposed development cannot be made safe, it should not be permitted. Local Plan Policy 57 is the local interpretation of these policies and guidance that indicates acceptability of proposals for the purposes of flood risk management but will still be considered against the NPPF. As such, in accordance with the NPPF and Local Plan Policy 57, a site specific Flood Risk Assessment (FRA) has been submitted.
- 8.60 The proposal lies within a Housing Development Allocation BH01: South of Doncaster Road, Harlington in the Local Plan (adopted Sept 2021). At the time of the application submission, the site was located primarily within Flood Risk Zone 1 with a small area to the South that fell within FZ 2 as defined by the Environment Agency's Flood Maps. Therefore, in terms of flood risk, the site was sequentially tested using the Doncaster Strategic Flood Risk Assessment (SFRA) (Level 1, 2015) to inform the evidence based document for site allocations and was deemed to pass the sequential test. However since this allocation and the subsequent submission of the application, the flood risk maps have been updated and land to the south of the site now includes more flood zone 2. The site still lies mainly within Flood Zone 1 with part of the site now also within Flood Zone 2 (approx. 8-10 houses now lie within FZ 2 and where the public open space is proposed).
- 8.61 To accord with paragraph 162 of the NPPF and Local Plan Policy 57, a Sequential Test has therefore been requested and submitted, which assesses a number of sites within and surrounding the search area of Barnburgh and Harlington and concludes that there are no other reasonably available sites in areas of a lower probability of flooding. Officers concur with this assessment as the applicant has used the Council's Housing & Economic Land Availability Assessment 2018 (HELAA) to search for the availability of sites. All sites have been discounted therefore the application satisfies and passes the ST.

- 8.62 The proposal is for a less vulnerable use in FZ2, and as such, there is no requirement to carry out the Exception Test, but a site specific flood risk assessment is required to demonstrate the development and its users/occupiers will be safe for its lifetime, and that it will not exacerbate flood risk elsewhere etc.
- 8.63 Local Plan Policy 56 deals with drainage of a site and seeks to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to communities. A number of objectors have raised flooding concerns as the site is known to flood and also the pumping station on Mill Lane which lies adjacent to this site. The Environment Agency (EA), Yorkshire Water (YW), Drainage Board and CDC Drainage Team have been consulted on the proposal. Yorkshire Water has raised no issue with the capacity of the pumping station, commenting that any existing issues with overflow from foul sewage is an operational matter and not for consideration as part of this application. In addition, YW has also stated that records show only one recorded incident whereby a blockage resulted in a sewage escape at the pumping station. The blockage was cleared and the issue rectified. The Council's internal drainage team is the Lead Local Flood Authority and full details of foul and surface water disposal have not yet been agreed therefore these details will be secured by inclusion of conditions. However, having assessed the proposal they are satisfied with the proposed siting and location of the sustainable drainage (SuD's) solution on site, which includes the surface water run off to an attenuation tank/basin and forebay which are both located within the area of open space to the south of the site.
- 8.64 Concerns have been raised by objectors that the 'balancing pond' present a danger for children. For clarification, this refers to the attenuation basin and forebay as proposed on an earlier revision. Since then, the scheme has been amended and now proposes removal of the forebay and installation of a larger attenuation tank as shown at Appendix 3. Maintenance of the attenuation tank will be agreed by condition.
- 8.65 The EA has raised no objection commenting that FZ's 1 and 2 requires their standing advice which directs developers to set finished floor levels and flood resistance and resilience measures for that part of the site falling within FZ 2. Properties are not proposed within Flood Zone 3. The submitted FRA states that finished floor levels of properties within FZ 2 will need to be raised 600 mm to allow for the 1 in 1000 year event, flood zone 2 flood level is 15.85m (AOD), therefore the proposed finished floor level in Flood Zone 2 will be a minimum of 16.45m (AOD). Objectors have raised concerns over the raising of land levels and the potential loss of privacy due to overlooking that may result for some residents on Mill Lane. The difference in land levels has been fully considered by Officers and as a result separation distances are increased along with terracing to rear land levels on plots 20-23 to address this issue. Appendix 6 shows the difference in land levels via a cross section from nos 23, 25 and 27 Mill Lane to plots 19, 20, 21, 22 and 23. An advisory informative note is included for the applicant to register for the EA's floodline warning in case of flooding. Overall the application satisfies Local Plan Policies 56 and 57.
- 8.66 Trees and Landscaping
- 8.67 A Tree Survey was submitted with the application and the main constraints on site are the existing hedgerows on site which are protected for being "important" hedgerows under the archaeology and history criteria of The Hedgerows Regulations 1997 because they pre-date 1845 and as a result are "historic" site features.

8.68 These Regulations do not apply to any hedgerow within the curtilage of, or marking a boundary of the curtilage of, a dwelling-house. Which as a result of the development these will become, given that the principle of housing on this site is accepted as a result of its local plan housing allocation.

8.69 A way of retaining important hedges within a housing development, is to keep the hedges within the public realm, but on this site that is not feasible. As a result the hedges along the perimeter of the site may be lost once the dwellings are occupied due to the residents choosing to remove them. The proposal has made a fair attempt to incorporate the hedges within the design/layout of the site.

8.70 For the landscaping scheme, a detailed scheme will be secured via planning condition, but the indicative landscape masterplan scheme provided so far is acceptable. The proposal is below the council's target of one tree per dwelling, however this is a target and there are other considerations on this site. The application proposes avenue planting within the public realm within engineered tree pits, additionally the planting (due to being in the public realm) will be required to be planted at a larger size (i.e. large or medium species at semi-mature size (girth 20-25cm) or extra-heavy standard size (girth 16-18cm)) being bigger than the typical heavy standard size (girth 12 – 14cm). So it would be a case of quality over quantity, but it could be argued planting the trees at a larger nursery stock is equivalent to or at least closer to the 1 tree per dwelling target.

8.71 Policy 43 C) requires developments to soften the edge of development where it abuts countryside. In this instance the southern boundary abuts the Green Belt and open countryside. However due to the presence of Overhead Power Lines (OHL's) will prohibit a traditional shelter belt/screen planting along that boundary, because of the height restriction the OHL creates. Therefore, realistically this may be hedge and some small trees on that boundary. For the public open space area the presence of OHL's does limit planting to a degree as it limits woody planting within 2m of the tower and under the lines themselves. Planting either side would be not be large species but would be small species, with a mature height no lower than the height of the lines themselves. The application is therefore deemed to satisfy Local Plan policies 43 C) and Policy 48.

8.72 Other Issues

8.73 Objectors have raised other environmental issues such as litter and crime. Once the development is occupied littering issues will be dealt with under separate legislation and not the planning regime. Crime and the potential for crime has been considered as part of the application. The design of the layout of the scheme provides natural surveillance and through the provision of secure boundary treatments. South Yorkshire Police has also been consulted and who raise no objection but recommend the design of dwellings meets Secure By Design accreditation. However should other crime related issues occur on site post development, this will be dealt with by the Police.

8.74 **Conclusion on Environmental Issues**

8.75 Paragraph 8 c) 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.

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

ECONOMIC SUSTAINABILITY

- 8.77 It is anticipated that there would be some short term economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however this is restricted to a short period of time and therefore carries limited weight in favour of the application.
- 8.78 On a wider level, additional housing will increase spending within the borough which is of further economic benefit in the long term.

8.79 SECTION 106 OBLIGATIONS

- 8.80 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'. 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'.

Green Belt Compensation

- 8.81 The site was removed from the Green Belt upon the adoption of the new Local Plan in 2021. NPPF paragraph 142 states that Local Plans "should also 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". Local Plan Policy 5 states that new housing allocations "will be developed having regard to both the specified developer requirements set out at Appendix 2". Within Appendix 2, the developer requirements for BH01 state that "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". Following these discussions, compensatory improvements amounting to £50,000 towards access and environmental improvements to remaining Green Belt land at Denaby Ings, and which have been identified as follows;
- Improvements to the permissive path:
 - Replacement of wooden bridge over Old Dearne for safety reasons
 - Bed lowering of lake shore digger to remove reed bed and rhizomes to get back some of the open water as set out in SSSI condition assessment:

- Permits and modelling for working on lake and dumping silt onto arable in flood plain
- Digger to lower bed of lake
- Haulage of muck to adjacent arable land
- Plug plants of suitable fen species to improve the habitat
- Pollarding of old willows:
 - Arborist to climb and pollard old trees to prolong their life
 - Arisings to be chipped and/or burnt
- Wet woodland management:
 - Coppicing in the woodland to create more varied structure

Affordable Housing

8.82 In order to comply with Local Plan Policy 7 there would normally be a requirement for provision of 23% of the properties on site to be affordable housing. However, the Strategic Housing Officer has confirmed that there is limited need for Affordable Housing in the Harlington area. Therefore as agreed with Strategic Housing, five affordable housing units will be provided on this site and a financial contribution off-site for the remaining requirement which amounts to £506,838.48.

Public Open Space

8.83 Policy 28 of the Local Plan requires new development of 20+ units to provide 10 – 15% onsite open space. In this case, as the Harlington community profile area is deficient in 4/5 open space typologies, the requirement would be for 15% of the site to be delivered as open space. This should be useable onsite open space, including facilities for children’s play.

8.84 The developer has allocated 14.69% of the site as ‘useable’ open space. This incorporates a designated play space within a large area of open space. The on-site open space provision subsequently falls short of the policy requirement. A commuted sum amounting to £4,228 is therefore required to make up the difference. It is considered that this satisfies the provisions of Policy 28.

8.85 At the time of writing this report, local Ward Councillors and Neighbourhood Manager were still considering the most appropriate site for the POS commuted sum to be spent. A verbal update will be provided to Planning Committee. This will need to meet with the CIL tests and will be written into the final Section 106 Agreement which is recommended to be delegated to the Head of Planning to issue the decision, should Members resolve to approve the application.

8.86 There is an electricity pylon located in the south west corner of the site and within the open space area. In terms of ensuring safety for children or other users of the open space; following discussions with Northern Powergrid they have advised that the pylons already have anti climb guards on but further deterrents such as fencing or planting are acceptable subject to height. A detailed hard and soft landscaping scheme is included and secured via planning condition which will include provision for fencing around the pylon. They have also advised a “no kite flying” sign be provided on site. Northern Powergrid have also advised they will put the site on a

'register of interest' whereby the safety elements are inspected every 6 months. Advisory informative notes are therefore included for the applicant.

Education

8.87 A commuted sum of £164,673.00 is required to provide 9 secondary school places at Ridgewood Secondary School. No primary school places are required as there are sufficient spare places available at Barnburgh Primary School. This accords with Policy 52 of the Local Plan which states that "where housing proposals of more than 20 family dwellings will create or exacerbate a shortfall in the number of local school places, mitigation will be required, either through an appropriate contribution to off-site provision or, in the case of larger sites, on site provision."

8.88 Conclusion on Economy Issues

8.89 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.

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

9.0 PLANNING BALANCE & CONCLUSION

9.1 In accordance with Paragraph 11 of the NPPF (2021) the proposal is considered in the context of the presumption in favour of sustainable development. The proposal will develop and allocated site for housing and this is considered to weigh substantially in favour of the application. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole. The proposal is compliant with the development plan and there are no material considerations which indicate the application should be refused.

9.2 The proposal is subject to a Section 106 Agreement which is considered to meet the requirements of the CIL tests, the fine details of which are still to be agreed. That said, the heads of terms and conditions necessary to make the development acceptable are clear and are outlined below. On this basis the application is recommended for approval.

10.0 RECOMMENDATION

10.1 DELEGATE AUTHORITY TO THE HEAD OF PLANNING TO GRANT PLANNING PERMISSION 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;

a) A commuted sum of £50,000 as Green Belt compensation

- b) Five affordable housing units will be provided on this site and a financial contribution off-site for the remaining requirement which amounts to £506,838.48.
- c) 14.69% on site POS (and Maintenance) and a commuted sum of £4,228 (0.31% of the site area) in lieu of POS
- d) A commuted sum of £164,673.00 towards the provision of school places at Ridgewood Secondary School

CONDITIONS/REASONS

01. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON

Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.

02. The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:

AMENDED Site Layout Dwg 536-PL-001 Rev A-F

AMENDED Materials Layout Plan Dwg 536-PL-02 Rev G

AMENDED Landscape Masterplan (POS) Dwg R/2622/2D

AMENDED Landscape Masterplan Dwg R/2622/1F

Standard Tree with Soil Cells Dwg SD-T-57B

AMENDED 12/05/23 Tree Protection and Impacts Plan R3-3920220-AR03 Rev A

HOUSE TYPES

The Shackleford - Elevations NDSS 43 Additional Window Dwg No PL-SK-02

The Shackleford - Floor Plans Additional Window NDSSM43 Dwg No PL-SK-01

The Shackleford Floorplans NDSS M43 Dwg PL-SK-01

The Shackleford Elevations NDSS M43 Dwg PL-SK-02

The Shackleford M43 Review

The Bourton Elevations Dwg PL-BT-02 Rev B

The Bourton Floorplans Dwg PL-BT-01 Rev A

The Windslow Dwg PL-WN-01

The Brackley Dwg PL-BC-01

The Mawsley Dwg PL-MW-01

The Chearsley Dwg PL-CR-01

The Tidmington Floor Plans Dwg PL-TD-01

The Tidmington Elevations Dwg PL-TD-02

The Moreton Floorplans Dwg PL-MR-01
The Moreton Elevations Dwg PL-MR-02

The Faversham Dwg PL-FN-02
The Faversham Floorplans Dwg PL-FN-01

The Oakham Elevations Dwg PL-OA-02
The Oakham Floorplans Dwg PL-OA-01

The Shelford Floorplans Dwg PL-SF-01
The Shelford Elevations Dwg PL-SF-02

The Bayford Floorplans Dwg PL-BY-01
The Bayford Elevations Dwg PL-BY-02

The Empingham Floorplans Dwg PL-EM-01
The Empingham Elevations Dwg PL-EM-02

The Langford Floorplans Dwg PL-LG-01
The Langford Elevations Dwg PL-LG-02

AMENDED Site Cross Section Dwg PL-010 Rev G

REASON

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

03. The development hereby granted shall not be begun until the following details of land drainage systems and related works necessary to drain the site have been submitted to and approved by the Local Planning Authority;
- o S104 agreement for the adoptable apparatus - or suitable evidence demonstrating ongoing discussions,
 - o Manhole schedule,
 - o Standard details of the proposed drainage infrastructure including access points for maintenance, IL & CL, cross sections & plan view and flow control features etc.,
 - o Updated hydraulic calculations (if applicable),
 - o Phasing plan (if applicable),
 - o Reasons for changes to any details from the previously submitted drainage strategy (if applicable), and
 - o 3rd party landowner agreements to allow the site to suitably drain.

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.

04. 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).

05. 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 approved by the Local Planning Authority.

REASON

In the interest of satisfactory and sustainable drainage.

06. Prior to the commencement of development a 30 year adaptive Management and Monitoring Plan for proposed onsite habitats shall be submitted to the Local Planning Authority for approval in writing. The Management and Monitoring plan shall detail the following:
A 30 year adaptive management plan for the site detailing the management measures to be carried out in order to achieve the target conditions proposed for each habitat parcel in the Biodiversity Impact Assessment (BIA).

Objectives relating to the timescales in which it is expected progress towards meeting target habitat conditions will be achieved.

A commitment to adaptive management that allows a review of the management plan to be undertaken and changes implemented if agreed in writing by the LPA and if monitoring shows that progress towards target conditions is not progressing as set out in the agreed objectives.

That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 2, 3, 5, 10, 15, 20, 25 and 30) immediately following habitat creation. GIS files showing the current habitat condition of each habitat parcel will accompany each monitoring report.

The detailed scope of proposed monitoring reports including (but not exclusively), presence of any target species, date stamped photos accompanied by detailed site notes on the extent of growth and condition of habitats, notes on factors that could be hindering the progress towards proposed target condition, detailed recommendations on changes to the management actions for parcels where progress is not as planned.

Once approved in writing the management measures and monitoring plans shall be carried out as agreed.

REASON

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

07. An ecological enhancement plan based upon the recommendations in Section 6 of the Preliminary Ecological Appraisal Roots 3 Ref. R3-3920220-EC01 shall be implemented. This plan shall include all the details set out in section 6, all of which shall be implemented prior to the first occupation of the site. Photographic evidence of implementation shall be submitted to the local planning authority within two months of the first occupation.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan policy 29.

08. 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.

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

REASON

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

10. The development shall be carried out in accordance with the details indicated within the submitted report, "Flood Risk Assessment prepared by Eastwood & Partners, dated 10 February 2023".

REASON

In the interest of satisfactory and sustainable drainage.

11. The development hereby permitted shall not be commenced until details of secure cycle parking facilities for the occupants of, and/or visitors to the development have been submitted to and approved in

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

REASON

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

12. Prior to the commencement of development and the signing of any S38 agreement, details of the proposed tree pits and utilities siting and alignments within the adoptable highway shall be submitted to and approved 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.

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.

13. No development shall take place on the site until a detailed hard and soft landscape scheme based on the proposed landscape masterplan (Dwg R/2622/1F) 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 and adoptable highway finishes and footpaths through Public Open Space. 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 the Council's Transitional Developer Requirements 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; a detailed specification for tree pit construction for the trees within highway that utilises a professionally recognised method of construction to provide the minimum rooting volume set out in the Council's 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 and details of management and maintenance for a minimum of 5 years following practical completion of the landscape works. Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified in writing within 7 working days to approve practical completion of any planting within public areas or adoptable highway within the site. Soft landscaping for any individual housing plot must be implemented in full accordance with the approved scheme, prior to occupation of the home.. 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.

REASON

In the interests of environmental quality and Local Plan policy 48.

14. Following the commencement of the development and before 30th September of every year during the implementation period (either phased or in full) and 5 year aftercare period, a 'Landscaping Implementation Report' shall be prepared by a suitably qualified landscape architect and / or contractor, and submitted by the developer to the Local Planning Authority in order to demonstrate that the landscaping has been carried out in full accordance with the approved landscaping details. The report should record the landscaping operations carried out on the land since the date of commencement, or previous report / aftercare meeting, and set out the intended operations for the next 12 months. It shall cover the following matters in particular, but not limited to, species, size, location, planting and aftercare specification, and be illustrated with evidence such as an overall progress summary, inspection site visit notes, a schedule of maintenance operations undertaken, before and after photos of any remedial plantings or completed works.

REASON

To ensure site landscaping works are undertaken as approved in accordance with Policy 48.

15. Prior to first occupation of the each of the dwellings listed below, Building Control Completion Certificates must be 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:

Plots 1-18, 21-54, 55-58 must meet Part M4(2) 'accessible and adaptable dwellings'.

Plots 19,20,55 must meet Part M4(3) 'wheelchair adaptable dwellings'.

REASON

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

16. Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary

marked out in a manner to be approved in writing by the local planning authority.

REASON

To ensure adequate provision for the disposal of surface water and ensure that the use of the land will not give rise to mud hazards at entrance/exit points in the interests of public safety.

17. The vehicle turning space as shown on the approved plans shall be constructed before the development is brought into use and shall thereafter be maintained as such.
- REASON
- To avoid the necessity of vehicles reversing on to or from the highway and creating a highway hazard.
18. Before the development hereby permitted is brought into use, the parking as shown on the approved plans shall be provided. The parking area shall not be used otherwise than for the parking of private motor vehicles belonging to the occupants of and visitors to the development hereby approved.
- REASON
- To ensure that adequate parking provision is retained on site.
19. Before the development is brought into use, the sight lines as shown on the approved Site Layout Dwg 536-PL-001 Rev A-F shall be rendered effective by removing or reducing the height of anything existing on the land hatched black on the said plan which obstructs visibility at any height greater than 900mm above the level of the near side channel line of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing with the local planning authority.
- REASON
- In the interests of road safety and to provide and maintain adequate visibility.
20. The development hereby approved shall not be brought into use until a crossing over the footpath/verge has been constructed in accordance with a scheme previously approved in writing by the local planning authority.
- REASON
- To avoid damage to the verge.
21. The development shall not commence until a Construction Traffic Management Plan (CTMP) is submitted to and subsequently approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction phase. The CTMP shall contain information relating to (but not limited to):
- o Volumes and types of construction vehicles
 - o identification of delivery routes;
 - o identification of agreed access point
 - o Contractors method for controlling construction traffic and adherence to routes
 - o Size, route and numbers of abnormal loads
 - o Swept path analysis (as required)
 - o Construction Period

- o Temporary signage
- o Measures to control mud and dust being transferred to the public highway
- o Timing of deliveries

REASON

In the interests of road safety in accordance with Policy 13 of the Doncaster Local Plan.

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

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

REASON

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

23. Prior to any construction works commencing on site, a Construction Impact Management Plan, indicating measures to be taken to mitigate the effects of the construction activity and associated vehicle movements upon the living conditions of neighbouring residents and highway safety shall be submitted to and approved by the Local Planning Authority. The mitigation measures shall include provision for the following:

- the limitation of noise,
- the means of enclosure of the construction sites, and any proposed external security lighting installation;
- the control of dust emissions; the control of deposition of mud or debris on the highway, and the routing of contractors' vehicles.

The mitigation measures so approved shall be carried out at all times during the construction of the development hereby approved.

REASON

To safeguard the living conditions of neighbouring residents.

24. The type and placement of play equipment, and safety surfacing shall be in accordance with details as approved on Dwg AMENDED Landscape Masterplan (POS) Dwg R/2622/2D, no later than 1 month of installation, the developer shall provide the Local Planning Authority with a management and maintenance plan for the play equipment that

provides for the future maintenance, repair and replacement of equipment for the lifetime of the development.

REASON

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

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

REASON

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

26. Part A (pre-commencement)
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.

Part B (pre-occupation/use)

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.

Informatives

01. **INFORMATIVE: DRAINAGE**

In order to discharge the conditions 03, 04, 05, the applicant is advised that they would be expected to submit information including but not limited to the following:

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

2. Surface Water Discharge from Greenfield Site:

The total surface water discharge from greenfield sites should be limited to green field run-off rates - up to 1 in 100 years storm + climate change. On site surface water attenuation will be required. If the greenfield run-off for a site is calculated at less than 2 l/s/ha then a minimum of 2 l/s can be used (subject to approval from the LPA)

3. On Site Surface Water Management:

The site is required to accommodate rainfall volumes up to 1 in 100 year return period (plus climate change) whilst ensuring no flooding to buildings or adjacent land.

The applicant will need to provide details and calculations including any below ground storage, overflow paths (flood routes), surface detention and infiltration areas etc. to demonstrate how the 100 year + 30% CC rainfall volumes will be controlled and accommodated.

Where cellular storage is proposed and is within areas where it may be susceptible to damage by excavation by other utility contractors, warning signage should be provided to inform of its presence. Cellular storage and infiltration systems should not be positioned within highway.

Guidance on flood pathways can be found in BS EN 752.

4. Written evidence is required from the sewerage undertaker to confirm any adoption agreements and discharge rates.

5. Where the site is at risk of flooding (Fluvial and Pluvial), details of place of refuge/evacuation should be considered and sign up to the Environment Agency Flood Warning Service.

6. Part of the proposed development is within the operating boundary of Danvm Drainage Commissioners, who should be consulted with regard to land drainage matters.

7. The written consent of the IDB may be required for any works on or near a watercourse.

8. The applicant shall submit for approval by the LPA prior to commencement of development, details indicating how additional surface water run-off from the site will be avoided during the construction works. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved system shall be operating to the satisfaction of the LPA before the commencement of any works leading to increased surface water run-off from site.

9. All Micro Drainage calculations and results must be submitted in .MDX format, to the LPA. (Other methods of drainage calculations are acceptable)

10. If the development is proposing to make a new highway drainage connection to an existing highway drainage system, detailed CCTV surveys and modelling of the existing highway drainage system will be required to determine the capability to accept additional flow. Discharge will be limited to greenfield run-off rates.

11. For major developments, the LPA is required to ensure there is a development management procedure order (Written Statement HCWA161) in place, which ensures there are suitable ongoing maintenance arrangements over the lifetime of the development. Options for SuDS adoption and maintenance include;

a) Adoption by Water and Sewerage Company (WSC) - The developer may enter into a section 104 agreement (Water Industry Act 1991) with the local WSC.

b) Adoption by Highways Authority - A SuDS system might be considered for inclusion in a S38 agreement (Highways Act 1980).

c) Vesting in a Public (Flood) Risk Management Authority (RMA). The public RMAs in Doncaster are the Council, Internal Drainage Boards and the Environment Agency. The Council, for the time being has decided not to consider entering into such an agreement.

d) Private Maintenance Arrangement. Provide all drainage management and maintenance plans for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime (e.g. signed Section 104 agreement).

12. Whereby a private maintenance arrangement is proposed and the development is unlikely to remain under single ownership or within a single curtilage over its lifetime a condition will require a satisfactory legal agreement to be drawn up to provide for inspection and maintenance of the proposed surface water drainage scheme. This legal agreement is required BEFORE the first occupation of any dwelling or building on the site. Over the lifetime of the development an agreement must include the following:

a) A detailed operational maintenance plan;

b) Physical access arrangements for maintenance, and establishment of legal rights of access in perpetuity, prior to the commencement of any phase of the development;

- c) A financial revenue plan clearly setting out how funding for maintenance is to be raised over the lifetime of the development;
- d) A whole life cost analysis for capital maintenance over the lifetime of the development. Any values should be based on the current HM Treasury Present Value (PV) Discount Rate. Assumptions about the expected useful life of materials should be included in any such analysis; and
- e) Details of financial surety to ensure long-term maintenance and capital maintenance costs of apparatus. It is for the developer to demonstrate that a suitable financial underwriting arrangement is in place.

02. **INFORMATIVE: FLOODLINE WARNING DIRECT**

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

03. **INFORMATIVE: SECURE BY DESIGN**

The applicant is advised to seek to implement security measures into the development in order to achieve the 'Secured By Design' accreditation from South Yorkshire Police.

04. **INFORMATIVE: PYLON SIGNAGE**

The Applicant/Developer is advised that signage should be clearly displayed advising the public that no kite flying or fishing should take place in proximity of the electricity pylon.

05. **INFORMATIVE: NORTHERN POWERGRID REGISTER**

The Applicant/Developer is advised to contact Northern Powergrid to place the site on their register of interest to enable the site to be inspected every 6 months by Northern Powergrid to check the pylon is safe and up to expected standards.

06. **INFORMATIVE: Highway Works**

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

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

or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

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

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

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

07. **INFORMATIVE: TO BE READ IN ASSOCIATION WITH CONDITION 15 -PROVISION OF BUILDING CONTROL COMPLETIONCERTIFICATES**
Condition 15 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 plots stated within condition 15.

08. **INFORMATIVE: TO BE READ IN ASSOCIATION WITH CONDITION 12 - TREE PITS AND UTILITIES**
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>

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for

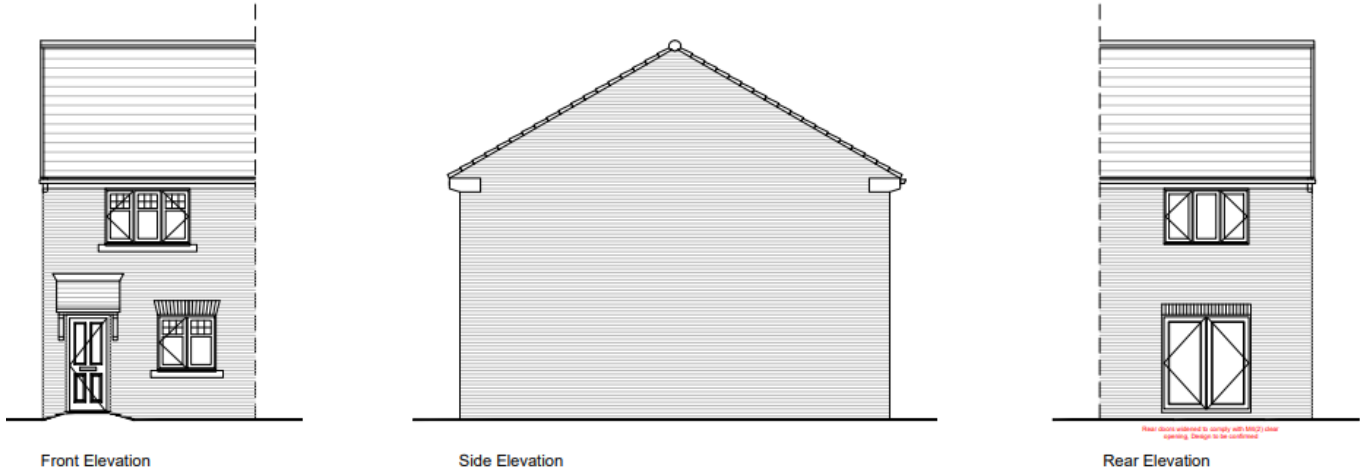
Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

APPENDIX 1 –Site Location Plan

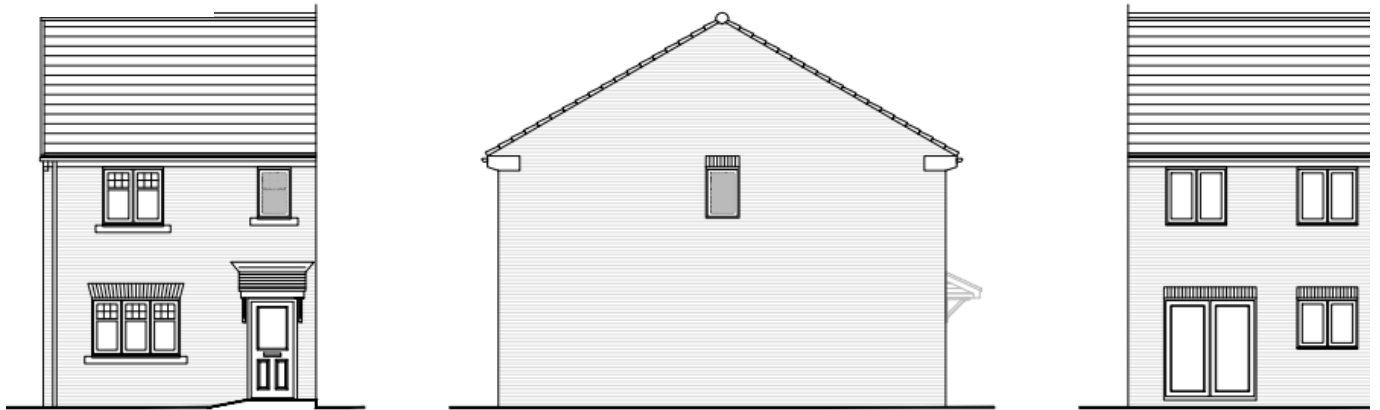


APPENDIX 4 – House Types

The Windslow (M4(2) 'accessible and adaptable dwellings')



The Brackley



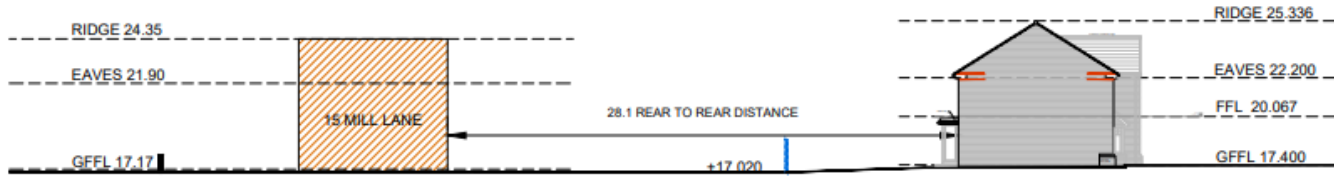
The Tidmington



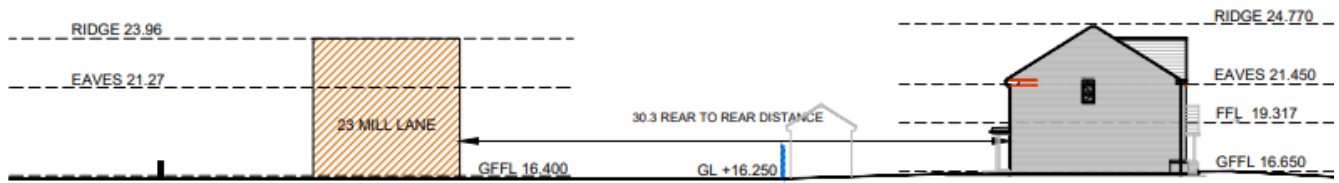
APPENDIX 5 - Proposed Streetscenes



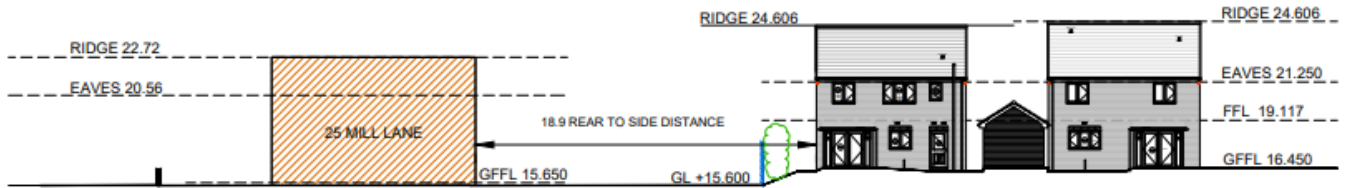
APPENDIX 6 - Cross Sections



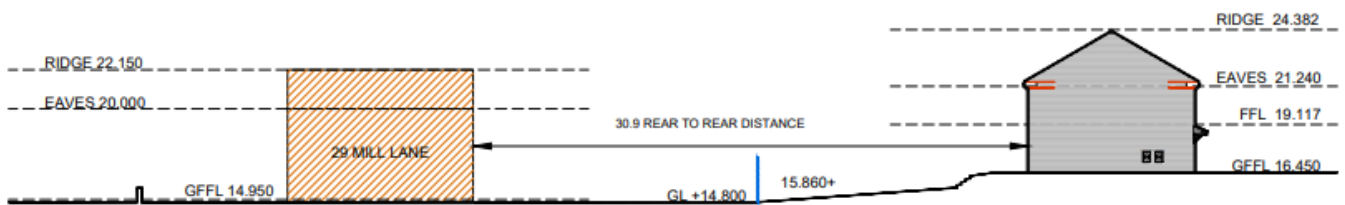
SECTION ALONG 15 MILL LANE TO PLOT 15



SECTION ALONG 23 MILL LANE TO PLOT 19



SECTION ALONG 25 MILL LANE TO PLOTS 20 & 21



SECTION ALONG 29 MILL LANE TO PLOTS 22 & 23