

<b>Application</b>	<b>01</b>
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<b>Application Number:</b>	21/03645/FULM
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<b>Application Type:</b>	Full Planning Permission
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<b>Proposal Description:</b>	Residential development of 187 dwellings including associated access and infrastructure
<b>At:</b>	Land South of Doncaster Road Cantley Doncaster DN4 6TT

<b>For:</b>	Persimmon Homes (South Yorkshire) Ltd
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<b>Third Party Reps:</b>	30 letters of objection.	<b>Parish:</b>	Cantley with Branton
		<b>Ward:</b>	Finningley

<b>Author of Report:</b>	Alicia Murray
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## SUMMARY

### **The application is returning to committee after a deferral.**

The proposal seeks full planning permission for the erection of 187 dwellings within a site allocated for housing in the adopted (Sept 2021) Doncaster Local Plan - Site Allocation Ref: MUA50.

The proposal is considered to be acceptable in policy terms being designated as a site allocated for housing and is therefore considered to be acceptable in principle and a sustainable form of development in line with paragraphs 7 and 8 of the National Planning Policy Framework (NPPF 2021).

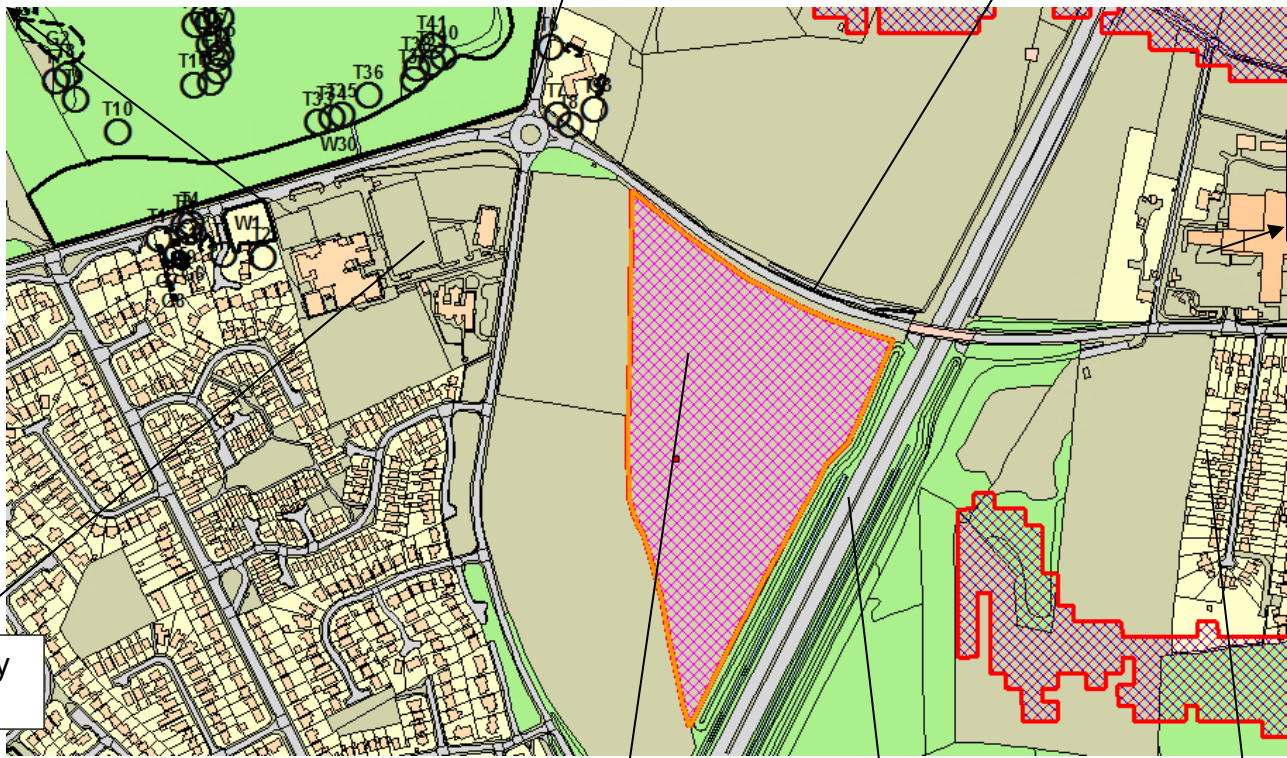
The report demonstrates that any harm generated by the proposal has been mitigated/outweighed by other material planning considerations. The development would not cause an unacceptable level of harm to neighbouring properties, the highway network, trees, ecology, flood risk, archaeology or the wider character of the area - subject to suitably worded conditions and the provision of a legal (S106) agreement securing 1) Affordable Housing; 2) Education contribution; 3) Travel Bond; and, 4) Biodiversity Net Gain.

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

Cantley Lane

School Lane

Doncaster Road



Branton Nursery

McCauley School

The Site

M18

Branton

## 1.0 Reason for Report

- 1.1 This application is being presented to Planning Committee due to the level of public opposition. The application has also been requested to be considered by the Planning Committee by Cllr Jane Cox, the reasons given by Councillor Cox are that Highways have not supported the application and she does not see that the local road network will be able to sustain this volume of extra traffic. Furthermore, the local amenities need looking at as they are not keeping up with the volume of house building within the Ward.
- 1.2 This application was deferred from the 27<sup>th</sup> of June Planning Committee for a site visit to assess the highway impact of the proposal and for officers to provide further consultation responses relating to Education contribution and the receptor schools. An additional consultation response from Education has been provided and is included in the appendix of this report (Appendix 5).

## 2.0 Proposal and Background

- 2.1 The proposal seeks full planning permission for the erection of 187 residential dwellings including access, associated infrastructure, landscaping, public open space and parking.
- 2.2 In summary, the proposal makes provision for a variety of house types with the mix of size, type and tenure summarised below:

### A) Market Housing Total = 144 dwelling

- 4 no. x 1 bedroom
- 43 no. x 2 bedroom
- 65 no. x 3 bedroom
- 32 no. x 4 bedroom

### B) Affordable Housing = 43 dwellings

- 24 no. x 2 bedroom
- 19 no. x 3 bedroom

- 2.3 The scale of the proposed dwellings is in keeping with the local character and scale being a mix of 2, 2.5 and 3 storeys in height. The proposed dwellings provide a mix of flats, maisonettes, terraced, semi-detached and detached properties.
- 2.4 The scheme has been amended several times to take account of comments received principally from the Urban Design Officer and Highways Officer. Consideration has also been given to onsite Public Open Space, drainage, and landscaping.
- 2.5 The application itself has been submitted with numerous technical documents, which include:
  - Design and Access Statement
  - Statement of Community Involvement

- Health Impact Assessment
- Detailed Plans
- Landscape Masterplan
- Landscape Visual Impact Assessment
- Flood Risk Assessment & Drainage Strategy
- Transport Assessment
- Travel Plan
- Access Appraisal
- Energy Statement
- Phase 1 & Phase 2 Ground Conditions
- Air Quality Impact Assessment
- Noise Impact Assessment
- Ecological Appraisal
- Bat Activity Survey
- Biodiversity Impact Assessment
- Arboricultural Survey and Impact Assessment
- Archaeology and Heritage Desk Based Assessment and Geophysical Survey.

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

### **3.0 Site Description**

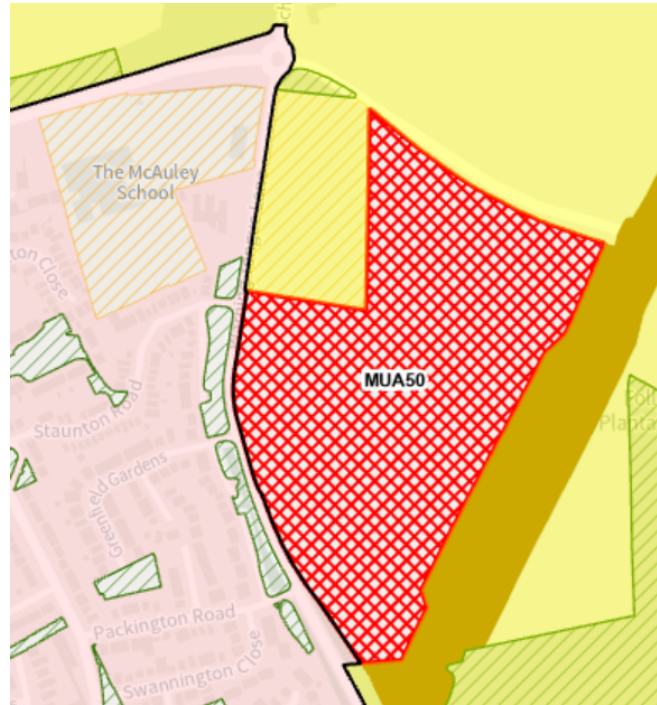
3.1 The application site comprises an agricultural field which has been allocated for housing in the recently adopted Doncaster Local Plan (DLP) in September 2021 – specifically site allocation Ref. MUA50. The allocation itself is larger and includes additional land outside of the application boundary to the west of the application site and to the south of the McAuley school playing field. This proposal represents the first submission for housing on this allocated site. Future planning applications will need to be assessed on the proposal's individual merits. The wider allocation covers a total of 11.06Ha. However the application site only covers 6.27Ha (approx. 57% of the allocation site) but linkages between the two are incorporated through the proposed roads.

3.2 In general, the application site is located to the south of Doncaster Road (B1396), approximately 3.5 miles to the east of Doncaster City Centre. It is well located in relation to the city centre of Doncaster, with bus services towards Doncaster (west bound) and Finningley (east bound).

3.3 The application site is accessed from an entrance to the north via Doncaster Road, an adopted road which leads to Doncaster City Centre. The M18 is directly east of the application site, which lies beyond an existing mature treeline. The surrounding area is of mixed character. Both detached and semi-detached properties exist within the surrounding streets. The application site is also located within walking distance of 'The McAuley Catholic High School', which is located to the north of Warning Tongue Lane.

3.4 Land to the west of the application site is split into two separate fields, one (to the north) which has been used as playing fields for McAuley school and is 'washed over'

by Countryside Policy Area and the rest currently arable land (to the south) which forms part of the wider housing allocation.



- 3.5 The proposed development site is within Flood Zone 1 of the Environment Agency's (EA) Flood Map for Planning, presenting the lowest risk of flooding from main rivers. The EA have raised no objections to the proposal in terms of flood risk.

#### **4.0 Relevant Planning History**

- 4.1 A formal request for an Environmental Impact Assessment (EIA) Screening Opinion was submitted to Doncaster Council on 28 May 2021 (Ref: **21/01866/SCRE**). On 21 June 2021 it was confirmed by Doncaster Council that:-

*“It is therefore considered that, whilst the development is Schedule 2 development, it has been demonstrated that the proposed development will be unlikely to cause significant complex environment effects, and in this case, EIA is not required.”*

- 4.2 The submitted planning application had regard to the details set out in the Screening Opinion, with a suite of requested documents being provided to support the submission of a planning application, which also complied with the Developer Requirements laid out in the Doncaster Local Plan for this allocated site.
- 4.3 A pre-application enquiry was later submitted to Doncaster Council (Ref: **21/00774/PREAPP**) based upon a 193 dwelling residential scheme. The Case Officer requested that the layout be amended to provide greater pedestrian permeability through increased provision of footpaths on the site. In this context a circular walk has been added along the eastern edge of the development, as recommended, to ensure greater pedestrian permeability across the site. Further design comments related to the parts B and D of Policy 44 (Residential Design). The feedback predominantly related to the highways layout and driveways proposed, as well as suggestions with regard to the location of Public Open Space (POS).

#### **5.0 Site Allocation**

- 5.1 The site falls within an area allocated specifically for housing (Site Ref: MUA50) as defined by the Doncaster Local Plan (adopted in 2021).
- 5.2 National Planning Policy Framework (NPPF 2021)**
- 5.3 The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions and the relevant sections are outlined below:
- 5.4 Paragraph 2 states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.5 Paragraphs 7 – 11 establish that all decisions should be based on the principles of a presumption of sustainable development.
- 5.6 Paragraph 47 reiterates that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.7 Paragraphs 55 and 56 states that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Planning conditions should be kept to a minimum and only be imposed where necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 5.8 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.9 Paragraph 119 requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.10 Paragraph 124 states that planning policies should support the development that makes efficient use of land when taking into account the identified need for different types of housing and other forms of development.
- 5.11 Paragraph 130 states planning decisions should, amongst other things, ensure developments will function well and add to the overall quality of the area, are visually attractive and optimise the potential of the site and are sympathetic to local character and history. Subsection 130 requires developments to be made safe, inclusive and accessible.
- 5.12 Paragraph 174 states planning policies and decisions should contribute to and enhance the natural and local environment, including preventing new and existing development from being put at unacceptable risk from land instability.

- 5.13 Paragraph 183 states planning policies and decisions should ensure that a site is suitable taking account of ground conditions and any risks arising from land instability and contamination.
- 5.14 Paragraph 184 states where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.
- 5.15 Local Plan**
- 5.16 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Doncaster includes the Doncaster Local Plan (adopted 23 September 2021).
- 5.17 The following Local Plan policies are the most relevant in this case:
- 5.18 Policy 5 Housing Allocations (Strategic Policy). The site forms part (the north-eastern parcel) of adopted Local Plan housing allocation MUA50 and as such the proposal is acceptable in principle subject to meeting the relevant requirements of Local Plan policies and the site specific Development Requirements set out in Local Plan Appendix 2 (p261-262).
- 5.19 Policy 7 Delivering the Necessary Range of Housing (Strategic Policy) - sets out the requirements for the range of housing including the need for affordable housing.
- 5.20 Policy 13 relates to sustainable transport within new developments. Part A.6 states that proposals must ensure that the development does not result in an unacceptable impact on highway safety, or severe residual cumulative impacts on the road network. Developments must consider the impact of new development on the existing highway and transport infrastructure.
- 5.21 Policy 16 seeks to consider the needs of cyclists within new developments.
- 5.22 Policy 28 deals with open space provision in new developments.
- 5.23 Policy 30 deals with the need to value biodiversity.
- 5.24 Policy 32 states that the design process should consider woodlands, trees and hedgerows.
- 5.25 Policy 39 is with respect to Development Affecting Archaeology
- 5.26 Policy 41 relates to character and local distinctiveness and states that development proposals will be supported where they recognise and reinforce the character of local landscapes and building traditions; respond positively to their context, setting and existing site features as well as respecting and enhancing the character of the locality. Developments should integrate visually and functionally with the immediate and surrounding area at a street and plot scale.
- 5.27 Policy 42 requires proposals to reflect and respect character and local distinctiveness. In all cases, the components of a development must be designed and assessed to ensure that, amongst other things, it provides safe and secure private property, public areas and the adoptable highway ensuring access points.

- 5.28 Policy 44 relates to residential design and sets out the key design objectives which residential development must achieve, as well as stating that all developments must protect existing amenity and not significantly impact on the living conditions or privacy of neighbours.
- 5.29 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.
- 5.30 Policy 55 deals with the need to mitigate any contamination on site.
- 5.31 Policy 56 requires the need for satisfactory drainage including the use of SuDS.
- 5.32 Policy 57 is with respect to Flood Risk Management.
- 5.33 Policy 58 deals with low carbon and renewable energy within new developments.
- 5.34 Policy 60 is with respect to Protecting and Enhancing Doncaster's Soil and Water Resources.
- 5.35 Policy 65 deals with developer contributions.

### **5.36 Other material planning considerations and guidance**

- 5.37 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 first SPD in line with the Local Plan was adopted in September 2022 with respect to Biodiversity Net Gain. The Transitional Developer Guidance (April 2022) provides guidance on certain elements, including design, during the interim period, whilst new SPDs to support the adopted Local Plan are progressed and adopted. The Transitional Developer Guidance, Carr Lodge Design Code and the South Yorkshire Residential Design Guide (SYRDG), should be treated as informal guidance only as they are not formally adopted SPDs. These documents can be treated as material considerations in decision-making, but with only limited weight.
- 5.38 Neighbourhood Plan – 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 (as amended) by means of site notice, council website, press advertisement and neighbour notification.
- 6.2 Representations from 30 households have been received raising the following issues:
- Volume of traffic that will be generated and impact on the highway network
  - Would make school crossings more dangerous
  - Concern with proposed site access from the main road



- Flood risk
- Air quality impacts
- Lack of local amenities in the area (shops, schools, doctors etc.)
- Loss of farm land
- Concerns over the merging of Cantley with Branton
- Impacts from construction
- Lack of footpath provision for use of buses
- Noise pollution for new residents from the motorway
- Lack of drainage capacity (surface water/sewerage)
- Loss of Green Belt (NB – *the site is not allocated as Green Belt*)
- Impacts on wildlife (deer, badgers, rabbits, hedgehogs and Sparrowhawk)
- Will lead to an increase in crime
- Proposal is too dense
- Effects character, identity and social fabric of the local community
- Inadequate parking provision within the site
- Site notice not adequately displayed (NB 5 notices were placed around the site)
- Impacts neighbouring residents

6.3 Cantley with Branton Parish Council have stated the following:

*The Parish Council have advised that they are neutral about the application proposal, however they have the following comments/concerns:-*

- *Doncaster Road widened to make safer access;*
- *Additional traffic concerns;*
- *Lighting needs implementing onto the bridge for pedestrian access into village;*
- *Pedestrian access to village improved or a crossing on the road to get to path on the opposite side of the road/bridge;*
- *Parking on the estate is a concern – where will overspill cars go – specifically around the affordable housing area to the West of the Estate;*
- *Infrastructure to support the development - no additional amenities – Schools, Dentists, Doctors;*
- *Allocated parking is 1.75 per property – does this include garages and if so we feel this is inadequate;*
- *There is a Recreation ground and project in the Parish that needs developing and more so due to the expansion in the area. We would hope that the Section 106 would be directed towards the further development of the recreation ground within the Parish as well as road safety for pedestrians.*

## **7.0 Relevant Consultations**

7.1 **CDC Highways DC** - No objections following numerous amendments to the layout/design – subject to conditions.

7.2 **CDC Ecology** – no objections. The scheme would attract a deficit of 2.685 units to be secured offsite in order for a minimum 10% net gain to be achieved. This will be secured through a section 106 agreement. In addition to this the onsite delivery of biodiversity units as proposed can be secured either via a condition or as part of a Biodiversity Net Gain plan within the section 106 agreement.

7.3 **Strategic Housing (Affordable Housing)** – The application complies with the Council’s policy for Delivering the Necessary Range of Housing (Strategic Policy) in that it includes 43 affordable units, which equates to 23% of the total proposed. It is also part of a residential allocated site in the newly adopted Local Plan. This site sits on the boundary of Branton and Bessacarr where demand and need for Affordable Housing in both settlements is very high; with the main requirements being for 2 bed bungalows, followed by 2 and 3 bed houses. This proposed planning application will provide 2 and 3 bed Houses; NDSS compliant and meet M4(2) and M4(3) specifications. The revised layout plan provides 24 x 2 bed Houses and 19 x 3 bed houses as affordable properties. These will need to be included in the S106 agreement, along with the trigger points.

The Local Plan policy requirement is 75% Rented and 25% Shared Ownership (S/O) equating to 32 Rented and 11 S/O. It is requested that the S/O units be mainly 2 bed houses and not physically joined to other tenures so they do not affect the long term maintenance and management.

7.4 **CDC Tree Officer** - No objections – subject to condition. Notes the hedgerow to be removed (and replaced) is acceptable.

7.5 **CDC Pollution Control (Contaminated Land)** - Have reviewed the following reports and raise no objections – subject to conditions.

7.6 **Natural England** – No objections.

7.7 **Highways Safety** – No objections. Any change of speed limit at the site frontage would need to be dealt with via the appropriate Traffic Regulation Order process.

7.8 **CDC Urban Design** - No objections following a number of amendments to the site plans and subject to conditions relating to landscaping, materials, provision of Public Open Space and securing the M4(2) and M4(3) houses. The house types now meet the requirements of Local Plan Policy 45 in terms of space standards, specifically Nationally Described Space Standards and M4(2) / M4(3).

7.9 **SY Police Architectural Liaison Officer** - No objections, informative added re: secure by design.

7.10 **SY Archaeological Service (SYAS)** - No comments received (see below ‘Archaeology’).

7.11 **Environment Agency** - No objections. The site lies within an area designated as low (Flood Zone 1) risk and foul effluent is going to mains sewer.

7.12 **CDC Air Quality** – No objections, subject to conditions.

7.13 **SY Fire & Rescue** – Advises that the proposal is satisfactory in respect of Fire Service access to the new building, which should comply with the Building Regulations 2010, Approved Document B5 “Access and Facilities for the Fire Service.” South Yorkshire Fire and Rescue is keen to promote the benefits of sprinkler systems to protect lives, property and the environment. As such it is recommended that this is allowed for when determining the water supply requirements for the site. The above notwithstanding, if the proposal should become the subject of a Building Regulations application then detailed comments may be made at that time by SY Fire & Rescue.

- 7.14 **CDC Internal Drainage** - Initially objected due to lack of information and the unknown location of a watercourse. Following the submission of additional plans, surveys and information, the Drainage Team are satisfied that the proposal can be adequately drained and have requested conditions for the construction and maintenance details to be provided.
- 7.15 **CDC Open Space** - The Design and Access Statement details that there is 20% open space on the site. Clarification has been sought on what this is comprised of. The requirement for this location, as per Policy 28 of the Local Plan is that 15% of the site is delivered as open space. This is achieved. With regards to the LEAP, the larger equipment proposed is fairly good and provides a variety of challenging play opportunities. The climbing net is substantial, as is the play unit which has a range of play features incorporated and the swing is interesting. The springers and roundabout is fairly standard but considering the site next door should be expanding on the play provision then in this case they are acceptable. What is lacking is informal play space such as a decent sized grass area for kickabouts etc. Again this could form part of the open space adjacent.
- 7.16 **Environmental Health** – No objections subject to a condition in relation to mitigating noise levels from the road traffic.
- 7.17 **CDC Transportation** – Following receipt of updated information, no objections subject to conditions and a s106 agreement for a Travel Bond.
- 7.18 **Planning Policy (Housing)** - The site forms part of adopted Local Plan housing allocation MUA50 and as such the proposal is acceptable in principle subject to meeting the relevant requirements of Local Plan policies and the site's specific Development Requirements set out in Local Plan Appendix 2 (p261-262). Care should be taken to ensure the proposal allows for successful integration of any later proposal for residential use of the remainder of the housing allocation.
- 7.19 **Planning Policy (Flooding)** - The site forms part of the adopted Local Plan housing allocations, therefore as part of flood risk management the site has been appraised and deemed to have passed a sequential test. Therefore, from a flooding perspective, no objections to this proposal and no further comments to make.
- 7.20 **Planning Policy (Minerals)** - The proposal is allocated in the Local Plan for housing (Ref: MUA50), therefore no mineral safeguarding response required.
- 7.21 **Waste Recycling** – No objections.
- 7.22 **Education** – Have advised that two schools are impacted – Hatchell Wood Primary Academy and Hall Cross Academy (secondary). To ensure capacity is accommodated, Education have advised a s106 is required for monies to be invested into these schools to allow future capacity to the amount of:
- Hatchell Wood - £659,178 (for 39 places)
  - Hall Cross – £651,558 (for 28 places)

Total: £1,310,736

- 7.23 **Yorkshire Water** – No objections subject to conditions. Notes there is a water main crossing the site which has been avoided via the easement shown on the plans.
- 7.24 **Severn Trent Water** – no comments received.
- 7.25 **South Yorkshire Superfast Broadband** – No objections subject to condition.
- 7.26 **Public Rights of Way** – no comments received.
- 7.27 **National Highways** – initially recommend that planning permission not be granted for a specified period due to outstanding considerations in relation to the proximity of the development to the Strategic Road Network. The concerns initially raised were in relation to boundary treatments, noise and air quality impacts. These have all been addressed through consultation with the relevant departments and with mitigations secured through condition.
- 7.28 **CDC Area Manager** – No comments received.
- 7.29 **Doncaster East Drainage Board** – There are no catchments located within the application site – no objections.
- 7.30 **Public Health** – notes the following:
- Affordable Housing - Public Health welcomes the inclusion of Affordable Housing on this development. It is important to ensure the development meets the community's needs and aspirations by providing a diverse range of homes and mixed and balanced communities, to promote inclusivity across the site.
  - Noise - Public Health notes that the application is in close proximity to major road networks, notably the M18 motorway. Noise pollution can have a detrimental effect on people's health and wellbeing and therefore we would wish to understand how the applicant proposes to mitigate this. Will defer to colleagues in Environmental Health regarding the noise impact assessment and the proposed mitigation measures (see 'Environmental Health comments').
  - Sustainable Transport - Public Health welcomes the inclusion of cycle storage for each dwelling, and facilities should be situated in a suitable location with good natural surveillance and effective lighting to reduce the possibility of anti-social behaviour and crime. This is in accordance with policies 13, 16 and 17 of Doncaster's Local Plan.
  - Access and Safety - Active travel should be encouraged by the provision of good quality paths that connect the development to existing infrastructure and local public transport links.
  - Connectivity - It is important that this development links well with the neighbouring parcel of land. There are many benefits to considering the holistic impact of both sites on nearby communities. Public Health would welcome any further detail that can be provided on how this site will integrate with the neighbouring site, and how it will help social cohesion and community connectedness which are key elements to supporting residents' health and wellbeing.

- Open Space - Reiterates comments made by the Public Open Space Officer in relation to open space on site and the proposed LEAP. Further detail would be welcome about the open space provision on site, including a landscape management plan.

7.31 **SYPT** – No comments received.

7.32 **Yorkshire Wildlife Trust** - Have reviewed the ecological survey information. It is noted that ornithological surveys have not been undertaken, and impacts to breeding birds will be avoided by precautionary measures during vegetation clearance works. However, as the land is arable it may support ground nesting species, and would expect to see an assessment undertaken to ascertain the baseline ornithological information, in order to identify impacts relating to habitat loss, not just killing and injury. A condition is recommended. Strongly advise that the scheme provides the required biodiversity net gain. After on-site options have been explored the potential for an off-site compensation area should be considered, in order to make up the shortfall in biodiversity net gain units.

7.33 **South Yorkshire Badger Group** – No comments received.

7.34 **Ward Member: Councillor Jane Cox** – Requested that the application be presented to the Planning Committee. Concerns have been raised by Councillor Jane Cox, specifically that Highways have not supported the application and does not see that the local road network will be able to sustain this volume of extra traffic. The local amenities need looking at as they are not keeping up with the volume of house building within the Ward.

7.35 **Ward Member: Councillor Richard Allen Jones** – advised he would be looking at the proposal to see what measures would be needed to offset the much needed housing for Doncaster.

## 8.0 **Assessment**

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

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

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

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

8.4 The main issues are:

- The acceptability of residential development

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

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

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

### **Principle of Development**

8.6 The NPPF seeks to significantly increase the overall quantity and quality of housing and to ensure that it is built in sustainable locations. In terms of principle, the proposal is in conformity with the Local Plan and National Planning Policy objectives and as such is considered acceptable.

The site is allocated in the recently adopted Doncaster Local Plan (Sept 2021) for housing (Ref: MUA50: East of Warning Tongue Lane). The 'Developer Requirements' detailed in Appendix 2 (pages 261-2) of the Local Plan details the following matters need to be taken into detailed consideration:

- Archaeology – A desk- based assessment has been provided – outlining there is limited evidence of archaeological interest.
- Bio-diversity – An ecological appraisal and BNG calculation has been provided and is accepted.
- Design – provides general guidance on the development layout principles, which have been accepted by the Urban Design officer.
- Education – a contribution is likely to be required – which has been evidenced and is to be secured via a s106 agreement.
- Public Open Space – to be provided on site and include play provision.
- Transport – the need for a Travel Assessment and Travel Plan is required and has been submitted and is acceptable subject to conditions and the s106 agreement.
- Trees and Hedgerows need to be fully assessed – and have been considered and no objections raised.

Conformity with the Doncaster Local Plan allocation and requirements carries substantial weight in favour of the application.

### **Sustainability**

8.7 The National Planning Policy Framework (NPPF 2021) sets out at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable

development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8.8 The application has been submitted with a Sustainability Statement by JSP Sustainability Ltd. This Statement seeks to highlight those measures that have been incorporated into the design of the development and will be incorporated into the build phase such that a sustainable community is delivered. The following topics are considered in detail:

- Material Selection – A requirement that timber products are sourced from suppliers who can adequately demonstrate and provide appropriate evidence that the supplied material is responsibly and legally procured from a sustainable source. In all instances, suppliers must present Chain of Custody or FSC certificates demonstrating compliance prior to the purchase of materials.
- Pollution Control During Construction
- Waste Management – minimising construction waste, use of recycled aggregates etc.
- Health & Well-being – natural light in properties, space, outdoor garden space, landscaped areas for recreation, cycling provision etc.
- Water Efficiency - Approved Document G of the Building Regulations requires each new home to achieve a water consumption rate of no more than 125 litres per person per day. Persimmon Homes proposes to incorporate low flow sanitary ware and eco-sanitary products into the design of each property to achieve a low water consumption rate.
- CO2 Emissions - Part L of the Building Regulations and following the conclusion of the Housing Standards Review, the Government has confirmed it will rely on a “Building Regulations only” approach to deliver sustainable homes. To this end Persimmon Homes will construct each home to a robust Fabric First specification which comfortably improves upon the minimum benchmarks of the Regulations.

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

## **SOCIAL SUSTAINABILITY**

### Impact on neighbouring residential amenity

8.10 In terms of the development proposal, the site is an allocated housing site on a currently agricultural field, bounded by the M18 to the east and south and Doncaster Road to the north. To the west is the remaining part of the allocated site, which will need to take account of this current proposal when submitted as a future planning

application. As such, there is not considered to be an impact in terms of overlooking and loss of privacy or other residential amenity impacts for existing residents.

- 8.11 Residential amenity has however been considered for the potential future occupiers of this development – in terms of separation distances and layout. All proposed properties are considered acceptable in terms of separation distances. The Council has published Transitional Developer Guidance (TDG, April 2022) but this is not an SPD, nor will it be adopted as one. It is guidance to inform developers, applicants and decision-makers about what should be considered when submitting and determining planning applications.
- 8.12 The TDG states that habitable room windows that overlook neighbouring garden space should normally be at least 10 metres from the boundary, which the latest proposal looks to achieve.
- 8.13 The TDG also goes on to state that 2-3 storey properties should have back to back distances (between facing habitable rooms) of no less than 21m, and front to front distance of no less than 12m, dependent upon the street hierarchy.
- 8.14 Having assessed the latest layout, it is considered that the proposal would not adversely affect neighbouring properties in terms of excessive levels of overlooking, over dominance, loss of privacy or overshadowing. Likewise, the layout of the proposal is also considered acceptable. The Urban Design Officer advises, following the amendments, that there are no objections. This weighs positively in favour of the application carrying moderate weight.

### **Conclusion on Social Impacts.**

- 8.15 In conclusion of the social impacts of the development, it is not considered that residential amenity will be adversely affected by the proposal in accordance with Policy 44 of the Local Plan.
- 8.16 The proposal has been able to adequately demonstrate that residential development can be achieved on the site without adversely affecting the residential amenity of neighbouring properties through overlooking, over dominance or loss of privacy.
- 8.17 It is anticipated that the proposal would lead to some noise and disturbance being generated whilst construction is taking place and this is a concern that has been raised in representations. However, this is considered to be short term when considered against the lifetime of the development.
- 8.18 Notwithstanding this, planning conditions are proposed to mitigate this harm through the submission of a Construction Impact Management Plan. This carries very limited weight against the proposal.

### **8.19 ENVIRONMENTAL SUSTAINABILITY**

#### Impact upon the character and appearance of the surrounding area

- 8.20 Concerns have been raised by neighbours that the proposal would be out of character with its surroundings due to its dense nature. Policies 41 and 44 of the Local Plan requires that all proposals in Doncaster must be of high quality design that respects the character of the area in regard to a number of principles of good design.



- 8.21 The proposal is a mixture of two/three storey terraced, semi-detached and detached brick built dwellings to be built of modern appearance and design. This is similar in nature to the adjacent housing character to the east of Bessacarr and thus is in keeping. The most important relationship between this allocation and Bessacarr will be the remaining parcel of land to the west of the current planning application, which will be considered on its merits as, when and if submitted.
- 8.22 Concerns have also been raised by local residents that this proposal will lead to a merging of the settlements. The site has been 'sustainability appraised' as part of the Local Plan allocation process and the site has a clear defensible boundary comprising the M18 to the east and south, Doncaster Road to the north and Warning Tongue Lane to the west.
- 8.23 Importantly, the site provides much needed housing in a sustainable location – being the Main Urban Area of Doncaster. Any further housing proposal in this area will be to the west, as part of the remaining site for this allocation (Ref: MUA50). As such, the proposal will not lead to a coalescence of two settlements and instead is to be read as an expansion of the existing urban area up to the 'defensible' M18 network.
- 8.24 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). Doncaster's Urban Design Officer has requested amendments to the scheme which have been incorporated into the design in the latest layout and is now content that the proposal meets the necessary standards subject to suitably worded conditions. These amendments have included ensuring that the development provides M4(2) and M4(3) housing, which are 'accessible and adaptable dwellings' and 'wheelchair adaptable dwellings'. These will be secured through condition.
- 8.25 On balance, having considered the latest proposals and having consideration to the context of the surrounding area, it is not considered that the proposal would be out of character with its immediate surroundings and thus is in accordance with Local Plan Policies 41 and 44 and carried moderate weight in support of the proposal.

### Highways

#### Access/Road Layout/Parking

- 8.26 Access to the site will be provided via a new priority T-junction on the northern boundary of the site from B1396 Doncaster Road. Initial concerns from Highways Development Control in relation to a safe access and internal road layouts/parking have been addressed following amendments to the submitted plans - specifically site plan Revision Y, which is to be conditioned as an approved plan.

- 8.27 Policy 42 lists that safe and secure private property, public areas and the adoptable highway ensuring access points, street design, and parking and operational highway requirements safely cater for pedestrians, cyclists and vehicles as qualities of a successful place.
- 8.28 Highways Development Control Officers have assessed the proposal against the required standards and relevant software and it has been concluded that there would be no adverse impact from a highway safety perspective. Importantly, the NPPF makes clear at paragraph 111 that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 8.29 In this case, no such harm has been identified and this weighs positively in favour of the application carrying moderate weight.

#### Highway Network

- 8.30 A Transport Assessment has been submitted and reviewed by the Transportation Team. The assessment has assessed junction capacity in the local area, which has carried out a 10-year future year assessment. This has demonstrated that the junctions will operate within capacity in the future year (2032) with the addition of the development and have spare capacity to accommodate for any further background growth. The Transportation Team raise no objection.

#### Location to services

- 8.31 National policy seeks to build prosperous and sustainable communities by improving the economic performance of towns and cities, promoting regeneration and tackling deprivation. It seeks to focus development in existing centres accessible to public transport, jobs, key services and infrastructure so as to promote their vitality and viability, support town centre regeneration and minimise the need to travel.

Section 9 (Promoting Sustainable Transport) of the NPPF goes into further detail on this core principle and at paragraph 110 states that decisions should take account of whether:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
  - b) Safe and suitable access to the site can be achieved for all users; and
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 8.32 Policy 13 of the Local Plan states that proposals will be supported which make an overall contribution to the improvement of travel choice and the transport network.
- 8.33 A Travel Plan has been provided with the application, which details the strategy for a more sustainable development in terms of transport/access. Pedestrian facilities are located on the northern side of the B1396 Doncaster Road carriageway only. The continuous footway along the B1396 Doncaster Road facilitates pedestrian movement to the east (towards Branton) and to the west (towards Cantley and

Bessacarr). Pedestrian routes to the north and south can be accessed approximately 270m northwest of the proposed site access location at the B1396 Cantley Lane / School Lane / B1396 Doncaster Road / Warning Tongue Lane roundabout. To the north of the roundabout, a continuous footway is provided along the eastern side of School Lane; this facilitates pedestrian movement northwards towards Old Cantley. To the south of the roundabout, a continuous footway is provided along the western side of Warning Tongue Lane, which facilitates a pedestrian movement towards southern Bessacarr, Littleworth and Rossington.

- 8.34 It is noted that, although no formal pedestrian facilities are in place in the immediate vicinity of the site access on the southern side of the B1396 Doncaster Road, that as part of the development proposals new footways will be provided to increase pedestrian permeability into the site. Given the semi-rural nature of the site (particularly towards the east of the site) it is considered that many roads in the vicinity of the site are suitable for on-road cycling and cycle parking is provided within the development (secured through condition). In order to promote sustainable transport further, EV charging is also provided for in all the proposed houses.
- 8.35 The closest bus stops to the site are located on the B1396 Doncaster Road and the B1396 Cantley Lane, approximately 160m (westbound stop) and 300m (eastbound stop); both of which can be accessed in less than a 4-minute walk from the proposed site access location. Both stops benefit from a flag, pole and timetable information; whilst there is a shelter located at the westbound stop and a bus layby for eastbound services.



- 8.36 There are a number of health, retail and leisure facilities, education institutions and employment sites within relatively close proximity – as detailed in the Travel Plan.
- 8.37 Furthermore, a number of measures are detailed within the Travel Plan to utilise and build on the site's sustainable location. In considering this, Highways Transportation have advised that a Travel Plan Bond is required, which will mitigate any traffic in the event that targets are not met.
- 8.38 The purpose of the Bond is to ensure that the targets within the Travel Plan towards sustainable travel (bus, walk, cycle etc.) can be met, and if not met the Council would step in with sustainable measures using the Bond. The Council needs to be assured

that the Travel Plan is effective and has reasonable targets that can be met. The formula for calculating the bond is as follows:

No. of dwellings x the current cost of a 28-day SY Connect+ ticket (currently £131.70) x 1.1= £26,366.34 to be secured by S106 Agreement.

- 8.39 Section 9 (Promoting Sustainable Transport) of the NPPF goes into further detail on this core principle. Paragraph 110 states that decisions should take account of whether:
- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location.
  - b) Safe and suitable access to the site can be achieved for all users; and
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 8.40 Taken in the round, the proposal is considered to be located within a sustainable location within a reasonable proximity to bus and other services carrying significant weight in favour of the proposal.

#### Flooding and Drainage

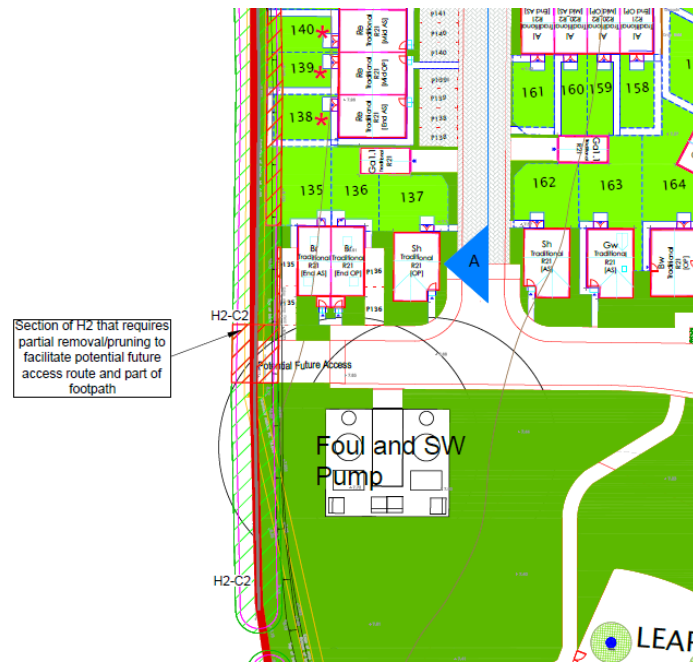
- 8.41 The application site lies within an area designated as Flood Risk Zone 1 by the Environment Agency's flooding maps and by Doncaster's Strategic Flood Risk Assessment (SFRA). This is the lowest area of flood risk from main rivers. The Environment Agency, Council Drainage Team, Yorkshire Water, Severn Trent Water and the Drainage Board have all been consulted and none raise any objections.
- 8.42 Doncaster's Drainage team having been consulted have commented on the full drainage information that has been submitted. The Drainage Team did raise concerns over an unidentified water course to the northeast boundary of the site, the applicant subsequently undertook further survey works. The survey works showed that there was no watercourse in that location. The proposed attenuation basin would be located on the main area of open space, life rings and signs would be provided but the outfall rate achieved means the basin would not be full often or for long periods of time. The attenuation basin would be 5m away from the footpath and 7m from the road, whilst this is less than 10m advised by the Drainage Team, it is considered acceptable as the highway will be adopted and the attenuation basin will be adopted by Yorkshire Water; resulting in both being maintained by statutory bodies and will not be maintained by future residents. To the north of the site on Doncaster Road there is a highway culvert drainage, again this drain is solely within the ownership of the Council and is maintained by the Highways Team, therefore meaning that it is not within riparian ownership and would not likely lead to subsidence or maintenance issues. Highways Network Management and Yorkshire Water have not objected to the proposal. The Drainage Team have concluded that the proposal can be satisfactorily drained, with suitable methods. Finer details relating to construction and management of the systems are to be secured via condition. The proposed Drainage Strategy is considered to accord with Policy 56 of the Local Plan.

## Trees and Landscaping

- 8.43 An Arboricultural Impact Assessment (AIA) has been prepared for the site by Quants Environmental Ltd. This involved a tree survey of the site in accordance with BS5837:2012.
- 8.44 The trees included within this survey comprise 3 tree groups and 2 hedge groups:
- 2 tree groups were classified as BS5837:2012 Category B.
  - 1 tree group was classified as BS5837:2012 Category C.
  - 2 hedge groups were classified as BS5837:2012 Category C.
- 8.45 One Sycamore tree requires removal to facilitate the proposed site access.



- 8.46 The tree is a small category C2 Sycamore tree that is separate from the main tree group. The tree is considered to be of low arboricultural and landscape value.
- 8.47 A hedgerow requires partial removal/pruning across 5 different parts of the hedge along the western boundary. The largest section of hedge that requires partial removal/pruning is along the eastern face of the hedge along the northern section. This is to facilitate the proposed landscape plan along the western application area boundary as well as to give clearance to multiple proposed rear garden areas which share the boundary. Further sections that require partial removal/pruning are to facilitate potential future access and for footpath clearance. Both areas are minimal and make up a minimal part of the total hedge.



- 8.48 The Tree Officer notes that the hedgerow fronting onto Doncaster Road is of poor structural form and condition and the survey results indicate it is of very low importance/interest and its replacement with a new, low maintenance hedgerow will be a marked improvement. A condition is proposed to secure a scheme of landscaping for the replacement hedge and more generally across the site.
- 8.49 On balance, the site is an allocated site for housing within the Doncaster Local Plan and the submission of an AIA complies with the Development Requirements. The relatively minor loss of a Category C tree at the proposed site access, with some hedgerow trimming/limited removal and replacement along Doncaster Road in order to facilitate site access and boundary treatments is judged, on balance, to be acceptable and in accordance with Local Plan Policies 32 and 33.

Ecology and Wildlife

- 8.50 An Ecological Appraisal of the site has been undertaken by FPCR (dated Oct 2021), which assessed the site for Bats, statutory designated sites, non-statutory designated sites (Local Wildlife Sites), a summary of 'relevant species records' and also carried out a hedgerow survey.
- 8.51 The report identifies a number of potential ecological enhancements, which include an increase of habitat and species diversity throughout the site through the enhancement of retained habitats and creation of new green space. Whilst these will provide inherent enhancements, they will also provide new foraging habitat, corridors of movement and places of rest or shelter for a wide range of faunal species. Further enhancements have also been recommended through the provision of a range of new bird and bat boxes.
- 8.52 The report findings have been assessed by the Planning Ecologist, who advises that the overall quality of the ecological survey information is good with a professional approach taken to implementation. Bat transects were only undertaken during summer and autumn whereas current guidance is for a spring survey also. However the justification at 3.17 of the Bat Report (FPCR, October 2021) is satisfactory taking into account the study returns and the results of the two surveys carried out. The

potential loss of farmland birds has been assessed and it is advised that a more substantial habitat buffer zone on the western boundary, particularly the southern part, could form part of a more substantial wildlife zone.

- 8.53 The latest biodiversity net gain assessment sent through by the applicant's agent provides the most up-to-date assessment based upon the amended layout which was made to reduce the deficit. The outcome of this is that the biodiversity net gain deficit is now 2.685 units. The on-site biodiversity net gain can be conditioned to ensure delivery. The off-site deficit is to be secured through a s106 agreement. As a result there are no objections on ecological grounds subject to a condition in relation to a 30 year Management and Monitoring Plan for proposed onsite habitats. On the basis of the imposition of this condition and the s106 agreement, the proposal is considered to be compliant with the requirements of Policy 30 of the Local Plan together with paragraph 174 of the NPPF.

### Pollution issues

#### *Contaminated Land*

- 8.54 Submitted with the application are two reports:

- PHASE 1, GEOTECHNICAL AND GEO-ENVIRONMENTAL, SITE INVESTIGATION DONCASTER ROAD/WARNING TONGUE LANE, CANTLEY. Eastwood & Partners, Issue 1. 45156- 001. June 2020
- PHASE 2. GEOTECHNICAL AND GEO-ENVIRONMENTAL, SITE INVESTIGATION DONCASTER ROAD/WARNING TONGUE LANE, CANTLEY. Eastwood & Partners, Issue 2. 45156-003 May 2021

- 8.55 Pollution Control advise that the site has been subject to an appropriate risk assessment. The phase 2 report concludes no remedial measures are required, which is agreed. Soils on site are suitable for reuse.

- 8.56 A small shard of asbestos containing material was identified on the northern boundary. In light of this, as a precautionary measure, conditions have been recommended. The proposal however accords with Local Plan Policy 54 having assessed the potential for ground pollution.

#### *Noise*

- 8.57 A Noise Impact Assessment (NIA) has been submitted with the application, undertaken by Environmental Noise Solutions Ltd., who are accredited as part of the Association of Noise Consultants. The objectives of the noise impact assessment were to:

- Determine external noise levels at the application site
- Assess the potential impact of the external noise climate on the proposed residential development with reference to relevant guidelines
- Provide recommendations for a scheme of sound attenuation works, as necessary, to protect future occupants of the proposed residential development from a loss of amenity due to noise

8.58 The report notes that the application site is bound by the M18 motorway to the south east, the B1396 Doncaster Road to the north east, and open agricultural fields to the west. The noise environment at the application site is due to road traffic on the M18 and (at the northern boundary) the B1396 Doncaster Road. In order to establish external noise levels at the application site, a baseline noise survey was undertaken with five noise monitoring positions being chosen.

8.59 The National Planning Policy Framework (NPPF) was updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. Where issues of noise impact are concerned the NPPF provides guidance in paragraph 174, where it states that planning policies and decisions should contribute to and enhance the natural and local environment by:

*'preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of.....noise pollution'.*

8.60 Paragraph 185 of the NPPF advises that:

*'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should.....mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'.*

8.61 Utilising the findings of the NIA, noise mitigation measures for the properties closest to the road networks (M18 and Doncaster Road) are proposed, which comprises a scheme of sound attenuation works (enhanced glazing/ventilation and boundary treatments) in order to protect the proposed residential development from the ambient noise climate.

8.62 The Environmental Health Officer having considered the findings and having requested clarification on how and to what level the proposed mitigation will alleviate any noise impact has advised that the minimum glazing reduction can be achieved but given no manufactures details have been provided it is best dealt with via a condition. A condition has been proposed to ensure a scheme of noise mitigation is installed and maintained prior to occupation of the new dwellings. Accordingly, the mitigation measures will ensure that the proposal does not put the proposed properties at risk from unacceptable noise pollution and is therefore in accordance with the NPPF and Local Plan Policy 54.

#### *Air Quality*

8.63 Having reviewed the Air Quality Assessment (AQA) provided by Redmore Environmental, the Air Quality Officer advises that the submitted AQA follows standard methodology, uses information from recognised sources, and considers relevant receptors. Consequently, the conclusions of the assessment are accepted with a high degree of confidence and there are no concerns about the proposal and the extant air quality regulations. The officer welcomes the provision of charging points for electric vehicles and the travel plan objectives. The proposal is therefore in accordance with Doncaster Local Plan Policy 54.

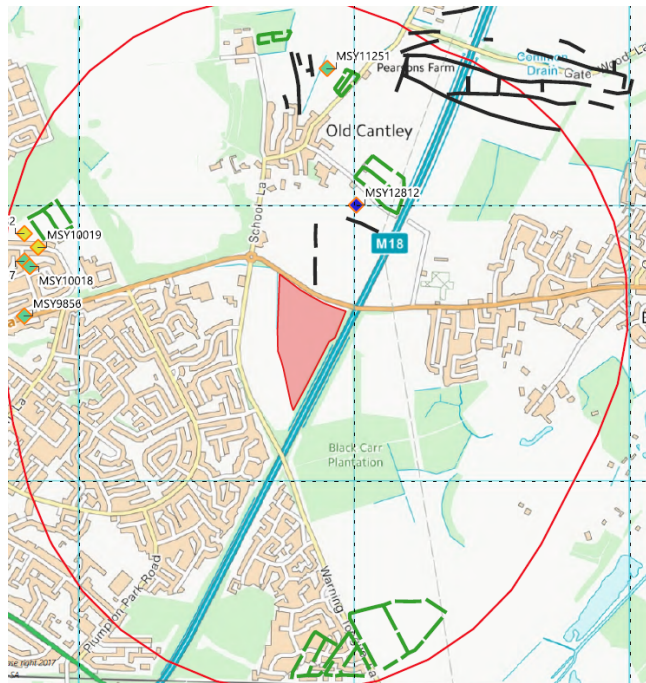


### Loss of Agricultural Land

- 8.64 Soil mapping of the area ([Magic Map Application \(defra.gov.uk\)](https://defra.gov.uk)) confirms that the soils for this area are classed as Grade 3. Soils are classified from Grade 1 to 5 with Grade 1 and 2 being deemed to be the best and most versatile soils. Grade 3 soils have limitations that affect the choice of crops, timings, type of cultivation, harvesting and yield. The yield of more demanding crops grown on this land is generally lower or more variable than on Grade 1 and 2 soils.
- 8.65 Policy 60 of the Doncaster Local Plan (Protecting and Enhancing Doncaster's Soil and Water Resources Proposals) requires developments affecting land to comply with the following criteria
- A) Proposals on non-allocated sites that involve the significant loss of the best and most versatile agricultural land (grades 1, 2 and 3a) will only be supported where:
1. there are no other suitable alternative locations on lower quality agricultural land (or non-agricultural land) available; or
  2. the land can be reinstated back to its previous state (where possible).
- 8.66 The site is an allocated site and the Grade of the soil is Grade 3 – so at the lower end of the best and most versatile soils classification and as such, the proposal accords with Policy 60. Furthermore, this site has been fully appraised through the local plan allocation process and which has been tested through the Examination in Public, which deemed the allocation acceptable.

### Archaeology

- 8.67 As part of the application submission an Archaeological Desk based Assessment (ADBA) and the results of a Geophysical Survey (GS) have been submitted. South Yorkshire Archaeology Service (SYAS) have been consulted but no comments have been received.
- 8.68 In general, the ADBA reveals the site to have some potential for archaeological interest due to aerial photographic evidence and find spot reporting to the Sites and Monuments Record:



8.69 In order to investigate the potential highlighted from the ADBA further, a GS has been carried out to explore the potential for surviving sub surface features. This has, however, revealed little evidence:

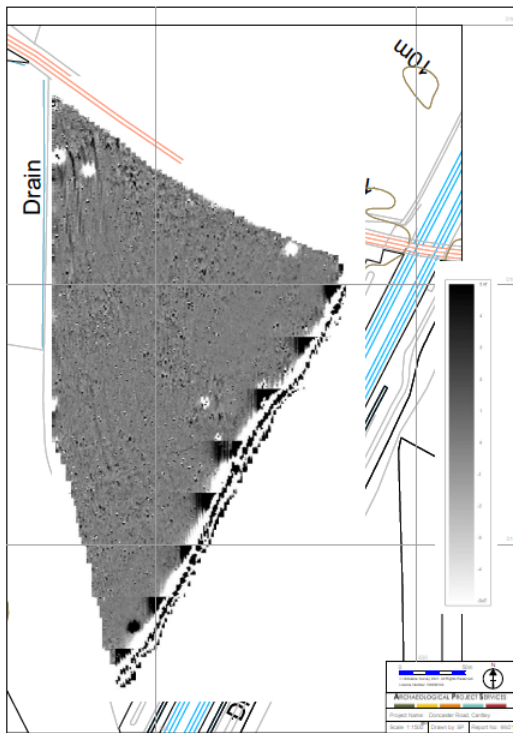


Figure 5: Processed geojacare data

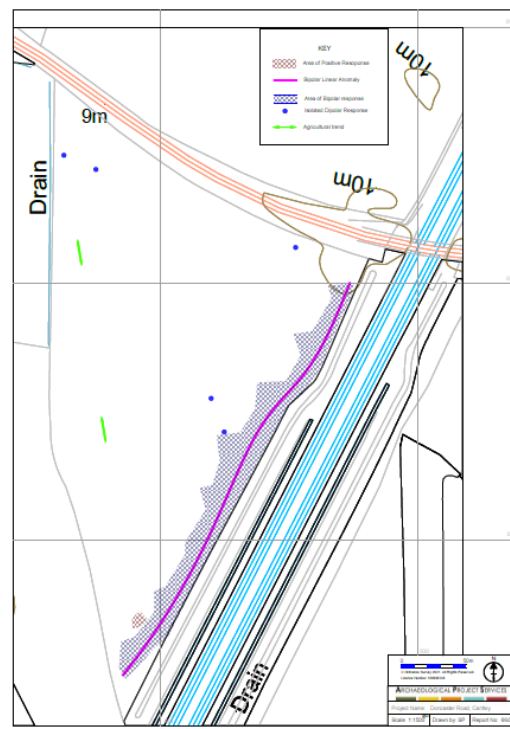


Figure 6: Integrated geojacare data

8.70 Accordingly, given the low archaeological potential and with no response from SYAS on the application submission, there is considered to be limited/no impact on archaeological remains and no condition is required. The proposal has therefore been undertaken with the approach detailed in Doncaster Local Plan Policy 39.

### Conclusion on Environmental Issues

8.71 Para. 8 of the NPPF (2021) indicates, amongst other things, that the planning system needs to contribute to protecting and enhancing the natural, built and historic

environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 8.72 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 or a S106 contribution. As such, moderate weight can be attached to this in favour of the development through the achievement of BNG predominantly onsite, EV charging point integration and cycle parking provision.
- 8.73 The proposal has demonstrated that the development is located within a suitable location on an allocated site for housing in the Doncaster Local Plan and this weighs positively in favour of the application carrying significant weight. In addition, the proposal lies within the lowest possible area of flood risk which also weighs positively in favour of the application.
- 8.74 Impact on the character of the area would be seen as an extension to the existing built environment and spatially is confined within defensible boundaries – as per the overall allocated site. The conditions set out below will help to ensure that the proposal is designed and integrated into the surrounding area, with access provided to the remaining part of the allocation site. Consequently, the impact of the development on the appearance of the surrounding area is considered to weigh neutrally.
- 8.75 Noise issues associated with the development construction are considered to be short term negative impacts which can be mitigated through appropriate conditions in terms of Construction Management Plans. Given the relative short term nature of the potential construction noise and disturbance when viewed over the lifetime of the development, it is considered that this carries limited weight against the proposal. Following construction, the noise from the adjacent M18 strategic road network has been assessed and found to be acceptable subject to the mitigation, to be secured through planning conditions.

## **ECONOMIC SUSTAINABILITY**

- 8.76 It is anticipated that there would be some short-term economic benefit to the development of the site through employment of construction workers and tradespeople connected with the build of the project. However, this is restricted to a limited period of time whilst the site is under construction and therefore carries limited weight in favour of the application. Whilst there may be some additional uplift for business within the area as a result of additional customers, this uplift is unknown and cannot be quantified at this time and so is afforded limited weight.

### **Conclusion on Economy Issues**

- 8.77 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.
- 8.78 Whilst the economic benefit of the proposal is slight and afforded only limited weight, it does not harm the wider economy of the borough and for that reason weighs in favour of the development.

## Planning Obligations

- 8.79 Paragraph 55 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 8.80 Paragraph 57 states that planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

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

- 8.82 Policy 65 of the Local Plan deals specifically with developer contributions. Where necessary, directly related to the development, and fair and reasonable in scale and kind, developer contributions will be sought to mitigate the impacts of development through:

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

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

### Affordable Housing

- 8.84 To accord with Policy 7 of the Local Plan, the scheme should provide 23% on site affordable housing, as more than 15 dwellings are proposed there is a policy requirement to provide affordable housing. The full provision of Affordable Housing is being provided and will be safeguarded through the s106 agreement.

### Public Open Space

- 8.85 Policy 28 requires the delivery of onsite public open space (POS) in the first instance. Where this cannot be achieved an offsite contribution may be considered acceptable. The policy requirement is to provide a contribution the equivalent of 15% of the land value, which is achieved on site via the legal agreement and the management and maintenance of this space is to be via an appointed Management Company.

### Education

- 8.86 The Council’s Education Team were consulted and have advised that there are likely to be impacts on place provision at the two local schools:

- Hatchell Wood Primary Academy; and

- Hall Cross Academy (secondary).

8.87 To ensure capacity is accommodated, Education have advised via their methodology that a s106 is required for monies to be invested into these schools to allow future capacity to be accommodated to the amount of:

- Hatchell Wood - £659,178 (for 39 places)
- Hall Cross – £651,558 (for 28 places)

**Total: £1,310,736**

#### Biodiversity Net Gain

8.88 The Council's Ecologist was consulted and a deficit of 2.685 units to be secured offsite in order for a minimum 10% net gain. The mitigation hierarchy should be followed to either delivery equivalent provision off site or via the Council's compensation scheme. A financial contribution is required, the payment would equate to **£67,125**.

#### Travel Bond

8.89 A Travel Bond amounting to **£26,366.34** is required to ensure Travel Plan targets are achieved.

### **9.0 PLANNING BALANCE & CONCLUSION**

9.1 In accordance with Paragraph 11 of the NPPF (2021) the proposal is considered in the context of the presumption in favour of sustainable development.

9.2 The proposal is located within a sustainable location on a site allocated for residential development in the Local Plan and this attracts full policy weight in favour of the application. In addition, the amendments that have been undertaken have shown that a suitable layout can be achieved that would be reflective of the character of the area and safeguard neighbouring and proposed properties through appropriate separation distances and this weighs significantly in favour of the application.

9.3 All other material planning considerations have been fully explored by the appropriate consultees who have raised no objections to the proposal subject to conditions or S106 contributions and holistically this weighs moderately in favour of the application.

9.4 Limited weight in favour of the application has been afforded to the potential economic benefits generated by the proposal.

9.5 The impacts associated with equipment used during the construction of the site can be mitigated and controlled by condition and the short-term noise and disturbance associated with implementing the planning permission is considered to carry limited weight against the proposal.

9.6 Having balanced all material planning considerations, whilst a number of objections have been received in respect to the proposal, they have been suitably addressed through the information supplied and further amendments to the scheme. In terms of the planning balance, the positive aspects of the proposal outlined above demonstrably outweigh the material planning considerations weighing against the development proposal.

9.7 The proposal is therefore, on balance, recommended for approval subject to a Section 106 Agreement and the proposed heads of terms are outlined below.

## 10.0 RECOMMENDATION

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

- a) 23% Affordable Housing units to be provided
- b) Education contribution of £1,310,736 to be provided towards Hatchell Wood Primary (£659,178 for 39 places) and Hall Cross Secondary (£651,558 for 28 places).
- c) Biodiversity Net Gain off-setting scheme or contribution for remaining 'units' of 2.685
- d) Travel Bond of £26,366.34
- e) The management and maintenance of the public open space via an appointed Management Company.

### 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:

Site Layout 703\_A01\_01 Site Layout Rev Z  
Materials Plan 703\_A01\_06\_01 Materials Plan Rev E  
Site Sections 703\_A01\_05\_01 Site Sections Rev E  
Street Scenes 703\_A01\_05\_02 Street Scenes Rev E  
EV Charging Plan 703\_A01\_14\_04 EV Charging Rev D  
Character Area Plan 703\_A01\_06\_02 Character Area Plan Rev E  
Building Height Plan 703\_A01\_14\_6 Building Heights Plan Rev C  
Boundary Details SD.04 Rev B  
Landscaping 9570 Figure 9 Green Infrastructure - Rev G  
LEAP DesignR-2624-1A Play Area 200@A2  
Trim Trail Plan Trim Trail Warning Tongue Lane - CAS-206028-N0Y3Y7 - 2D - REV C  
POS coverage REV A  
Substation Details 703\_A01\_14\_03

#### House Types

Ashdown An\_MA\_End\_R21 - 901 Rev A

An\_MA\_End\_R21 - 903 Rev A

Ashdown Corner AnC\_MA\_End\_R21 - 901  
AnC\_MA\_End\_R21 - 903 Rev A

Barnwood Bw\_MA\_Det\_R21 - 901 Rev C  
Bw\_MA\_Det\_R21 - 903 Rev B

Brampton Bt\_MA\_Det\_R21 - 901  
Bt\_MA\_Det\_R21 - 903

Braunton Br\_MA\_Mid\_R21- 901 Rev B  
Br\_MA\_Mid\_R21- 903

Danbury Da\_MA\_End\_R21 - 901  
Da\_MA\_End\_R21 - 903 Rev A  
Da\_MA\_Mid\_R21 - 901  
Da\_MA\_Mid\_R21 - 903 Rev A

Deepdale Dp\_MA\_End\_R21 - 901 Rev A  
Dp\_MA\_End\_R21 - 903 Rev A

Delamere De\_MA\_Det\_R21 - 901  
De\_MA\_Det\_R21 - 903  
De\_MA\_End\_R21 - 901  
De\_MA\_End\_R1 - 903

Galloway Ga\_MA\_Sem\_R21 - 901 Rev B  
Ga\_MA\_Sem\_R21 - 903 Rev B

Galloway DT Ga\_MA\_Dt\_Det\_R21 - 901 Rev B  
Ga\_MA\_Dt\_Det\_R21 - 903 Rev B

Greenwood Gw\_MA\_Det\_R21 - 901 Rev B  
Gw\_MA\_Det\_R21 - 903 Rev A

Greenwood Corner GwC\_MA\_Det\_R21 - 901 Rev A  
GwC\_MA\_Det\_R21 - 903

Haldon Hd165\_MA\_End\_Trad\_R21 - 901  
Hd165\_MA\_End\_Trad\_R21 - 903  
Hd\_MA\_Mid\_Trad\_R21- 901  
H d\_MA\_Mid\_Trad\_R21- 903

M4(3) M4(3)\_End\_R21 - 901

Rendlesham Re\_MA\_end-R21 - 901  
Re\_MA\_end-R21 - 903  
Re\_MA\_Mid\_R21 - 901  
Re\_MA\_Mid\_R21 - 903 Rev A

Rivington Ri\_MA\_Det\_R21 - 901 Rev B  
Ri\_MA\_Det\_R21 - 903 Rev A

Saunton Sa\_MA\_End\_R21 - 901 Rev B  
Sa\_MA\_End\_R21 - 903 Rev B

Selwood Se\_MA\_Det\_R21 - 901 Rev A  
Se\_MA\_Det\_R21 - 903 Rev B

Sherwood Sh\_MA\_Det\_R21 - 901 Rev A  
Sh\_MA\_Det\_R21 - 903 Rev A

Stapleford Sf\_Tri\_Trad\_R21 - 901  
Sf\_Tri\_Trad\_R21 - 902

#### REASON

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

03.

No development shall take place on the site until a detailed hard and soft landscape scheme based on the proposed site plan (drawing 9570 Figure 9 Green Infrastructure - Rev G) 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, including adoptable highway finishes and footpaths through POS. Additionally the hard landscaping scheme shall include details of safety signs and life rings for the SUDs scheme agreed including maintenance and management details, the safety signs and life rings shall be retained for the lifetime of the development and if damaged or removed shall be replaced. 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, which will be monitored by the Local Planning Authority. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

#### REASON



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

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

Plots 1 up to 89, 92 to 96, 100 up to 187 must meet Part M4(2) 'accessible and adaptable dwellings'.

Plots 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, must meet Part M4(3) 'wheelchair adaptable dwellings'.

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

REASON

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

05. 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 agreed in writing by the Local Planning Authority. This shall include a detailed specification for tree pit construction that utilises either grass verges or a professionally recognised crate system construction to provide the minimum rooting volume set out in the Council's Transitional Developer Guidance and a load-bearing capacity equivalent to BS EN 124 2015 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation; a timescale of implementation, and where required a maintenance specification until trees are adopted by the Council.

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

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

REASON

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

06. Prior to the commencement of the development hereby granted a scheme for the protection of the root protection areas of all trees shown for retention on the approved plan that complies with clause 6.2 of British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. Tree protection shall be implemented on site in accordance with the approved details and the local planning authority notified of implementation to approve the setting out of the tree protection scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development. Thereafter, all tree protection shall be maintained in full accordance with the approved details until all equipment, machinery and surplus materials have been removed from the site, unless the local planning authority gives its written approval to any variation. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

REASON:

To ensure that all trees are protected from damage during construction in accordance with in accordance with Local Plan Policy 32.

07. 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.

08. 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.

09. Prior to the occupation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The first dwelling/development shall not be occupied until the approved connection has been installed and is operational and shall be retained for the lifetime of the development. The development shall be carried out in accordance with the approved details.

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with policy 13 of the Doncaster Local Plan.

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

REASON

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

11. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling 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.

12. 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

13. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.

REASON

To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the public sewer network

14. No development shall take place until details of the proposed means of disposal of foul water drainage for the whole site, including details of any balancing works, off-site works and phasing of the necessary infrastructure, have been submitted to and approved by the local planning authority. If sewage pumping is required from any part of the site, the peak pumped foul water discharge must not exceed 6.7 (six point seven) litres per second. Furthermore, unless otherwise approved in writing by the local planning authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

REASON

To ensure that no foul water discharges take place until proper provision has been made for their disposal.

15. 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.

16. The development hereby permitted must be carried out and completed entirely in accordance with the submitted Travel Plan. The measures set out in the Travel Plan shall be implemented by the developer and/or Travel Plan Co-Ordinator and in accordance with the agreed details and timescales.

REASON

To promote the use of sustainable methods of transport as required by Policy 13 of the Local Plan.

17. Development shall not begin until a scheme for protecting residents in the proposed dwellings from noise from road traffic has been submitted to and approved in writing by the local planning authority. The scheme shall be in accordance with the recommendation set out

in the noise impact assessment reference NIA/9159/20/9113/v2/Warning Tongue Lane, submitted in support of the application. All works which form part of the approved scheme shall be completed before occupation of the permitted dwellings. The protection measures in the agreed scheme shall be maintained throughout the life of the development

**REASON:**

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

18. Within one month of the commencement of development, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the following measures, all of which shall be implemented prior to the first occupation of the site.

Two types of bat Photographic evidence showing implementation of the measures shall be submitted to the local planning authority.  
10 Schwegler 1F bat tube,(or similar good for a wide range of bat species.

10 Istock bat brick B (or similar), as above, good for a wide range of bat specie

10 swift box of the Vivara Pro Woodstone type or similar, to be located on the northern aspect of the building above 5m on walls away from trees.

**REASON**

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

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

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

The play area shall be provided in accordance with the approved details prior to 50% of the dwellings being first occupied.

**REASON**

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

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

- (a) the timetable of the works;
- (b) daily hours of construction;

- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
- (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
- (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
- (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
- (h) hours during which no construction traffic will be present at the site;
- (i) the means of enclosure of the site during construction works;
- (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site;
- (k) details of wheel washing facilities and obligations;
- (l) The proposed route of all construction traffic exceeding 7.5 tonnes;
- (m) Details of the amount and location of construction worker parking;
- (n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;
- (o) no mud, stones, water or debris shall be deposited on the public highway at any time.

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

#### REASON

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

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

#### REASON

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

22. Before the first occupation of any dwelling hereby approved, details of the vehicular crossing over the footpath/verge shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to first occupation.

REASON

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

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

REASON

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

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

REASON

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

25. 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.

26. Prior to commencement of above ground works, details shall be submitted to and approved in writing by the local planning authority that shall include a plan indicating the positions, design, materials, height, and type of boundary treatment to be erected on site, including any gates. The details as approved shall be completed before the occupation of any buildings on site.  
REASON  
To ensure the satisfactory appearance of the development.
27. None of the dwellings hereby approved shall be occupied until a highway improvement to create crossing points on the B1396 for the right turn into the development has been fully implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.  
REASON  
To facilitate the movement of traffic generated by the development in the interests of highway safety having regard to Policy 42 of the Local Plan.
28. Within 1 month of the installation of the play equipment, the applicant shall provide the council 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.
29. Notwithstanding the approved Site Layout Plan Dwg Ref: 703\_A01\_01 Site Layout Rev Z and prior to commencement of the relevant works, full details of the design of the pumping station, including all materials and boundary treatments shall be submitted and agreed in writing with the Local Planning Authority. This shall include details of the vehicular access to the pumping station.  
REASON  
In the interests of highway and pedestrian safety in accordance with Local Plan Policy 13.
30. The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development.  
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.
31. Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water



drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

**REASON**

To ensure that no foul or surface water discharge take place until proper provision has been made for their disposal.

32. 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).

## **Informatives**

01. **INFORMATIVE**  
The applicants attention is drawn to the South Yorkshire Fire and Rescue Service comments which states that: Access is to be in accordance with Approved Document b Volume 2 Part B5 Section 16.2 16.11 and Table 20. Pumping appliances in South Yorkshire will weigh 26 tonnes. Table 20 references to pumping appliances should be read as 26 tonnes.
02. **INFORMATIVE**  
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.
03. **INFORMATIVE**  
In order to discharge the above condition relating to gigabit-capable full fibre broadband in new developments, the developer is advised that they will be expected to submit information including but not limited to the following:
- 1) A contract or invoice for the installation of the physical infrastructure and the connection to gigabit-capable full fibre broadband (must match the stipulation in the original requirement by the Local Authority)
  - 2) Confirmation of the speed that will be achieved by the gigabit-capable full fibre broadband infrastructure, from the network operator

Developers should:

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

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

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

For more information please visit:

<http://www.superfastsouthyorkshire.co.uk/sfsy/developments>

04.                   INFORMATIVE  
The developer shall consider incorporating all possible sustainability features into the design of the proposed development.
05.                   The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud on the highway is an offence under provisions of The Highways Act 1980.
06.                   Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980 and adoption roads within the development shall be carried out under Section 38 of the Highways Act. The S38 and S278 agreements must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas - Tel 01302 735110 as soon as possible to arrange the setting up of the agreement.

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

Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

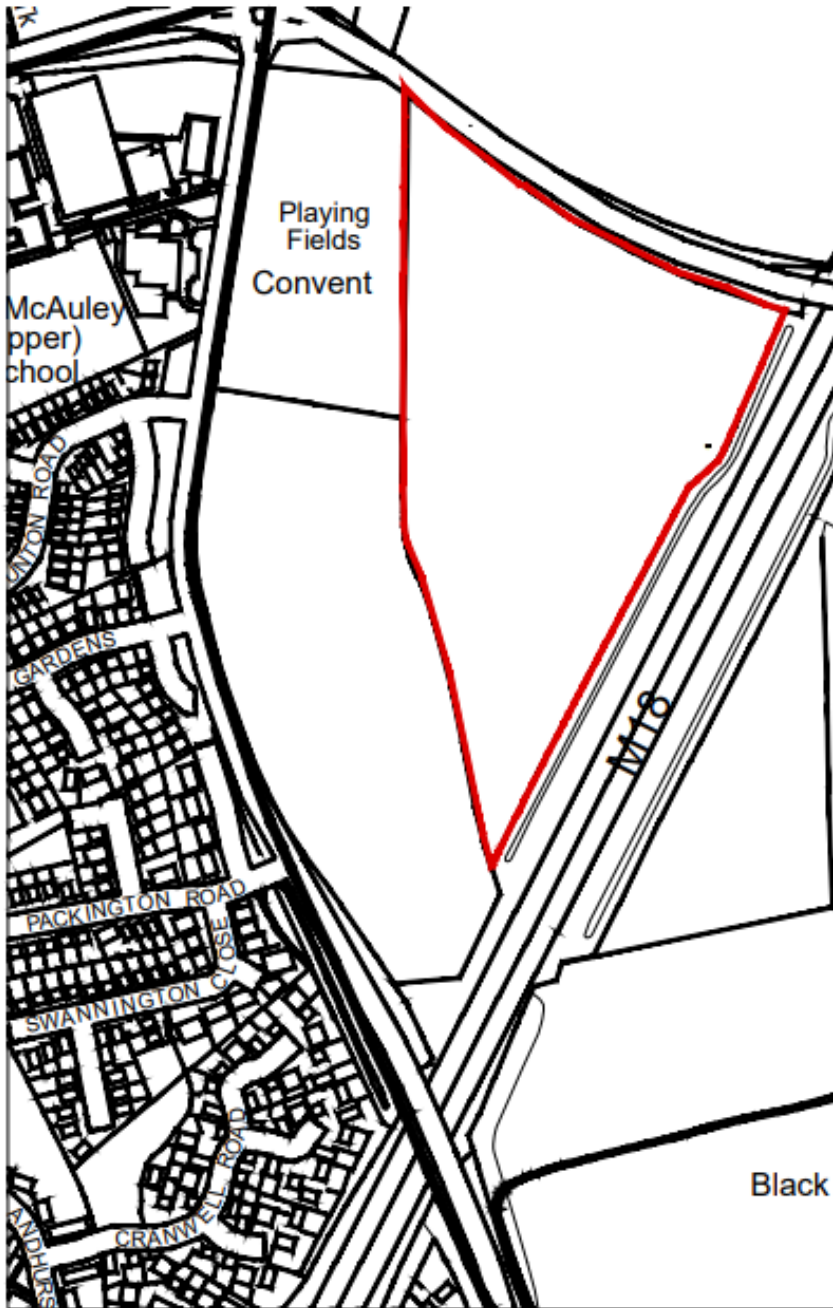
07. The Developer should be aware that a Sustainable Drainage System (SuDS) is the LPA's preferred option. A detailed explanation of any alternative option and reasons for rejecting a SuDS solution will be required.  
REASON  
To comply with current planning legislation - National Planning Policy Framework.

**{\b STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015}**

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Urban Design and Highways Amendments
- Public Open Space Amendments
- Further Ecological Reports
- Further Drainage Surveys and Amendments

# Appendix 1 – location plan



**PERSIMMON**  
Residential Property Services Division  
0203 452 452  
1411200000

Warring Tongue Lane

Site Location Plan

100	11200001	JPH
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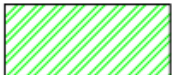

## Appendix2 – Site Plan

Larger image of legend on the site plan

703 - Warning Tongue Lane (Cantley) Rev Y													
R21 Schedule of Accommodation													
House Type	Abbreviation	SGH	SGM	Configuration	No.	NSS	NSS	NSS	M&Z	Garage	No. Units	Floor Area	% Mix
					Storage	Bed	Stair Area	Comp.	Comp.	Configuration	Total	Sq. SGM	
<b>OPEN MARKET</b>													
<b>Permissible</b>													
Haddon (Mid)	H4	712	717	Semi Detached/ Terrace	2	2	58	Y	Y	18 Spaces	4	1,080	2%
Haddon (End)	H4	712	717	Semi Detached/ Terrace	2	2	58	Y	Y	18 Spaces	8	6,120	4%
Dunbar (Mid)	D4	88	76.4	Semi Detached/ Terrace	2	2	74.4	Y	Y	2 Spaces	6	4,085	3%
Dunbar (End)	D4	88	76.4	Semi Detached/ Terrace	2	2	74.4	Y	Y	2 Spaces	20	16,220	8%
Scapleford SP	SP	576	523	Tri-Maisonette	3	3	81.7	Y	F	2 Spaces	2	1,160	1%
Scapleford PP	PP	650	514	Tri-Maisonette	3	3	80.2	Y	F	2 Spaces	2	1,188	1%
Scapleford SP	SP	708	68.6	Tri-Maisonette	3	2	84.8	Y	F	2 Spaces	2	1,480	1%
Dalcoog (Semi)	D4	824	88.8	Semi Detached	2	2	84.1	Y	Y	2 Spaces	6	5,944	3%
Delamere (Semi)	De	820	82.2	Semi Detached	2	2	82.8	Y	Y	Integral 6x2 plus space	14	11,982	7%
Delamere (Det)	De	820	82.2	Detached	2	2	82.8	Y	Y	Integral 6x2 plus space	2	1,985	1%
Deophole	De	802	82.4	Semi Detached	2	2	81.1	Y	Y	2 Spaces	4	1,540	2%
Swanton (End)	Se	1828	96.2	Semi Detached/ Terrace	2.5	3	82.2	Y	Y	2 Spaces	12	12,420	6%
Braunton (Mid)	Br	1842	96.8	Semi Detached/ Terrace	2.5	3	82	Y	Y	2 Spaces	6	5,225	3%
Greenwood	Gr	864	86.8	Detached	2	2	89.1	Y	Y	2 Spaces	6	4,840	3%
Rosewood	Rw	1812	94.1	Detached	2	2	82.1	Y	Y	2 Spaces	8	16,182	8%
Dalcoog DT	D4DT	1002	82.4	Detached	2	4	87	Y	Y	2 Spaces	2	2,285	2%
Livington	Li	1824	101.7	Detached	2	2	80.8	Y	Y	Integral 6x2 plus space	6	5,420	3%
Greenwood	Gr	1221	101.5	Detached	2.5	4	102	Y	Y	Garage 6x2 plus space	4	4,884	2%
Greenwood C	GrC	1221	101.5	Detached	2.5	4	102	Y	Y	Garage 6x2 plus space	8	8,768	4%
Selwood	Se	1276	106.6	Detached	2	4	87.3	Y	Y	Integral 6x2 plus space	6	7,666	3%
Strampton	St	1258	107.8	Detached	2	4	85.8	Y	Y	Garage 6x2 plus space	8	8,224	3%
Arkdown	Ar	1152	84.7	Detached	2	4	85.8	Y	Y	Garage 6x2 plus space	1	1,127	1%
Arkdown C	ArC	1152	84.7	Detached	2	4	85.8	Y	Y	Garage 6x2 plus space	1	1,127	1%
<b>TOTAL</b>											<b>44</b>	<b>44,511</b>	<b>27%</b>
<b>Affordable</b>													
Haddon (Mid)	H4	712	717	Semi Detached/ Terrace	2	2	70.8	Y	Y	18 Spaces	6	4,832	3%
Haddon (End)	H4	712	717	Semi Detached/ Terrace	2	2	70.8	Y	Y	18 Spaces	8	6,128	4%
Floodkirkham (Mid)	Fl	822	85.8	Semi Detached/ Terrace	2	2	84.7	Y	Y	2 Spaces	6	4,688	3%
Floodkirkham (End)	Fl	822	85.8	Semi Detached/ Terrace	2	2	84.7	Y	Y	2 Spaces	14	12,922	7%
2 Bed House M&Z	M&Z	802	81.7	Semi Detached/ Terrace	2	2	80.8	Y	Y	18 Spaces	10	8,870	5%
<b>TOTAL</b>											<b>40</b>	<b>38,216</b>	<b>23%</b>
<b>TOTAL Affordable</b>											<b>84</b>	<b>72,726</b>	<b>40%</b>

# Appendix 3: Public Open Space / Site Layout



-  USABLE POS AREA  
(0.878 HECTARES = 13.94%)
-  SECONDARY AMENITY SPACE  
(0.190 HECTARES = 3.01%)

POS area includes and within boundary included. POS area external ramp, stairs, excluded and path internal/external.



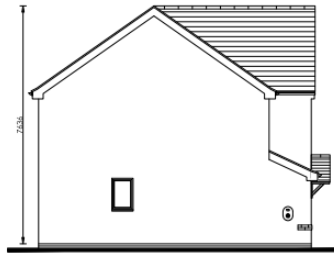
Warring Torgue Lane  
POS coverage  
2022 | 1:10000 | 04 | A

# Appendix 4 – House Types

## Rivington



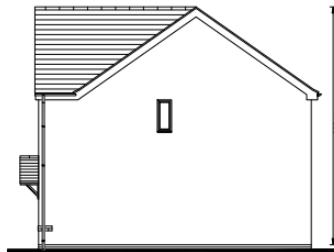
Front Elevation  
scale 1:100



Side Elevation  
scale 1:100



Rear Elevation  
scale 1:100

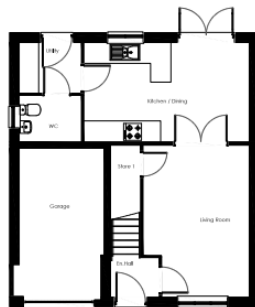


Side Elevation  
scale 1:100

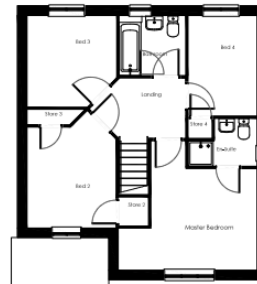


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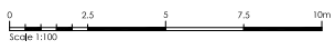
		Project # The Rivington - Detached Group Design - Traditional Total Floor Area - 100.07m <sup>2</sup> [1078sq.ft]	
Version # Proposed Elevation - Traditional	Date 11.06.2021	Scale 1:100 @ A3	Drawn GdD
Working Status Construction	Drawn By RLMA_DeL_R21	Proj # - 903	Rev. -



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



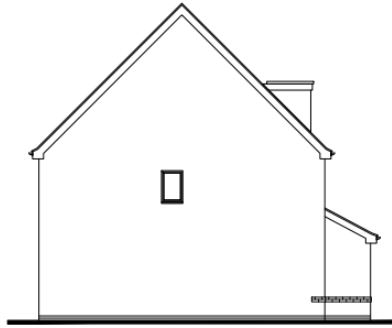
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		Project # The Rivington - Detached Group Design - Traditional Total Floor Area - 100.07m <sup>2</sup> [1078sq.ft]	
Version # Proposed Plans	Date 11.06.2021	Scale 1:100 @ A3	Drawn GdD
Working Status Construction	Drawn By RLMA_DeL_R21	Proj # - 901	Rev. -

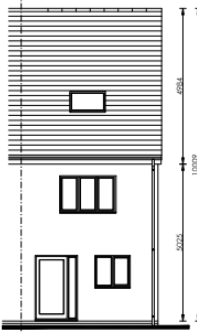
# Saunton



Front Elevation  
scale 1:100



Side Elevation  
scale 1:100

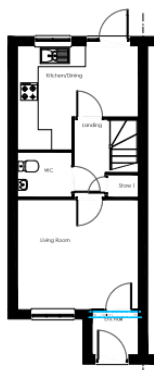


Rear Elevation  
scale 1:100

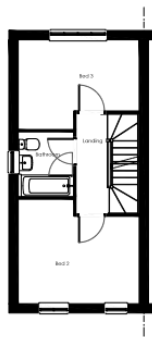


	Project # The Saunton - Semi Detached Group Design - traditional Total Floor Area - 96.2m <sup>2</sup> (1035sq.ft)		
	Drawing # Proposed Elevation - traditional	Date 16.05.2021	Scale 1:100 @ A3
Drawing # Construction	Drawing Ref SQ_MA_End_R21 - 903		Rev -

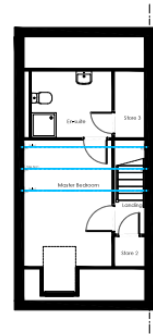
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Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



Second Floor Plan  
scale 1:100

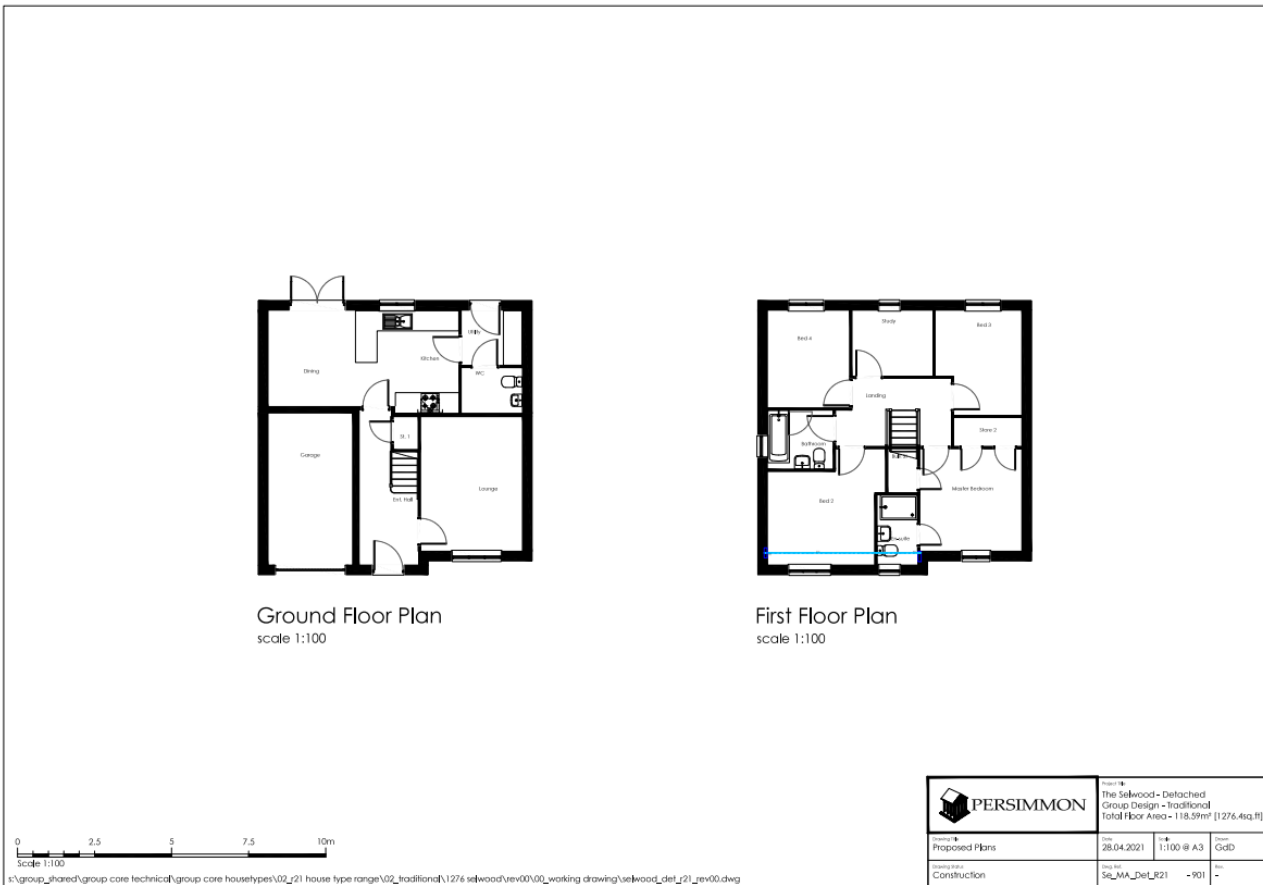


	Project # The Saunton - Semi Detached Group Design - traditional Total Floor Area - 96.2m <sup>2</sup> (1035sq.ft)		
	Drawing # Proposed Plans	Date 16.05.2021	Scale 1:100 @ A3
Drawing # Construction	Drawing Ref SQ_MA_End_R21 - 901		Rev -

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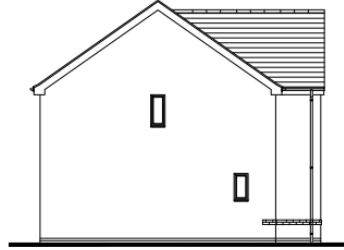
# Selwood



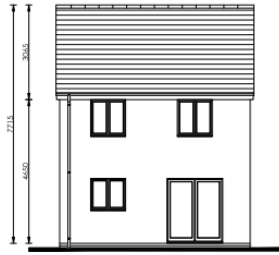
# Sherwood



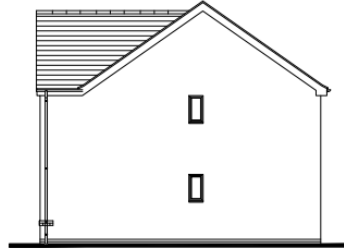
Front Elevation  
scale 1:100



Side Elevation  
scale 1:100



Rear Elevation  
scale 1:100

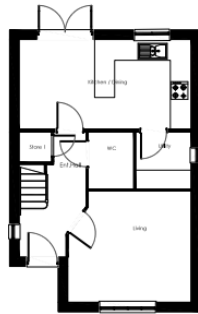


Side Elevation  
scale 1:100

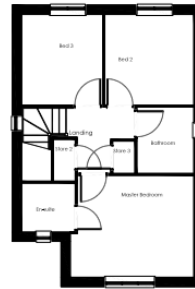


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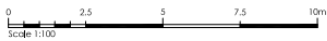
		Project The Sherwood - Detached Group Design - Traditional Total Floor Area = 90.08m <sup>2</sup> 969.61sq.ft	
Proposed Elevation - Traditional	Date 22.07.2021	Scale 1:100 @ A3	Drawn GGD
Construction	Drawing No. SH_MA_Det_LR21	No. - 903	Rev. -



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100

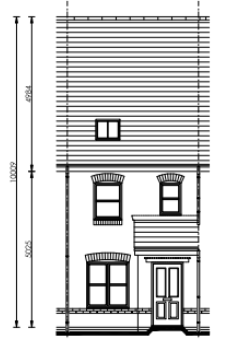


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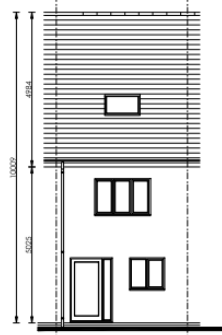
		Project The Sherwood - Detached Group Design - Traditional Total Floor Area = 90.08m <sup>2</sup> 969.61sq.ft	
Proposed Plans	Date 22.07.2021	Scale 1:100 @ A3	Drawn GGD
Construction	Drawing No. SH_MA_Det_LR21	No. - 901	Rev. -

# Stapleford





Front Elevation  
scale 1:100

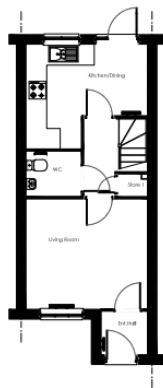


Rear Elevation  
scale 1:100

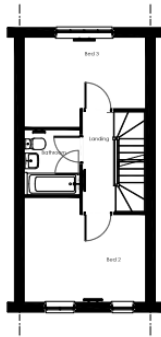


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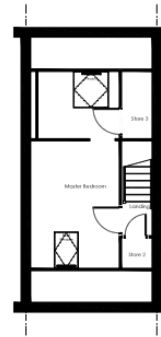
		Project # The Braunton - Terrace Group Design - Traditional Total Floor Area - 1035sq.ft [96.2m <sup>2</sup> ]	
Drawing # Proposed Elevation - Traditional	Date 16.05.2021	Scale 1:100 @ A3	Drawn GdD
Drawing Status Construction	Drawing No. B\MA_Mid_R21	Revision - 903	Date -



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



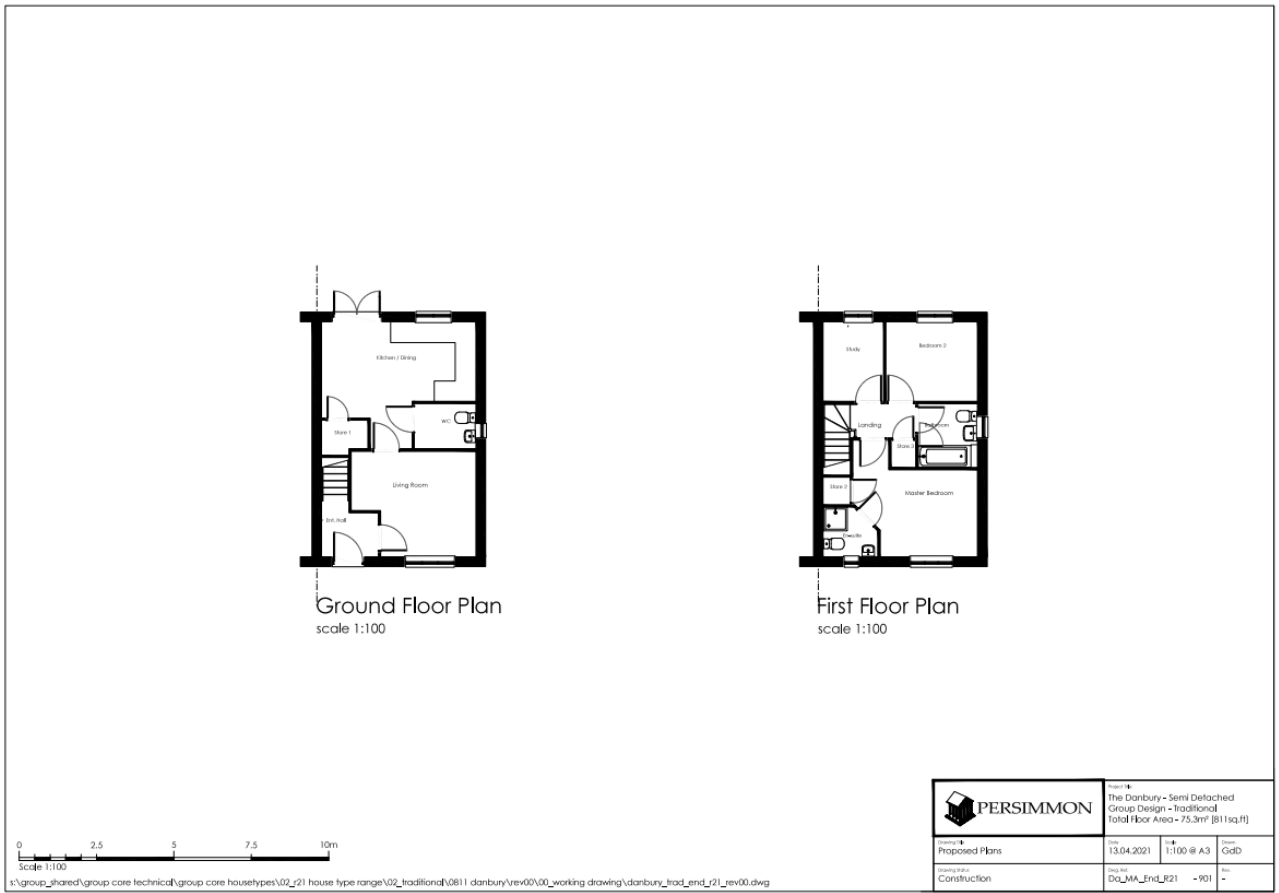
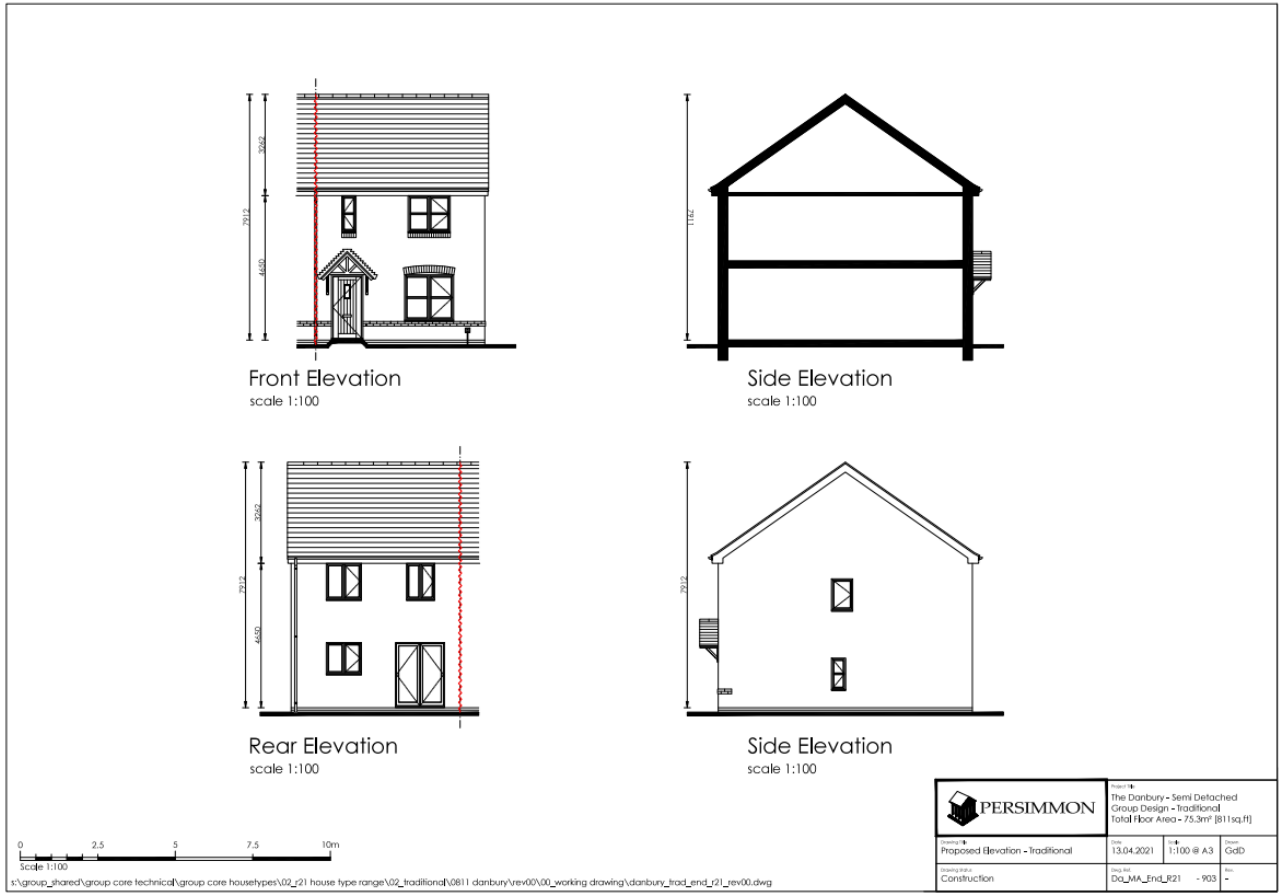
Second Floor Plan  
scale 1:100



s:\group\_shared\group core technical\group core housetypes\02\_21 house type range\02\_traditional\1043 braunton\rev02\working drawing\braunton\_trad\_mid\_21\_rev02.dwg

		Project # The Braunton - Terrace Group Design - Traditional Total Floor Area - 1035sq.ft [96.2m <sup>2</sup> ]	
Drawing # Proposed Plans	Date 16.05.2021	Scale 1:100 @ A3	Drawn GdD
Drawing Status Construction	Drawing No. B\MA_Mid_R21	Revision - 901	Date A

# Danbury



# Deepdale



Front Elevation  
scale 1:100



Side Elevation  
scale 1:100

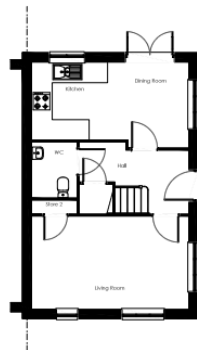


Rear Elevation  
scale 1:100



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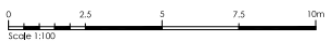
		Project # The Deepdale - Semi Detached Group Design - Traditional Total Floor Area - 82.4m <sup>2</sup> (887sq.ft)	
Drawing # Proposed Elevation - Traditional	Date 13.04.2021	Scale 1:100 @ A3	Status GdD
Drawing Title Construction	Drawing No. Dp_MA_End_R21	Drawing Code - 903	Rev. -



Ground Floor Plan  
scale 1:100



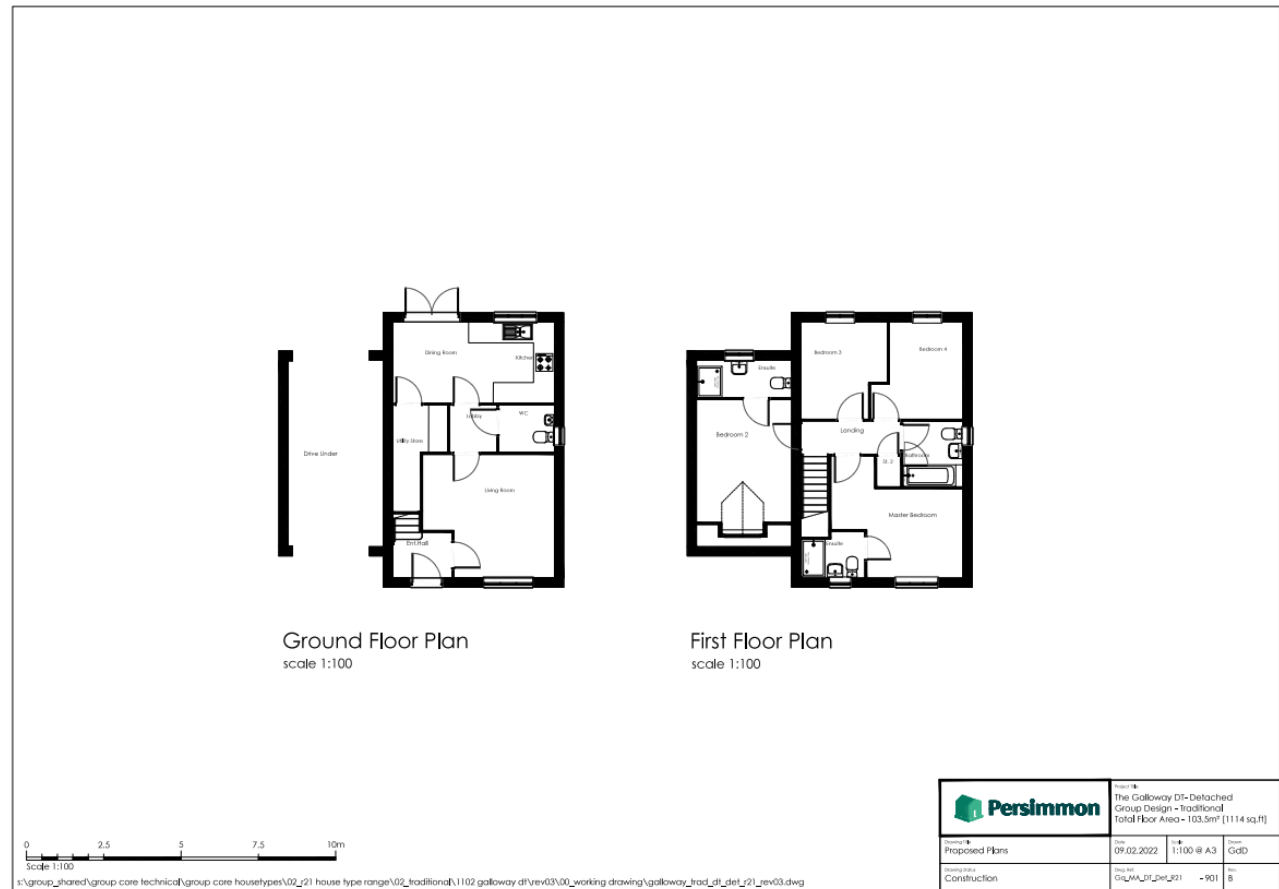
First Floor Plan  
scale 1:100

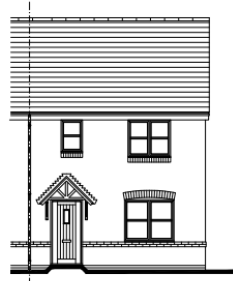


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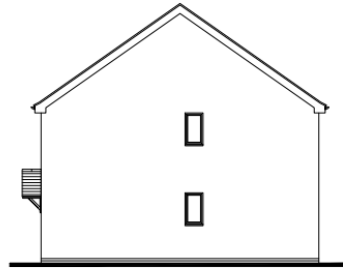
		Project # The Deepdale - Semi Detached Group Design - Traditional Total Floor Area - 82.4m <sup>2</sup> (887sq.ft)	
Drawing # Proposed Plans	Date 13.04.2021	Scale 1:100 @ A3	Status GdD
Drawing Title Construction	Drawing No. Dp_MA_End_R21	Drawing Code - 901	Rev. -

# Galloway

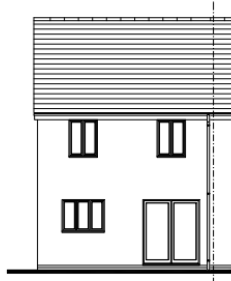




Front Elevation  
scale 1:100



Side Elevation  
scale 1:100

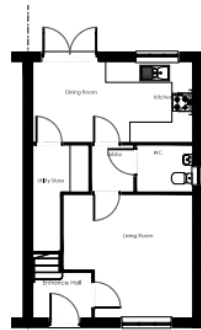


Rear Elevation  
scale 1:100

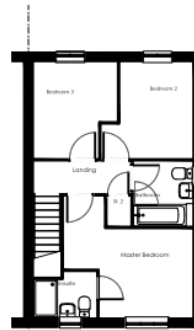


s:\group\_shared\group core technical\group core house types\02\_21 house type range\02\_traditional\0924 galloway\rev00\working drawing\galloway\_trad\_end\_r21\_rev00.dwg

	Project The Galloway - Semi Detached Group Design - Traditional Total Floor Area - 84.2m <sup>2</sup> [906.32 sq.ft]			
	Date Proposed Elevation - Traditional	Date 13.04.2021	Scale 1:100 @ A3	Drawn GdD
	Drawing Construction	Drawing No. Ga_MA_Sem_R21	Revision - 903	Rev -



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100

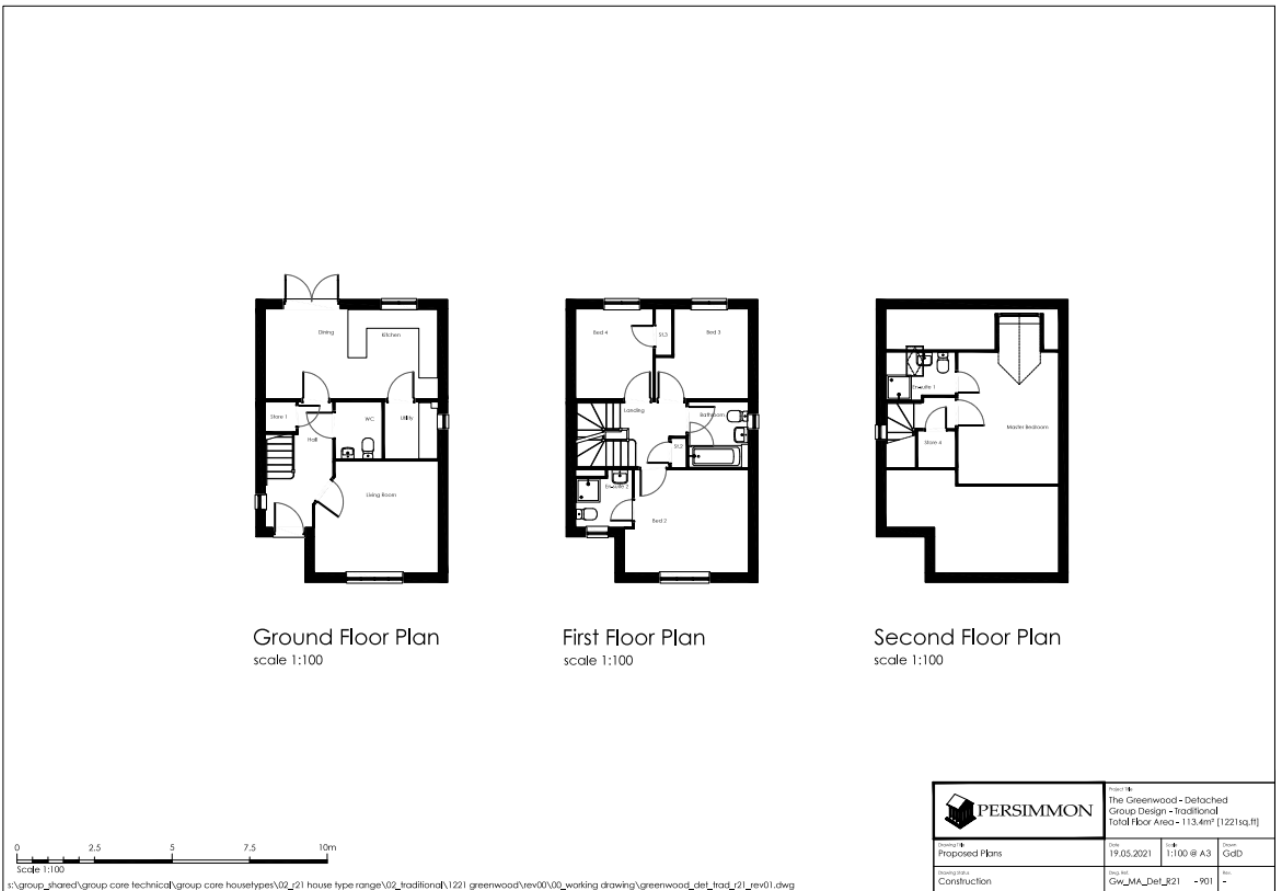
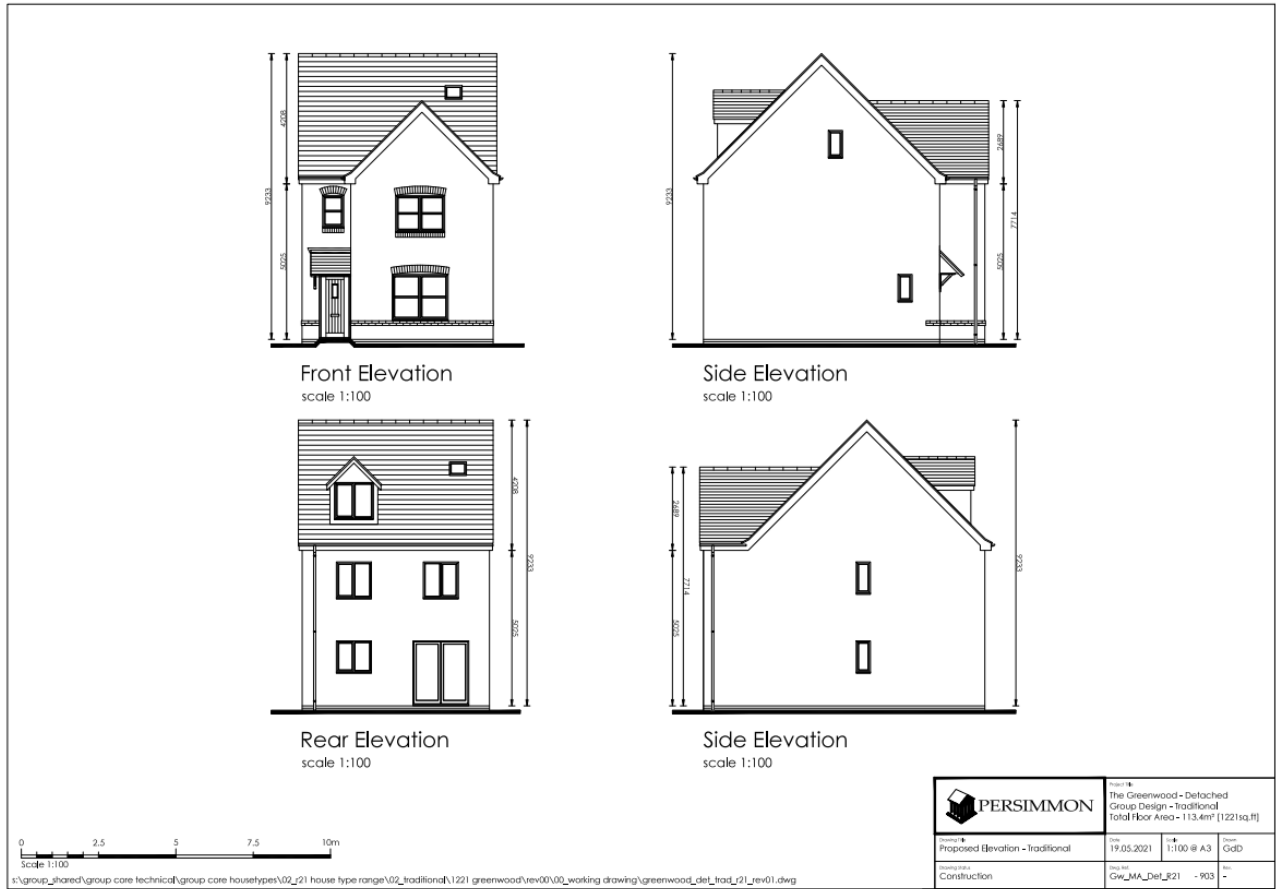


s:\group\_shared\group core technical\group core house types\02\_21 house type range\02\_traditional\0924 galloway\rev00\working drawing\galloway\_trad\_end\_r21\_rev00.dwg

	Project The Galloway - Semi Detached Group Design - Traditional Total Floor Area - 84.2m <sup>2</sup> [906.32 sq.ft]			
	Date Proposed Plans	Date 13.04.2021	Scale 1:100 @ A3	Drawn GdD
	Drawing Construction	Drawing No. Ga_MA_Sem_R21	Revision - 901	Rev -



# Greenwood



# Greenwood Corner



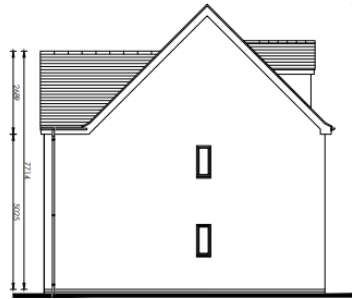
Front Elevation  
scale 1:100



Side Elevation  
scale 1:100



Rear Elevation  
scale 1:100

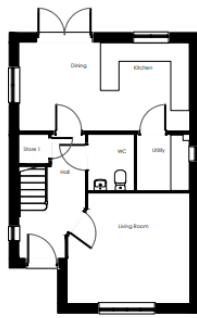


Side Elevation  
scale 1:100

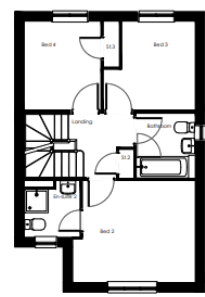


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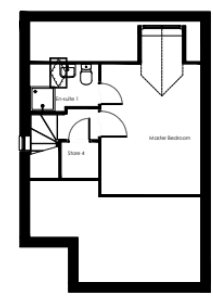
	Project Name The Greenwood - Detached Group Design - Traditional Total Floor Area - 113.4m <sup>2</sup> (1221sq.ft)		
	Proposed Elevation - Traditional	Date 19.05.2021	Scale 1:100 @ A3
Drawing Status Construction	Drawn By GwC_MA_Def_R21 - 903	Date -	Rev -



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



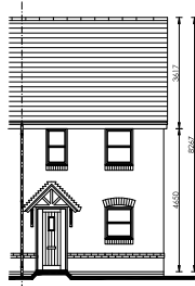
Second Floor Plan  
scale 1:100



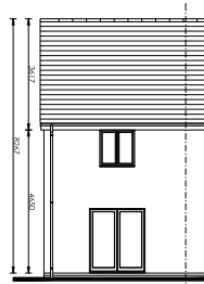
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	Project Name The Greenwood - Detached Group Design - Traditional Total Floor Area - 113.4m <sup>2</sup> (1221sq.ft)		
	Proposed Plans	Date 19.05.2021	Scale 1:100 @ A3
Drawing Status Construction	Drawn By GwC_MA_Def_R21 - 901	Date -	Rev A

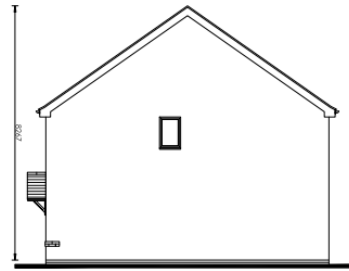
# Haldon



Front Elevation  
scale 1:100



Rear Elevation  
scale 1:100

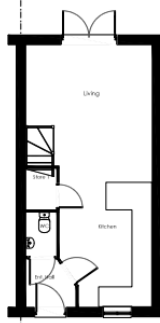


Side Elevation  
scale 1:100

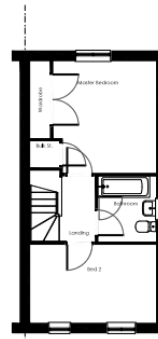


s:\group\_shared\group core technical\group core housetypes\02\_21 house type range\02\_traditional\0772 haldon\rev00\00\_working drawing\haldon\_trad\_end\_21\_rev00.dwg

		Project # The Haldon - Semi Detached Group Design - traditional Total Floor Area - 71.7m <sup>2</sup> (772sq.ft)	
Drawing # Proposed Elevation - traditional	Date 01.03.2021	Scale 1:100 @ A3	Status GdD
Drawing # Construction	Drawing No. HD_MA_End_Trad_E21 - 903		



Ground Floor Plan  
scale 1:100



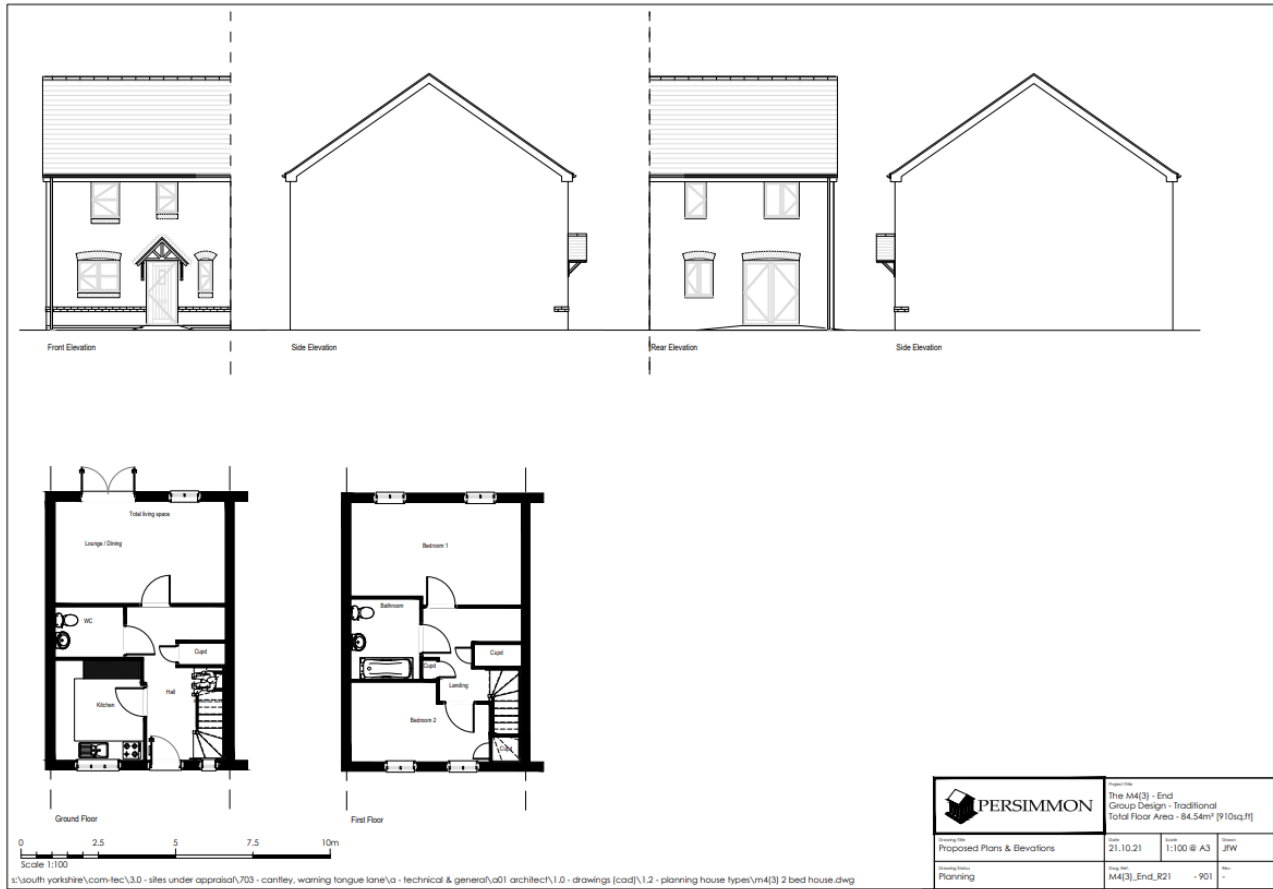
First Floor Plan  
scale 1:100



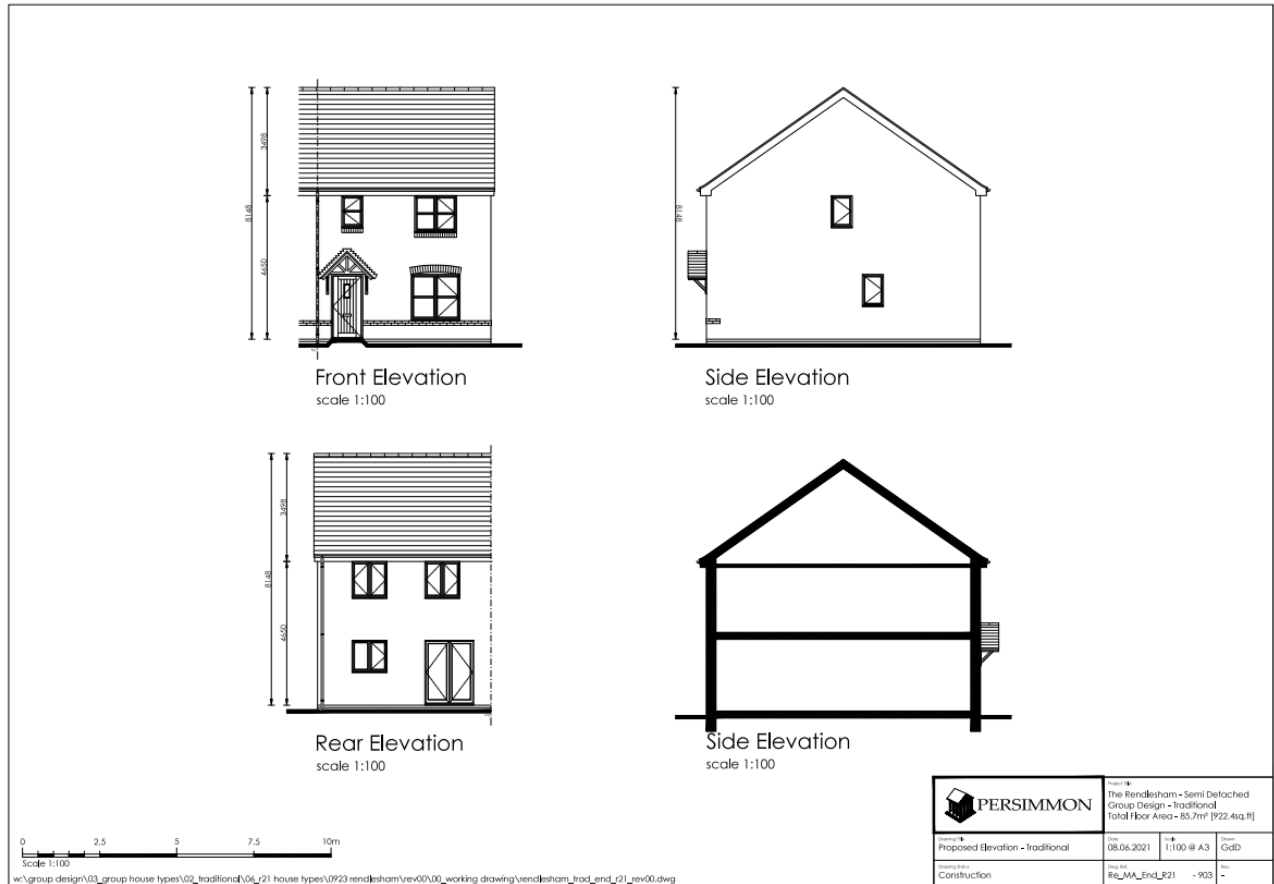
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		Project # The Haldon - Semi Detached Group Design - traditional Total Floor Area - 71.7m <sup>2</sup> (772sq.ft)	
Drawing # Proposed Plans	Date 01.03.2021	Scale 1:100 @ A3	Status GdD
Drawing # Construction	Drawing No. HD_MA_End_Trad_E21 - 901		

# M4(3)



# Rendlesham





Ground Floor Plan  
scale 1:100



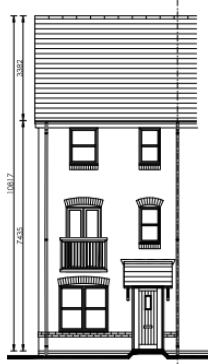
First Floor Plan  
scale 1:100



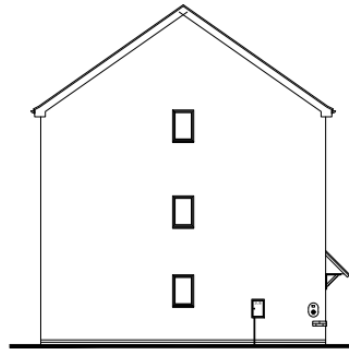
w:\group design\03\_group house types\02\_traditional\06\_21 house types\0923 rendlesham\rev00\00\_working drawing\rendlesham\_trad\_end\_21\_rev00.dwg

		Project The Rendlesham - Semi Detached Group Design - Traditional Total Floor Area = 85.7m <sup>2</sup> (922.4sq.ft)	
Drawn By Proposed Plans	Date 08.06.2021	Scale 1:100 @ A3	Drawn By GdD
Checked By Construction	Drawn By Re_MA_End_21	Scale -901	Rev. -

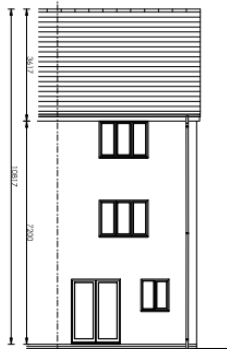
## Ashdown



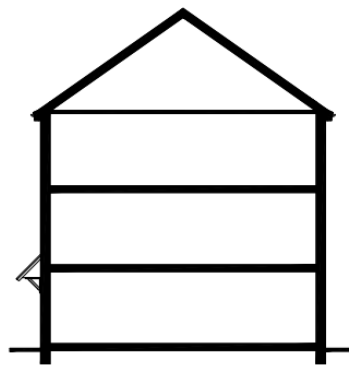
Front Elevation  
scale 1:100



Side Elevation  
scale 1:100



Rear Elevation  
scale 1:100

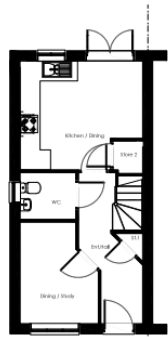


Side Elevation  
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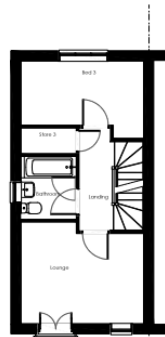


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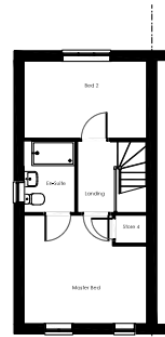
		Project The Ashdown - Semi Detached Group Design - Traditional Total Floor Area = 104.4m <sup>2</sup> (1123sq.ft)	
Drawn By Proposed Elevation - Traditional	Date 07.06.2021	Scale 1:100 @ A3	Drawn By GdD
Checked By Construction	Drawn By An_MA_End_21	Scale -903	Rev. A



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



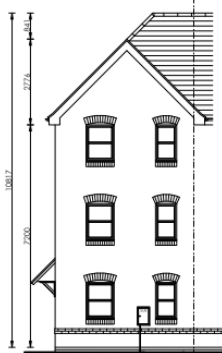
Second Floor Plan  
scale 1:100



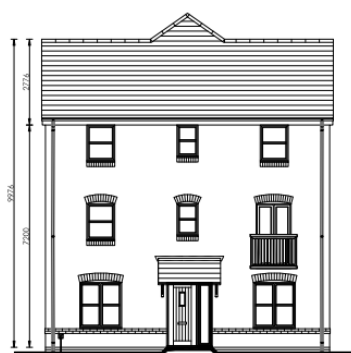
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		Project # The Ashdown - Semi Detached Group Design - Traditional Total Floor Area - 104.4m <sup>2</sup> (1123sq.ft)	
Drawing # Proposed Plans	Date 07.04.2021	Scale 1:100 @ A3	Drawn GdD
Drawing # Construction	Proj. Ref. AN_MA_End_R21 - 901	Rev. A	

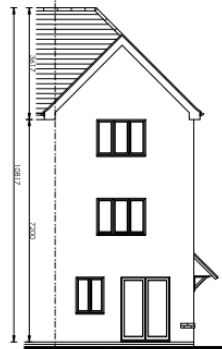
## Ashdown Corner



Front Elevation  
scale 1:100



Side Elevation  
scale 1:100



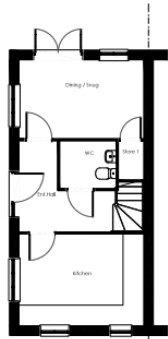
Rear Elevation  
scale 1:100

Side Elevation  
scale 1:100

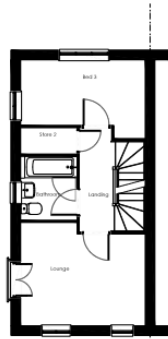


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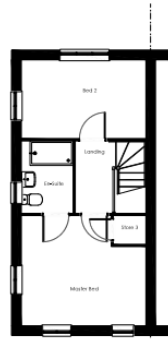
		Project # The Ashdown Corner - Semi Detached Group Design - Traditional Total Floor Area - 104.4m <sup>2</sup> (1123sq.ft)	
Drawing # Proposed Elevation - Traditional	Date 07.06.2021	Scale 1:100 @ A3	Drawn GdD
Drawing # Construction	Proj. Ref. ANC_MA_End_R21 - 903	Rev. A	



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



Second Floor Plan  
scale 1:100



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		Project # The Ashdown Corner - Semi Detached Group Design - Traditional Total Floor Area - 104.4m <sup>2</sup> [1123sq.ft]	
Drawing # Proposed Plans	Date 07.06.2021	Scale 1:100 @ A3	Drawn GdD
Drawing Status Construction	Proj. No. ANC_MA_End_R21	- 901	Rev. -

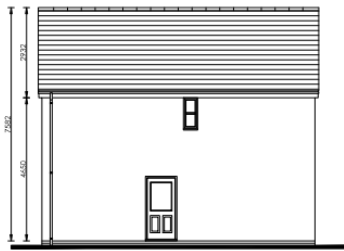
## Barnwood



Front Elevation  
scale 1:100



Side Elevation  
scale 1:100



Rear Elevation  
scale 1:100

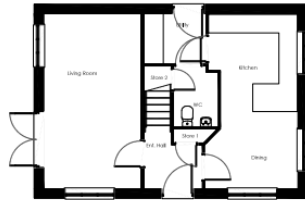


Side Elevation  
scale 1:100

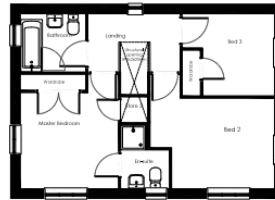


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		Project # The Barnwood - Detached Group Design - Traditional Total Floor Area - 94.0m <sup>2</sup> [1011.8sq.ft]	
Drawing # Proposed Elevation - Traditional	Date 22.07.21	Scale 1:100 @ A3	Drawn GdD
Drawing Status Construction	Proj. No. Bw_MA_Det_R21	- 903	Rev. -



Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



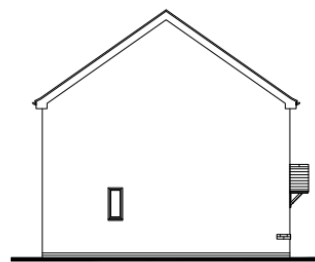
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		Project The Bramwood - Detached Group Design - Traditional Total Floor Area = 94.0m <sup>2</sup> (1011.8sq.ft)	
Proposed Plans	22.07.21	Scale 1:100 @ A3	Drawn GdD
Construction	BW_MA_Det_L21	- 901	Rev -

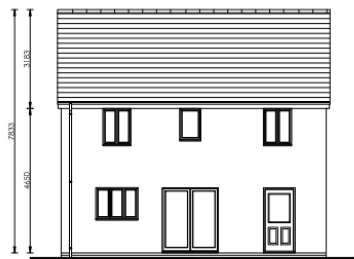
## Brampton



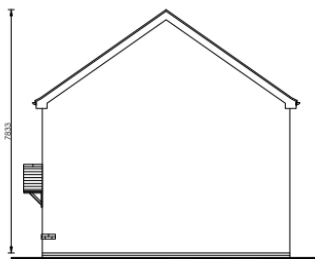
Front Elevation  
scale 1:100



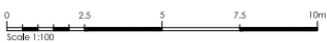
Side Elevation  
scale 1:100



Rear Elevation  
scale 1:100



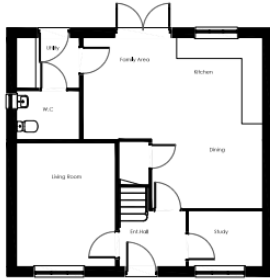
Side Elevation  
scale 1:100



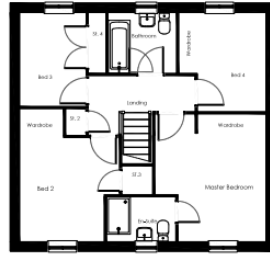
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		Project The Brampton - Detached Group Design - Traditional Total Floor Area = 117m <sup>2</sup> (1259.3sq.ft)	
Proposed Elevation - Traditional	29.04.2021	Scale 1:100 @ A3	Drawn GdD
Construction	BL_MA_Det_L21	- 903	Rev -

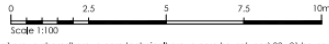




Ground Floor Plan  
scale 1:100



First Floor Plan  
scale 1:100



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		Project # The Brampton - Detached Group Design - 12590001 Total Floor Area - 117m <sup>2</sup> (1259.3sq.ft)	
		Date 29.04.2021	Scale 1:100 @ A3
Drawing # Proposed Plans	Drawing Date Construction	Drawing Ref 81_MA_DetL21	Rev - 901 -

## **Appendix 5: Education Consultation Response**

### **Children, Young People and Families**

#### **Application for a Commuted Sum In Respect Of:**

**Application No 21/03645/FULM**

**Location Land South Of Doncaster Road, Cantley**

#### **School Place Planning**

New housing developments place additional pressure on a wide range of infrastructure in an area including roads, health, social services, leisure, recreation and education.

The Department for Education guidance 'Securing Developer Contributions for Education' advises that housing development should mitigate its impact on community infrastructure, including schools. This document sets out the Doncaster Council methodology used to identify and secure education contributions against housing developments which are expected to create a shortfall school places.

As stipulated in [Section 14 of the Education Act 1996](#), Doncaster Council has a statutory obligation to ensure that every child living in Doncaster is able to access a mainstream school place in Doncaster if they want one:

Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the additional demand, a new development can have a significant impact on the infrastructure of its local community and this impact must be mitigated against. In terms of housing development this mitigation would be in the form of the provision of additional school places, facilitated through education contributions, via Section 106 of the Town and Country Planning Act 1990, in order that additional places can be made available. An education contribution could also include a school site.

Quality education provision is at the heart of sustainable communities and, therefore, should be a fundamental consideration of all new housing developments. Where new housing development creates a demand for school places in excess of those available, Doncaster Council will seek an education contribution from developers that is proportionate to the impact in order to mitigate against the effect of any new development on local Schools.

An education contribution will only be sought where there is a projected shortfall of primary and/or secondary places at schools within the local area of a development.

This methodology has been produced in line with government guidance provided by the Department for Education '[Securing developer contributions for education](#)' November 2019.

Contextual information regarding the basis for requesting S106 education contributions can be found within the current '[Doncaster Local Plan 2015-2035](#)' (refer to [Policy 52: New Education Facilities](#))

#### **Planning Areas**

Each year the Department for Education collects information on school places from local authorities as part of the annual School Capacity Collection (SCAP) in accordance with the Information as to Provision of Education (England) Regulations 2016 (SI 2016/555). Local authorities are required to provide, for each school within each pupil planning area (PA), information about the number of registered pupils and the capacity of schools in their area. The annual returns also include local authorities' own forecasts of pupil numbers, at PA level, by year group for whom primary and secondary education will need to be provided.

Effective pupil place planning is a fundamental element of the local authority's role as strategic commissioner of good school places. It is under-pinned by the use of local area knowledge and data to identify any early warning signs of insufficient numbers of school places in specific parts of the authority.

The basic unit of this local knowledge is the 'pupil planning area': a group of schools within the local authority which is used for the purpose of assessing current and future pupil demand for school place provision.

### Catchment Areas

In Doncaster, each school serves a local community, usually referred to as the 'catchment area'. They reflect a philosophy that 'efficient education' is particularly fostered by each school becoming part of the provision for a community and the education of the community's children benefits greatly from making provision available in the local area. They are based on a number of factors

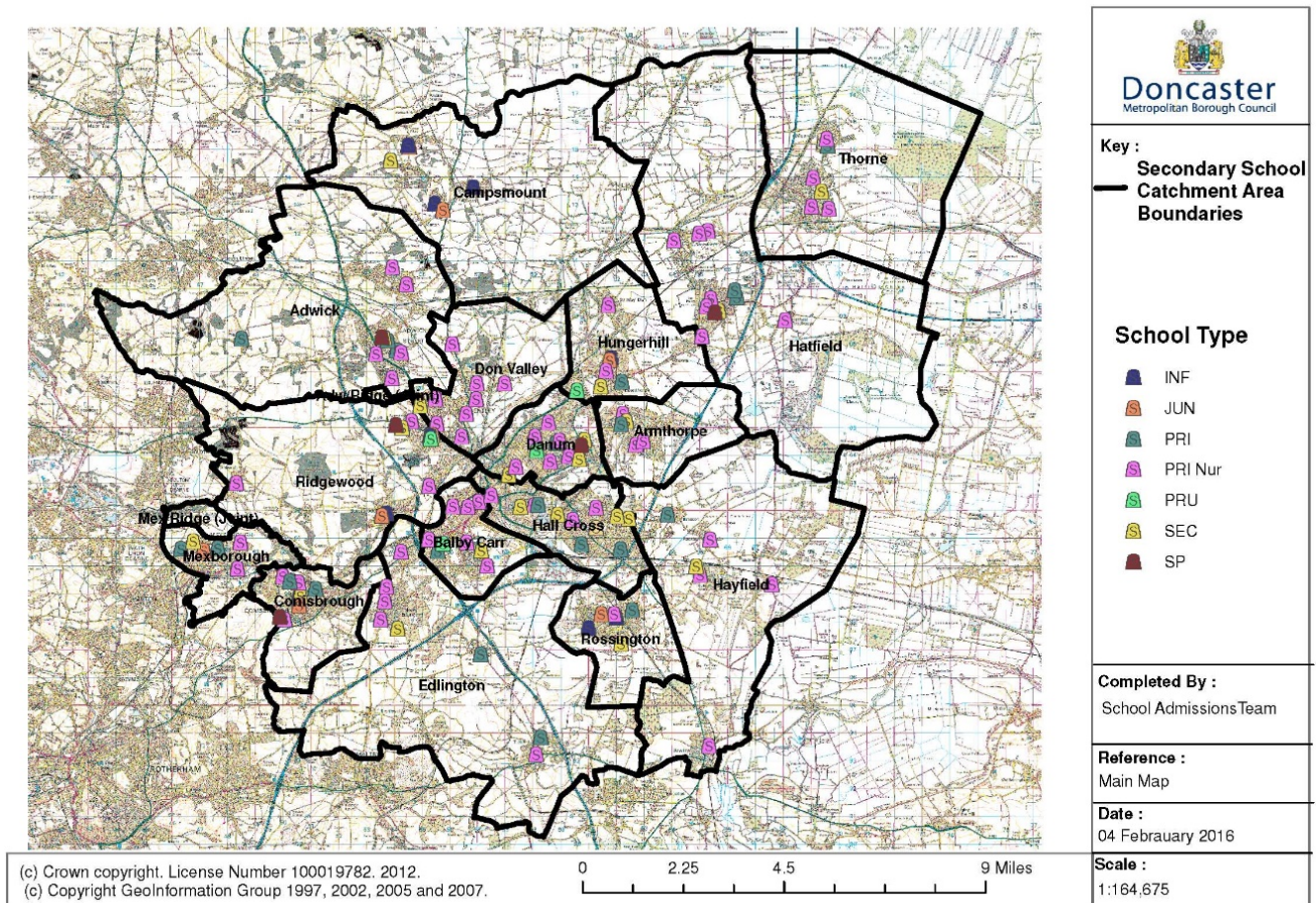
- A reasonable distribution of places across the City;
- Safety of travel to school, minimizing travel distances and travel times;
- Proximity to other schools;
- Natural barriers, such as rivers major roads, particularly motorways;

Hall Cross Lower site is approximately 2 miles from the new estate, Hayfield is 2.6 miles

### Pyramids

Doncaster, in common with the majority of Local Authorities, closely associate a secondary school and a group of linked primary schools, in a pyramid. These schools are generally located, geographically together as shown below. In this way, each school becomes part of the provision for a community and the education of the community's children benefits greatly from the association of its schools. The only one which differs is the McAuley Catholic High School which is a pyramid containing all the catholic schools in the area.

The primary children from this new estate will attend Hatchell Wood Primary and then, the majority will transfer with their peers to the linked secondary school, Hall Cross Academy.



### **The McAuley Catholic High School**

The McAuley Catholic High School is a Church School and they have not expressed a wish to expand. One reason for this relates to the changing context of the local population such that expanding beyond their current numbers is likely to reduce the percentage of Catholic children which the school serves.

McAuley Catholic High School serves the whole of the City. This is demonstrated in the following table which shows that the majority of their children come from beyond the local area:-

McAuley Pupils Shown By Locality	
Hall Cross Pyramid*	35.4%
Balby Pyramid	13.7%
Danum Pyramid	13.5%
Armthorpe Pyramid	7.8%
Rossington Pyramid	7.1%
Edlington Pyramid	5.1%
Adwick Pyramid	3.5%
Hatfield Pyramid	3.3%
Don Valley Pyramid	2.9%
Hayfield Pyramid	2.3%
Out of Area	2.2%
Conisbrough Pyramid	1.2%
Hungerhill Pyramid	1.1%
Campsmount Pyramid	0.6%
Ridgewood Pyramid	0.3%
Thorne Pyramid	0.3%
Mexborough Pyramid	0.1%

\* The Pyramid covers beyond the immediate area thought to Hyde Park – 3 miles away from McAuley

### **The Hayfield School**

The Hayfield School not been considered as it is a significant distance from the development and in terms of the Education Act, it is beyond a reasonable distance i.e. over the 3 mile statutory walking distance. The school itself is oversubscribed and there are active discussions with the school regarding expansion to meet need in the local area.