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Application Number:	22/02392/FUL
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Application Type:	Full Application
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Proposal Description:	Erection of a sales office building and associated works. Change of use of land to caravan storage and sales
At:	Vacant Land East of Adwick Lane, Toll Bar, Doncaster, DN5 0RE

For:	Mr. Lee - Adwick Caravans
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Third Party Reps:	17 objections and 10 representations in support	Parish:	
		Ward:	Bentley

Author of Report:	Nicola Howarth
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SUMMARY

The proposal seeks full planning permission for the erection of a sales office building and associated works together with a change of use of land to caravan storage and sales.

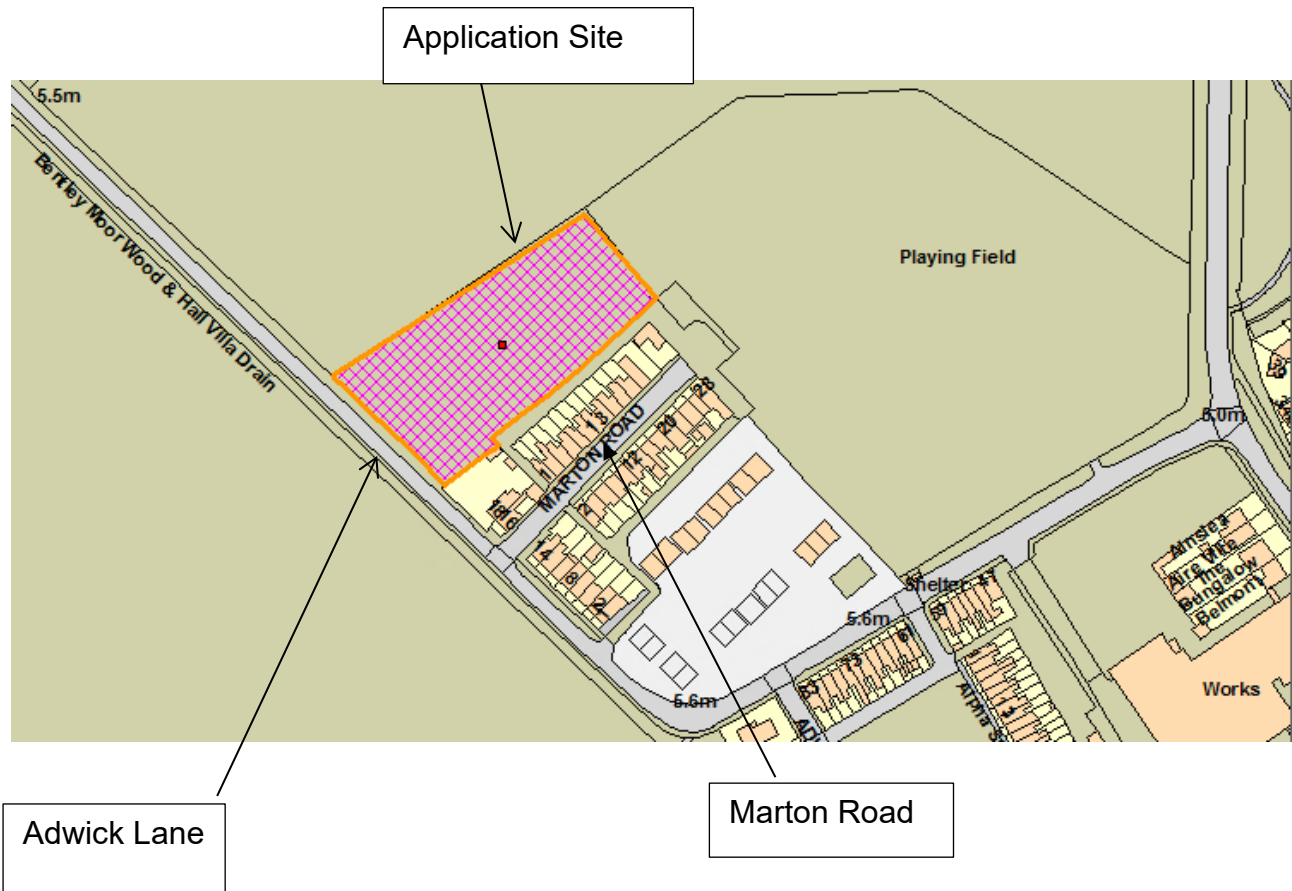
The site is currently a level grassed paddock, with some trees and hedgerow screening. It is bounded by Adwick Lane to the south, a vehicular access road and the rear gardens of housing on Marton Road lie to the southeast, playing field to the north west and agricultural fields to the west.

The application site (0.6 Ha) forms the southern edge of a much larger site (approx. 49.2 Ha) allocated as a Potential Employment Development Site (Carcroft Common) within the adopted Doncaster Local Plan.

Whilst the Local Plan (Policy 22) seeks to direct these specialist retail uses to existing local employment sites, the Applicant has demonstrated that there is a lack of suitable sequentially preferable sites available to enable the successful expansion of the current business. The application submission demonstrates that this smaller site which is in separate landownership to the larger strategic allocation can be delivered for this specialist commercial/retail related use without detriment or prejudice to the future deliverability of the potential strategic employment development site. The proposal has been amended to satisfy previous consultee objections by changes to the landscaping, layout, drainage and access design.

The report demonstrates that the development would not cause an undue level of harm to neighbouring properties, the highway network, ecology, trees, flood risk, archaeology, or the wider character of the area subject to suitably worded conditions.

RECOMMENDATION: GRANT planning permission subject to conditions



1.0 Reason for Report

1.1 The application is being presented to Members due to the level of public interest.

2.0 Proposal and Background

2.1 This application seeks planning permission for the erection of a sales office building and associated works and a change of use of land to caravan storage and sales.

2.2 The scheme proposes a sales and office building together, with customer parking and the creation of a new access road off Adwick Lane. The existing hedges will be retained on the site with the exception of a 10 m section of hedge at the front of the site which will need to be removed to create the access road and sight lines. It will also be necessary to remove the vegetation/trees within the site.

- 2.3 The application is proposed to accommodate the expansion of the current business (Adwick Caravans) based at Toll Bar Garage, Askern Road in Toll Bar. The Applicant proposes to use the existing Toll Bar Garage site for motorhome sales and repair/service work, while the new site will be for touring caravan sales and storage.
- 2.4 It is the Applicant's intention to only store touring caravans awaiting customer collection which have been sold. They can have up to 20% of stock sold at any time, so there will be a general split of approx. 80% caravan sales and 20% storage. The proposal is not for the storage of caravans belonging to the general public.

3.0 Site Description

- 3.1 The site is greenfield and lies adjacent to the development boundary of Toll Bar. To the south east is the rear vehicular access road and the residential rear gardens of properties on Marton Road and side garden of 18 Adwick Lane. To the south is Adwick Lane, to the north east is a playing field and west are agricultural fields. See Appendix 1 of this report.
- 3.2 The proposed sales office is a single storey brick building measuring approx. 10 m x 10 m and 3.8 m high together with associated parking and paving areas. Detailed site layout and building elevations are shown on Appendix 2 and 3 of this report.

4.0 Relevant Planning History

- 4.1 There is no site history.

5.0 Site Allocation

- 5.1 The site is part of a much larger site, allocated as a Potential Employment Development Site (PED01 - Carcroft Common) as defined by the adopted Doncaster Local Plan (2021). It is understood that the larger allocation is owned by the Council whilst the application site is not within the ownership of the Council.
- 5.2 Appendix 2 of the Local Plan sets out the Development Requirements for allocated sites; It identifies the site constraints and consideration and where specific developer contributions may be required.
- 5.3 The site also lies within Flood Zone 3 according to Environment Agency Flood Maps so is at high risk from main river flooding.

5.4 Local Plan

5.5 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 consists of the Doncaster Local Plan (adopted 23 September 2021). The following Local Plan policies are relevant in this case:

- Local Plan Policy 1: Settlement Hierarchy (Strategic Policy)
 - Local Plan Policy 3: Employment Allocations (Strategic Policy)
 - Local Plan Policy 4: Employment Policy Areas (Strategic Policy)
 - Local Plan Policy 13: Promoting sustainable transport in new developments
 - Local Plan Policy 22: Locating Main Town Centre Uses (Strategic Policy)
 - Local Plan Policy 29: Ecological Networks (Strategic Policy)
 - Local Plan Policy 30: Valuing Biodiversity and Geodiversity (Strategic Policy)
 - Local Plan Policy 32: Woodlands, Trees and Hedgerows
 - Local Plan Policy 39: Development Affecting Archaeology
 - Local Plan Policy 41: Character and Local Distinctiveness (Strategic Policy)
 - Local Plan Policy 42: Good Urban Design (Strategic Policy)
 - Local Plan Policy 46: Design of Non-Residential, Commercial and Employment Developments (Strategic Policy)
 - Local Plan Policy 48: Landscaping of New Developments
 - Local Plan Policy 54: Pollution
 - Local Plan Policy 55: Contamination and Unstable Land
 - Local Plan Policy 56: Drainage
 - Local Plan Policy 57: Flood Risk Management
- Appendix 2: Development Requirements

5.6 The relevance of each policy will be discussed in the assessment of the application below.

5.7 National Planning Policy Framework (NPPF 2023)

5.8 The National Planning Policy Framework 2023 (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:

- Section 2 - Achieving sustainable development
- Section 4 - Decision making
- Section 6 – Building a strong and competitive economy
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change

5.11 Other material planning considerations and guidance

- 5.12 Doncaster Council's previous suite of adopted Supplementary Planning Documents (SPDs) was 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 in September 2021. Since then, the Council are in the process of drafting new SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan.
- 5.13 Following public consultation the Council has adopted five SPDs under the Local Plan with respect to Biodiversity Net Gain, Flood Risk, Technical and Developer Requirements, Loss of Community Facilities and Open Space, and Local Labour Agreements. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight.
- 5.14 The Transitional Developer Guidance (Updated August 2023) provides supplementary guidance on certain elements, including design, whereby updated SPDs have not yet been adopted. The Transitional Developer Guidance should be referred to during the interim period, whilst further 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.

6.0 Representations

- 6.1 This application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 by means of council website, site notice and neighbour notification letters.
- 6.2 A significant number of representations were received as part of the consultation process with support and objections to the development.
- 6.3 Approximately 10 representations were in support of the development summarised below:
- Amazing idea as it is local and there's not much in the area.
 - Its local and would provide local employment
 - Local regeneration in the area
 - Help the community grow specially after the pandemic and closing of businesses.
 - Having worked for the business owner and family on a self employed basis for approximately 18 years, found them to be honest, trustworthy and a hard working employer.
- A new business in the area will help provide jobs and an income for the local community

6.4 Approximately 17 representations have raised the following concerns (in summary):

- Flooding concerns – The area and surroundings flooded in 2007 causing local devastation.
- Increased surface water run off causing flooding to new housing development.
- The new access would increase accident rate onto Adwick Lane
- Destruction of the beautiful paddock.
- Crime – caravan theft and attraction of criminals to the site potentially impacting neighbouring residents.
- Wildlife – removal of trees and hedges would impact local wildlife.
- Visual impact of the development on the semi-rural area.
- Increased traffic and noise from vehicles.

7.0 Parish Council

7.1 N/A

8.0 Relevant Consultations

8.1 Business Doncaster:

This is a development led by Adwick Caravans, a local caravan business based in Toll Bar employing six members of staff. The applicant is well known to Business Doncaster, having first contacted the Council's Economic Development team back in 2017 looking for land to establish their business. Since then, the business has grown and has been seeking further space for expansion. The proposed development east of Adwick Lane, if approved, would enable Adwick Caravans to increase their storage and sales capacity, thereby enabling business growth. The applicant has noted that the increase in capacity unlocked by the development would support the creation of approx. 20 new jobs across its two, jobs they would seek to recruit to from within the Doncaster area - in keeping with their company ethos. In light of the above, Business Doncaster supports this application.

8.2 Drainage:

Following the submission of a revised FRA and drainage plan no objections subject to conditions.

8.3 Environment Agency:

The new site plan that has been submitted confirms that the floor levels and ground levels have not been changed. As such, we have no objection to the change subject to planning conditions.

8.4 Environmental Health:

No objections subject to conditions.

8.5 Ecology:

No objections following submission of BNG assessment and metric. Advised conditions to secure BNG.

8.6 Highway Officer:

As per the recommendations set out within the Transport Assessment section 6.3 – 6.3.3 the existing vegetation that is required to be cut back as stated within TA under 6.3.3 is acceptable and this is to ensure that the 2.4m X 120m visibility splays are not obstructed. The vegetation should be kept and maintained as such which will become a condition as set out later in the email.

Whilst there is a slight overrun shown in the tracking within the attached document DNAL 009, due to the low traffic flows and lower speeds as referenced in table 6 (85th percentile) of 43 mph I am content that the minimal overhang over the centre line does not give us significant cause for concern. I also note within the DNAL 009 plan the proposed tactile crossings and the extension of the existing footpath into the development, this is deemed acceptable and would form part of the section 278 agreement.

The provided document DNAL 008 depicts the extent of the surfacing for the development, permeable paving is an acceptable surfacing type. I note the comments relating to private waste collection that will be outside of peak hours set out within the Transport Assessment 5.4.2 which is deemed acceptable.

Based on the analysis above I am content to support the application, should planning permission be granted I would ask for the following conditions and informatives to be applied. Conditions – HIGH 1, 3 and 5 and CTMP Condition.

8.7 Pollution Control:

Recommended standard condition 'CON 1' (minus Part a) is attached to any favourable permission.

8.8 Planning Policy (Employment):

The adopted Doncaster Local Plan and the associated Policies Map allocate the site as being part of a 'Potential Development Site' – PED01 – Carcroft Common. Policy 3: Employment Allocations applies. The site (PED01) is also subject to the development requirements set out in Appendix 2 of the Local Plan.

Carcroft Common is suitable for employment development but is not considered developable within the plan period. This is because the site requires a mixture of public and private investment over the long term to improve accessibility to and from the A19 and A1(M). Investment is also needed to mitigate flood-risk impacts.

Policy 3 also states that proposals that would remove the anticipated employment potential will not normally be supported unless it is demonstrated that employment is ever likely to be viable.

The proposed use would not be considered to be employment development but instead is a specialist use (such as a car showroom) which are supported in principle within local employment sites (Policy 22 – Part 3, criteria B).

Carcroft Common is not a local employment site or Employment Policy Area – instead it is a Strategic site as covered by Policy 3: Employment Allocations.

A key issue in this case is whether the proposal removes or harms the potential of the wider site to be developed in the future. Would the loss of the application site harm or make the wider Potential Development Site unviable for employment use? The applicant addresses these issues in the Planning Statement including why the site is suitable for this particular business. They have explained the locational benefits of being located in this site/in the area.

Having read those arguments put forward by the applicant, I understand the issues/arguments being put forward and consider that they have some merit. However, the proposal is for a non-employment related use and it would be the first part of the site to be developed, in essence a piecemeal development. It is considered that the applicant needs to undertake some additional work looking at available existing employment sites across the borough, as it is these sites (in line with Policy 22 and therefore Policy 4: Employment Policy Areas) where this proposed use of caravan sales and storage would be acceptable. If and when this exercise has been undertaken, the proposal can be looked at again from a policy perspective.

Following the submission of a detailed Alternative Sites Assessment and reconsultation, no objections were raised.

8.9 Planning Policy (Flooding):

No objection subject to EA & Drainage comments being satisfied.

8.10 Stronger Communities:

Feedback from our perspective is that the approach road to the site specified is very tight for vehicles to pass and would be particularly difficult if being used to transport caravans to and from site.

8.11 South Yorkshire Archaeology Service (SYAS):

The site appears to have been enclosed from Bentley Moor c.1830. By the late 19th century, the adjacent field housed a brick works consisting of clay pits and kilns. This closed in the early 20th century and housing developed in another field adjacent to the south. There is little to suggest that these uses extended into the proposed site. There is even less data to suggest significant earlier activity on the site. Given this and the small size of the site, SYAS advises that if the site is brought forward for development, no archaeological investigation is required. The desk-based assessment by York Archaeology is thorough and confirms earlier conclusion no archaeological investigation required for this site.

8.12 **Tree Officer:**

The site is constrained by existing important hedgerows that are around the field/land boundary. The Pre 1845 Hedgerow - Dun drainage N River Don (1839) - Tall Shrub Hedge and as a result of protected by the hedgerow regulation 1997. The change of use of the land, shouldn't change this protection status.

Due to the change of use there will be a significant need to include new tree and hedgerow planting around the site perimeter. This may help soften the site in the wider landscape and address concerns of neighbours.

However, if the visual impact of the proposed on the amenity of the landscape and/or neighbouring properties is potentially a reason for refusal. New tree and hedgerows planting shouldn't be relied upon to mitigate the issue. This is because there are operations that are part and parcel of tree and hedgerow management, which could leave the site exposed. For example hedgerow coppicing and tree removal for safety reasons.

There is no objection to the proposal from a trees and hedgerows perspective subject to conditions and informatives.

8.13 **Waste and Recycling:**

No objections.

8.14 **Urban Design Officer:**

No objections to the principle of the development, recommend condition to secure detailed landscaping and further input from the Tree Officer.

8.15 **National Grid:**

No comments received.

8.16 **Yorkshire Water:**

No objections subject to conditions.

8.17 **Yorkshire & Humber Drainage Board:**

No objections. Confirmed that they are happy that the proposed discharge into the riparian watercourse will enter the same catchment, terminating at Goosepool Pumping Station, and therefore have no objection to the discharge at this location. While the Lead Local Flood Authority may have their own requirements, given the terminal outfall location and relatively small discharge rate we would not generally require any modelling to be submitted in this situation. The discharge will require separate Land Drainage Consent, which we are happy to be issued following planning permission if necessary. This may also require landowner permission if you are not the riparian owner, although land ownership is outside our remit.

9.0 **Assessment**

9.1 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’.

9.2 The National Planning Policy Framework (2023) 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.

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

- Principle of development
- Design and Character
- Impact upon highway safety
- Flood Risk and Drainage
- Trees
- Ecology
- Contaminated Land

- Archaeological assets
- Impact upon residential amenity
- Economic Benefits
- Overall Planning Balance

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

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

Principle of development

9.5 In terms of development of the site, the site has an allocation in the adopted Local Plan for strategic employment albeit this is envisaged to be beyond the plan period due to the size of the site and the necessary delivery requirements.

9.6 However, the proposal is for the storage and sales of caravans/motorhomes on part of the larger allocated employment site and consideration needs to be given as to whether this is an appropriate use in this location and also whether accepting such a use would prejudice the longer term development on the larger employment allocation.

9.7 Policy 22, part 3 gives support for certain types of retail provision in out-of-centre locations, with preference for accessible sites which are well connected to centres. Part 3B of the policy supports specialist shops (including car showrooms) and trade centre developments within local employment sites.

9.8 The proposed use would not be considered to be a traditional employment development use but instead is a specialist use which is supported in principle within existing local employment sites.

9.9 Policy 4: Employment Policy Areas (Strategic Policy) advises that buildings or land, the use of which fall within Use Classes B2 and/or B8 within Employment Policy Areas, as defined on the Policies Map, will continue to be supported primarily for these uses. Where possible existing land and premises used for offices, research and development and light industrial (Use Class E(g)) will be retained.

9.10 Policy 3 of the Local Plan relates to Strategic Employment Allocations. In respect of sites designated as Potential Employment Development Sites, it advises that the site is suitable for employment development but not currently considered developable in the plan period and will be additional to the allocated land supply. Proposals that

would remove the anticipated employment potential will not normally be supported unless it is demonstrated that employment is unlikely to ever be viable.

- 9.11 In respect of the above guidance, following the submission of further information at the request of the Local Plans Policy (Employment) Officer, the evidence provided in the sequential assessment of alternative sites satisfactorily demonstrates that there are very limited sequentially preferable and suitably available sites located in the north-west of the Borough. In terms of defining the search area, the Applicant has put forward a business case that the expansion of the business needs logistically to be in close proximity with the existing caravan sales site at Toll Bar garage, Askern Road, Toll Bar as the two sites will interchange stock and staff so logistically it is beneficial and more cost effective to be in close proximity.
- 9.12 The LPA has accepted the site search area and conclusions of the study. The study found 15 sites allocated for employment under Policy 3, these were either unsuitable in size or already developed out. The 53 business parks, industrial estates or other Employment Policy Areas which fall under Policy 4, are either fully developed and while some have vacant properties available, do not have the plots of land required to support the caravan sales/storage use.
- 9.13 The limited available sites were then discounted due to being poorly located on the employment site i.e. back land areas and poorly suited for a sales use. Some sites were also discounted as they were the same flood Zone 3. The main source of unconstrained land is Redhouse, Adwick-Le-Street, a strategic B2/B8 location where the remaining plots are not readily available.
- 9.14 Whilst the development does not comply strictly with Policy 22 in terms of not being located on an existing employment site, the LPA has accepted the sequential assessment and the use is one that is complimentary to B1, B2 and B8 employment use. In addition, Class B1 is now incorporated within Class E which offers a much more flexible and wider range of uses.
- 9.15 In terms of whether the development will prejudice the delivery of the larger strategic allocation. The Applicant's submission has made the following points in this respect:
- Site Access- the proposed access does not in any way prejudice the development and future planning of the larger site. The site is relatively minor in scale and the access is discretely placed off the main road and mirrors a number of access points in the near vicinity. The scheme does not in any way prevent or preclude any access points to the larger site and there are no ransom strips created between this or any other land holding subject to the larger allocation.
 - Size and Appearance- the site consists of a self-contained site with established boundaries which visually consists of one distinct parcel of land. The site consists of a very modest 0.59 hectares and when considering the

size of the larger allocation, is very minor. Even if it was to be physically incorporated into the large allocation it would make no notable difference in terms of the size of the overarching allocation.

- Economic Effects- there is no evidence to suggest that the proposed development of this site for a caravan storage business would put the remaining site at risk practically or financially. The larger extent of site is not expected to come forward until around 2033 and this appears to be very much reliant on other potential development works on the highways network. Therefore, it is the applicant's case that this site could be developed now without any direct or indeed direct negative repercussions on the larger extent of the allocated site.
- The site is required to support and extend the applicants current caravan business which is a matter of a few minutes' drive from the proposed site. The google maps image below demonstrates just how close the site is to the business for which it is intended to support and act as an ancillary/satellite site to the established business.

9.16 The LPA is also of the view that the development will not prejudice the delivery of the larger strategic allocation. It is not known whether or when this larger site will come forward and the application site is under separate land ownership. The larger site is in single ownership (CDC), therefore it can be delivered comprehensively without the need for the smaller site. The larger site also requires a masterplan and design guide to be developed with the Council prior to the submission of a planning application. In addition, the Local Plans Policy (Employment) Officer has not objected to the development.

9.17 With quality landscaping the proposal can integrate effectively visually with any future development of the larger site. The development of the smaller site may also act as a catalyst for further developer interest in the larger site.

9.18 Accepting the principle of the development, consideration is then given to whether the proposed use is appropriate in terms of scale, design and its location will not adversely affect surrounding land uses through environmental, amenity or traffic concerns.

ENVIRONMENTAL SUSTAINABILITY

Design and Character

9.19 Section 12 of the NPPF states that planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but for the lifetime of the development; and b) are visually

attractive as a result of good architecture, layout and appropriate and effective landscaping.

- 9.20 The design of the employment related use on this site should meet the requirements of Policy 46 of the Local Plan, specifically sympathetic to local character in terms of their layout, siting, height, massing, form, scale, detailing, materials, landscaping and ensuring there are no unacceptable negatives effects upon the amenity of neighbouring lands uses or the environment.
- 9.21 The built development on the site is considered to be small scale, consisting of the office/sales building. This is not judged to be intrusive in its design and it will be located in the southern corner of the site close to the site entrance.
- 9.22 In terms of materials and appearance, the design of the office development is single storey, brick constructed and functional.
- 9.23 It is accepted that the caravan sales use is appropriate in this employment policy area and although the building, fencing, and hardstanding, are functional and utilitarian in design, they will not intrinsically harm the character or appearance of the area subject to landscaping both retained and newly planted.
- 9.24 The Development Guidance and Requirements SPD recommends landscaping along commercial sites and this use will remove some of the landscaping along the site boundary frontage. Further hedgerow and trees along the other site boundaries are proposed to strengthen the site edges. The Urban Designer initially objected to the removal of some of the existing hedgerow along the site's western boundary however, this has now been retained and further landscaping is shown along the eastern and western site boundaries and has resulted in an improved landscape scheme. Thus, there are no objections from the Urban Designer subject to a condition that a detailed landscaping scheme be conditioned.

Highway Safety

- 9.25 Paragraph 110 of the NPPF states that development proposals should mitigate against any significant impacts on the transport network (in terms of capacity and congestion), or on highway safety. Para 111 of the NPPF advises 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. Local Plan Policies 13 and 46 requires, amongst other criteria, that site layouts function correctly and development should not result in unacceptable impacts on highway safety.
- 9.26 A Transport Assessment/Statement has been submitted as part of the application proposal. This confirms that as part of the development the existing footway on the northern side of Adwick Lane will be continued into the site. Dropped kerbs and tactile paving will be provided on both sides of Adwick Lane within the vicinity of the site.

- 9.27 In respect of traffic movements, the proposal is likely to have up to 36 two—way vehicle trips per day (i.e. 18 in and 18 out). This indicates that the development is significantly below the indicative thresholds for further assessment and is therefore not considered to be a significant amount of movement.
- 9.28 Overall, it is considered that the proposed development would have a negligible impact on the operation of the local highway network.
- 9.29 The Highways Development Control Officer has reviewed the information submitted and does not object to the application following amendments made to the site layout.
- 9.30 The proposal is acceptable in terms of highways safety and accords with the Policy 13 of the Local Plan and the NPPF.

Drainage / Flood Risk

- 9.31 Local Plan Policy 56 (Drainage) states that development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities. Policy 57 concerns Flood Risk Management and requires inter alia that development proposals will be considered against the NPPF, including application of the sequential test and, if necessary, the exception test.
- 9.32 The site is within Flood Zone 3a, which is at a high risk of flooding from main rivers. A revised FRA and a flood warning and evacuation plan form part of the application. Amongst other technical matters, this confirms that the site was flooded during the 1947 and 2007 events. The FRA confirms that there is a risk of flooding due to overtopping and breach at the proposed development site. However, the proposal is a low vulnerability use building and storage area.
- 9.33 The FRA determines that following the drainage hierarchy it is recommended that the site discharge into the nearby local watercourse adjacent to Adwick Road. It also proposes that SUDS be incorporated into the scheme in order to reduce surface water run off. The pavement surfaces will be permeable material either concrete block paving or porous asphalt with crushed stone on top.
- 9.34 A drainage strategy had already been agreed in principle for the site (Appendix 5 of the report) and this comprises a combination of permeable paving with crushed stone, 500 mm swale and a pump which will direct the surface water to the existing watercourse. The strategy follows the drainage hierarchy as stated in the National Planning Practice Guidance, with the aim to discharge surface water run-off as high up the drainage hierarchy, as reasonably practicable. Here a hybrid solution is proposed with surface water infiltration (SUDS) and discharging to a surface water body. The Yorkshire and Humber Drainage Board have agreed this in principle and will be subject to separate Land Drainage Consent.

- 9.35 In respect of flood risk, the Applicant needs to demonstrate that there are no 'Reasonably available sites' in a suitable location for the type of development with a reasonable prospect that the site is available to be developed at the point in time envisaged for the development (Policy 57, part A).
- 9.36 The submission documents include an Alternative Sites Assessment (sequential assessment). This has been conducted due to the strategic employment allocation of the site but also equally applies to flood risk. The sequential assessment search area has been agreed on the basis that the Applicant needs to be in a location close to their existing business on Askern Road in order to meet their business expansion plans and for staff to be able to travel between the premises avoiding excessive car journeys etc. Therefore, the area of search was limited to the north west of the City.
- 9.37 The results of the search indicate that other employment sites are not available, suitable for the needs of the business or are in flood zone 3, therefore not sequentially preferable. The LPA accepts the results of the detailed site search and the development is justified on the basis of Local Plan Policy 57 Part A) and Council's Technical Guidance.
- 9.38 In respect of technical consultees, the Environment Agency have been consulted and commented on the application. The existing site level is to be maintained at a level of 4.5mOD. The ground floor level of the proposed building is to be at 5mOD as stipulated by the Environment Agency. A flood warning and evacuation plan has been produced for the site. The EA are satisfied that the measures proposed are sufficient to minimise the risk of flooding.
- 9.39 The Lead Local Flood Authority ("LLFA") have been consulted and have requested a condition that will ensure that drainage details are submitted and agreed prior to the commencement of development.
- 9.40 Yorkshire Water and the Drainage Board are satisfied with the proposed drainage strategy and there is no objection from either subject to conditions.
- 9.41 There have been concerns raised by residents relating to the potential of the site to increase the flood risk of their nearby residential properties. A significant amount of work and detail has been provided by the Applicant in order to address the concerns raised and also in response to technical consultee objections (which have now been resolved). Subject to the imposition of conditions and the implementation of the proposed drainage strategy the LPA is satisfied that the surface water run-off will be managed appropriately and will not lead to increased flood risk elsewhere thus the proposal accords with Policies 56 and 57 of the Local Plan.

Impacts on Trees

- 9.42 Local Plan Policy 32 states that proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon

public amenity or ecological interest has been avoided. There will be presumption against development that results in the loss or deterioration of ancient woodland and/or veteran trees. In addition, Local Plan Policy 33 supports proposals that take account of the quality, local distinctiveness and the sensitivity to change of distinctive landscape character areas and individual landscape features.

- 9.43 The Tree Officer initially objected to the scheme due to the proposed removal of some of the existing hedgerows along the site boundaries. These hedgerows are important hedgerows protected by the Hedgerows Regulations 1997 because they pre-date 1845 and as a result are “historic”.
- 9.44 The amended scheme and habitats plan now shows the hedgerow boundaries retained with the exception of the access. It will be necessary to remove some of the trees at the front and in the middle of the site, however the Tree Officer did not object to this subject to satisfactory replacement which is shown on the Habitats Area Plan (Appendix 2).
- 9.45 Therefore, subject to the necessary landscaping condition, the development is acceptable against Local Plan Policy 32 and Policy 33.

Ecology

- 9.46 Local Plan Policy 29 states proposals will only be supported which deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough's ecological networks. Local Plan Policy 30 requires all applications to be considered against the mitigation hierarchy in accordance with National Policy. The Council use the DEFRA biodiversity metric to account for the impacts of a proposal on biodiversity and demonstrating that a net gain will be delivered. A minimum 10% net gain will be expected unless national standards increase this in the future.
- 9.47 The proposed development would occupy land which is a mix of grassland, trees, hedges and some overgrown areas. The ecologist advised that a biodiversity net gain assessment would be required to demonstrate that a BNG can be achieved on site. A biodiversity Net Gain Report was submitted with the relevant metric and this confirmed that post development a BNG would be created in excess of the 10%. This would be achieved through the planting of approx. 15 trees, approx. 2680 sqm of neutral grassland and 150 m of new native species hedgerow.
- 9.48 Overall, the development is considered to comply with Local Plan Policies 29 & 30 and there is no objection on ecological grounds.

Contaminated Land

- 9.49 Local Plan Policy 54 (A) requires an assessment of the risks to public health to be provided and assessed. Local Plan Policy 55 states that land suspected of being contaminated due to its previous history or geology, or that will potentially become

contaminated as a result of the development, will require the submission of an appropriate Preliminary Risk Assessment.

- 9.50 A detailed Stage 1 Contaminated Land desk top assessment and walkover survey has been submitted as part of the application. This concluded that the site has limited potential for ground contamination. The Pollution Control Team have reviewed the assessment and recommended conditions that would require a further phase 2 contaminated land assessment to be carried out and submitted prior to commencement of development, should permission be granted. This would ensure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the NPPF.
- 9.51 Overall, subject to conditions, the development will comply with Local Plan Policies 54 & 55.

Archaeological assets

- 9.52 Policy 39 deals with the need to take into account archaeological assets. An archaeological desk-based assessment was undertaken and submitted as part of the application. This concluded that the potential for the presence of Iron Age, Roman and prehistoric/medieval remains within the site is considered to be low to moderate. The available evidence suggests that conditions for the preservation of archaeological remains within the site are moderate to high, apart from at the northeast edge, which was formerly part of a later 19th-century clay pit associated with a brickworks.
- 9.53 The South Yorkshire Archaeology Service have been consulted on the Application confirmed that that there are no archaeological concerns with this application.

Conclusion on Environmental Issues

- 9.54 In conclusion of the environmental issues, it is considered that there have been no significant issues raised which would weigh against the proposal that cannot be mitigated by condition. The development as proposed is acceptable in terms of layout, highways, ecology, flood risk, trees, archaeology and contaminated land. The proposal is considered in accordance with the relevant Local Plan Policies and the environmental impact of the development is considered to be acceptable.

SOCIAL SUSTAINABILITY

Residential Amenity

- 9.55 Paragraph 130 of the NPPF seeks, amongst other things, to ensure developments will function well and promote health and well-being with a high standard of amenity for existing and future users.
- 9.56 Policy 46 requires all non-residential and commercial developments, including extensions and alterations to existing properties, to be designed to be high quality, attractive, and make a positive contribution to the area in which they are located meeting a number of requirements. Specifically, they should have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment.
- 9.57 A number of objections have been received in respect of the proposal in terms of potential impacts of the development, relating to residential amenity and environmental impacts have been raised in the representations submitted.
- 9.58 Given that this is an allocated Potential Employment Development Site, some level of employment related development and activity is envisaged on the wider site, albeit not envisaged in the current plan period. The level of activity associated with the caravan sales use is comparable to an employment related use, potentially less so. There have been no objections from technical consultees and the LPA has no evidence to the contrary to not accept this type of specialist use on the site. Such a use is preferable on employment sites rather than in Residential Policy Areas for example.
- 9.59 It is located on the edge of the settlement and the nearest residential properties lie to the east of the site on Marton Road and 18 Adwick Lane. In respect of the properties on Marton Road, the back gardens of residential properties are approx. 6 m away from the application boundary. The back gardens do not adjoin the site boundary there is a rear vehicular access road between the two boundaries. This access road is Residential Policy Area and forms the extent of the settlement boundary. The site boundary does meet the side garden of 18 Adwick Lane. It is not expected that there will be any overlooking or overshadowing from the sales building with it being single storey and located away from the eastern site boundary.
- 9.60 The development will be visible to residents mainly from the upper floor windows and this will affect their current views in that the character of the site will change from one which is a rural paddock to that of a developed site. However, the development on the site will be low level, single storey and consist of the office building, touring caravans and associated hardstanding etc. Therefore, subject to the retention of the existing site boundary hedges and additional landscaping being provided, the scheme specifically on the eastern boundary it is not considered to cause significant harm to visual amenity.

Conclusion on Social Impacts.

- 9.61 In conclusion, the appearance of the site will undoubtedly change from that of a currently green rural paddock area to that of a developed site. The single storey

development and associated caravan storage is not considered unduly visually harmful to residential amenity and the low intensity specialist caravan retail use is not judged to have any significant amenity impacts in terms of noise from the comings and goings of customers and staff. The EHO has advised conditions to control the business hours and hours of works during construction. Overall, the proposal will not have any unacceptable impacts on the surrounding residents, and this complies with Local Plan Policy 46 and the NPPF and carries moderate weight in favour of the application.

10.0 ECONOMIC SUSTAINABILITY

10.1 It is anticipated that there would be some short-term economic benefit to the development of the site through employment of construction workers and tradesmen connected with the build of the project however, this is restricted to a short period of time and therefore carries limited weight in favour of the application. There will however be further economic benefits to the scheme once it has become an established business on the site and it will bring local employment and encourage tourism and staycations etc. The economic benefits and job creation are matters which have been identified within the letters of support for the proposal.

10.2 In respect of employment creation, Policy 3 of the Local Plan does advise that for employment or other developments that propose 20 or more direct jobs, the Council will seek to enter into a local labour agreement with the developer/applicant. The planning application form states that the proposal will provide 6 full time jobs but the consultation response from Business Doncaster advises that up to 20 jobs could be created from the two sites. Given the uncertainty on the number of jobs likely to be created it would be unreasonable to require a local labour agreement. In addition, this is a local family run business and there are clear benefits from the business expansion in terms of job creation and also job security for existing staff.

10.3 Conclusion on Economy Issues

10.4 Para 8 a) of the NPPF (2023) 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.

10.5 There will be some economic benefits of the proposal including the planned provision of a purpose designed site for caravan sales on an allocated employment site, supporting local employment and tourism and providing wider economic benefits for the wider economy of the borough and for that reason weighs in favour of the development.

11.0 PLANNING BALANCE & CONCLUSION

- 11.1 On balance, whilst the proposal does not comply with Policy 22 part 3 of the Local Plan, the Applicant has demonstrated that there is a lack of suitable sequentially preferable sites available to enable the business expansion of this specialised retail use. In addition, the use of the site for caravan storage and sales is not considered to prejudice the delivery of the wider strategic employment site in the future. There are also wider longer term economic benefits to supporting the expansion of a local business.
- 11.2 Overall, the environmental impacts arising from the development can be mitigated through condition and the relatively small scale development would not give rise to any significant residential amenity impacts.

12.0 RECOMMENDATION

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW:

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

REASON

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

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

Location Plan DNAL001 Jul 22

Proposed Site Plan DNAL 003 Sept 23 received 26.09.2023

Elevations & Floor Plan DNAL 005 Oct 22

Habitat Area Plan – DNAL 008 Sep 23 received 27.09.2023

Highway Plan – DNAL 009 Oct 23 received 02.10.2023

Drainage Layout - EWE/2934/01 Revision A

REASON

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

3. The development shall be carried out in accordance with the submitted flood risk assessment (ref February 2023 / EWE Associates / 2022/2934) and the following mitigation measures it details:

- Finished floor levels of the sales office shall be set no lower than 5 metres above Ordnance Datum (AOD)
- Ground levels will be maintained at the existing 4.5m above Ordnance Datum (AOD).

These mitigation measures shall be fully implemented prior to occupation and

subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

REASON

To reduce the risk of flooding to the proposed development and future occupants.

4. The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed.

REASON

In the interest of satisfactory and sustainable drainage.

5. 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

6. 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 and the drainage system shall be operating prior to the occupation of the development.

REASON

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

7. The development hereby granted shall not be commenced until a schedule of tree surgery and hedgerow work has been submitted to and approved in writing by the Local Planning Authority. Best arboricultural practice shall be employed in all work, which shall comply with British Standards BS3998:2010 Tree Works Recommendations and, unless as may be specifically approved in writing by the Local Planning Authority, all tree work shall be completed before the demolition or development commences.

REASON

To ensure that all tree work is carried out to the appropriate high standard and Policy 32: Woodlands, Trees and Hedgerows section B of the adopted Doncaster Local Plan 2015 – 2035.

8. Prior to the commencement of the development hereby granted a scheme for the protection of all retained trees that complies with British Standard 5837: 2012 Trees in Relation to Design, Demolition and construction shall be submitted to the Local Planning Authority for approval. Tree protection shall be implemented on site in accordance with the approved scheme before any equipment, machinery or materials have been brought on to site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

REASON

To ensure that retained trees are protected from damage during construction and Policy 32: Woodlands, Trees and Hedgerows section B of the adopted Doncaster Local Plan 2015 – 2035

9. No development shall take place on the site until a detailed hard and soft landscape scheme based on the approved Habitat Area Plan (DNAL 008 Sep 23) has been submitted to and approved in writing by the Local Planning Authority. The hard landscape scheme shall include details of all external hard surfacing materials and fencing types. The soft landscape scheme shall include a soft landscape plan and schedule providing:
- Details of hedgerow restoration work (i.e. Plant up gaps with shrubs and trees native to your local area, consider laying or coppicing to increase the density of hedges as appropriate) for retained hedges and trees around site boundaries identified in the Pre-development Arboricultural Report (Ref: OWA0192 PDR).
 - New planting 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.

Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority shall be notified in writing within 7 working days to approve practical completion of any planting. 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.

10. Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary marked out in a manner to be approved in writing by the local planning authority.

REASON

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

11. Before the development hereby permitted is brought into use, the parking as shown on the approved plans shall be provided. The parking area shall not be used otherwise than for the parking of private motor vehicles belonging to the occupants of and visitors to the development hereby approved.

REASON

To ensure that adequate parking provision is retained on site.

12. Before the development is brought into use, the sight lines as shown on the approved plan Highway Plan – DNAL 009 Oct 23 shall be rendered effective by removing or reducing the height of anything existing on the land hatched black on the said plan which obstructs visibility at any height greater than 900mm above the level of the near side channel line of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing with the local planning authority.

REASON

In the interests of road safety and to provide and maintain adequate visibility.

13. 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, vibration 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

14. The development shall not be brought into use until highway improvement works, as indicated on plan reference Highway Plan – DNAL 009 Oct 2023 have been completed in accordance with a detailed scheme previously submitted to and approved in writing by the local planning authority.

REASON

In the interests of highway and pedestrian safety.

15. Within one month of commencement, a lighting design strategy for light-sensitive biodiversity in the peripheral areas shall be submitted to and approved in writing by the Local Planning Authority:

The strategy shall show how, external lighting is specified, located and orientated so that it can be clearly demonstrated that it will not disturb or adversely affect the use of the semi-natural areas of the site and surrounding green spaces by bats and other species of wildlife. Any luminaries used in the peripheral areas of the site adjoining areas of greenspace should be of the LED type which provide a lower intensity of light. The use of warm white spectrum (preferably 2700Kelvin) should be adopted to reduce the blue light component with a wavelength exceeding 550 nm .

The strategy shall be informed by the Institute of Lighting Professionals/Bat Conservation Trust, Guidance Note GN08/23: Bats and Artificial Lighting at Night. All external lighting shall be installed in accordance with the specification and locations set out in the strategy and maintained as such. The strategy shall be carried out once approved.

REASON

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

16. Prior to the commencement of development, a Management Plan for proposed onsite habitats shall be submitted to the Local Planning Authority for approval in writing. The Management Plan shall detail the following:

-An adaptive management plan for the site detailing the management measures to be carried out over the phased restoration of the site in order to achieve the target conditions proposed for each habitat parcel.

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

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

That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 2, 5, 10, 20, 25 and 30) immediately following habitat creation.

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

REASON

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

17. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA).

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

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

contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

REASON

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

18. 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.

19. 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.

20. No machinery shall be operated, no process shall be carried out and no construction traffic shall enter or leave the site between the hours of 07.00 hours and 18.00 hours Monday to Friday, nor between the hours of 08.00 hours and 13.00 hours on

Saturdays, nor at any time on Sundays or Bank Holidays unless previously approved in writing by the Local Planning Authority.

REASON

To ensure that the amenities of adjacent properties are not adversely affected by noise during construction.

21. Operating hours for the site shall be between 07:00 and 18:00 between Monday and Saturday and 09:00 – 17:00 on Sundays and Bank holidays, there shall be no deliveries or collections to and from site outside these hours.

REASON:

To ensure that the amenities of adjacent properties are not adversely affected by noise

Informatives

1. Important hedgerows on site

Hedgerows at the site date from the Pre 1845 Hedgerow - Dun drainage N River Don (1839) - Tall Shrub Hedge Enclosure Award and are therefore deemed to be 'Important' under the historic criteria of the Hedgerow Regulations (1997). This confers protection upon these hedgerows and they cannot be removed without prior notification to the Local Planning Authority.

2. Nesting birds

Please be aware that this decision does not constitute an exemption under the Wildlife and Countryside Act 1981 (as amended). It is an offence to disturb nesting birds. The pruning/felling of the trees and/or hedgerows should not be carried out unless it has been verified that no active bird nests are present within them.

3. Section 278 – Malc Lucas

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

4. Permit Scheme

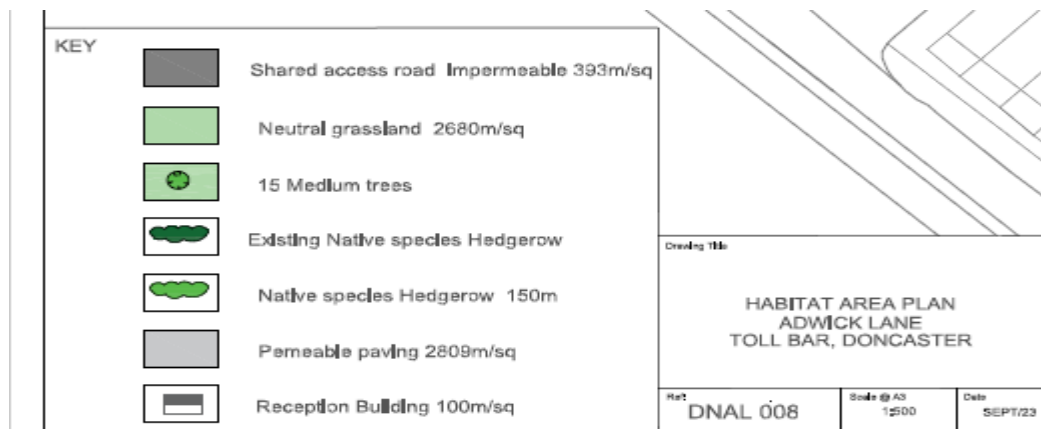
Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have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

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

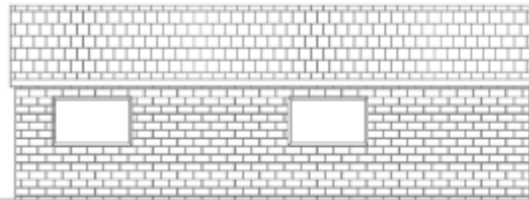
APPENDIX 1 – Location Plan



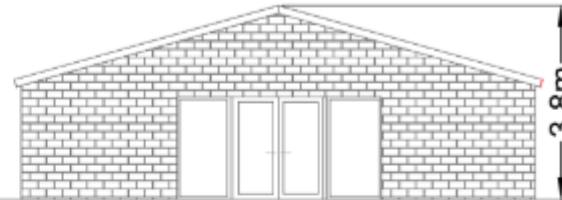
APPENDIX 2 – Layout/Habitat Area Plan



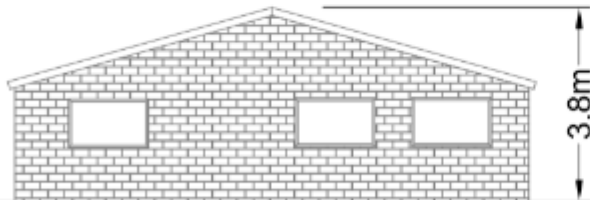
APPENDIX 3: Elevations



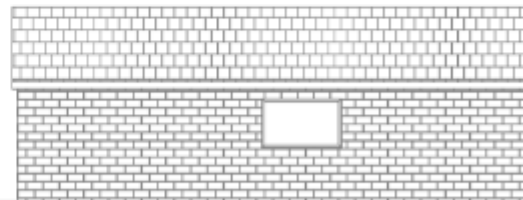
END ELEVATION
VIEW ON 'A'



FRONT ELEVATION
VIEW ON 'B'

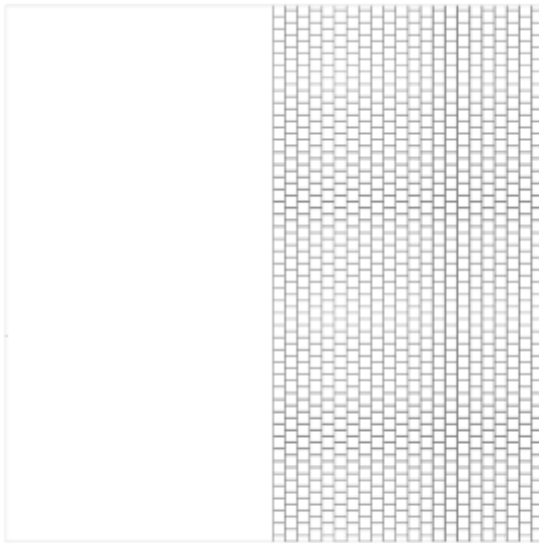


REAR ELEVATION
VIEW ON 'D'

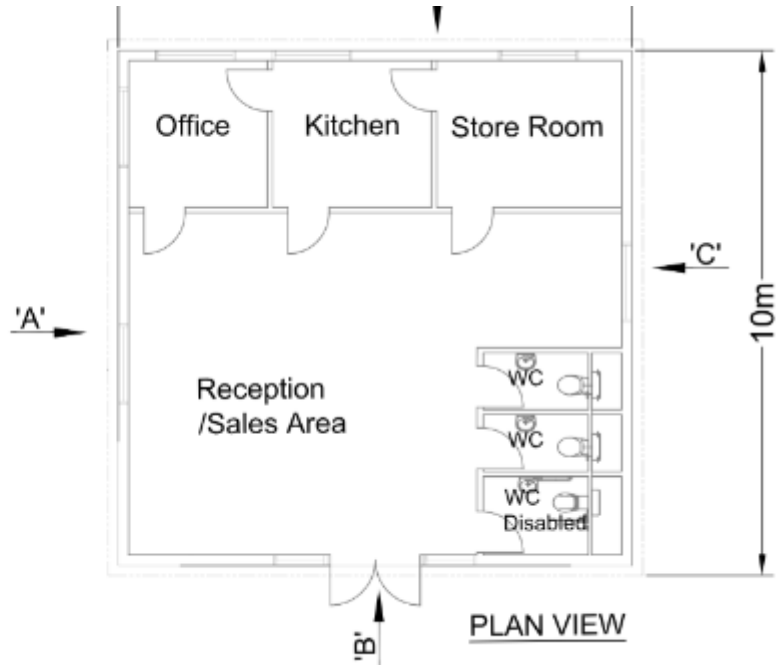


END ELEVATION
VIEW ON 'C'

APPENDIX 4: FLOOR PLAN



PLAN VIEW DETAIL



PLAN VIEW

APPENDIX 5: DRAINAGE LAYOUT

