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Application Number:	22/00311/FUL
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Application Type:	Full Application
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Proposal Description:	Erection of residential development for 4 houses
At:	Land On the East Side of Common Lane Norton Doncaster

For:	Mr Chris Hardacre - CP Built Ltd
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Third Party Reps:	8 Representations	Parish:	Norton Parish Council
		Ward:	Norton And Askern

Author of Report	Mark Ramsay
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Summary

The proposal seeks full planning permission for the erection of four detached bungalows, on land that is designated as being within a Residential Policy Area in the Doncaster Local Plan on the edge of Norton Village.

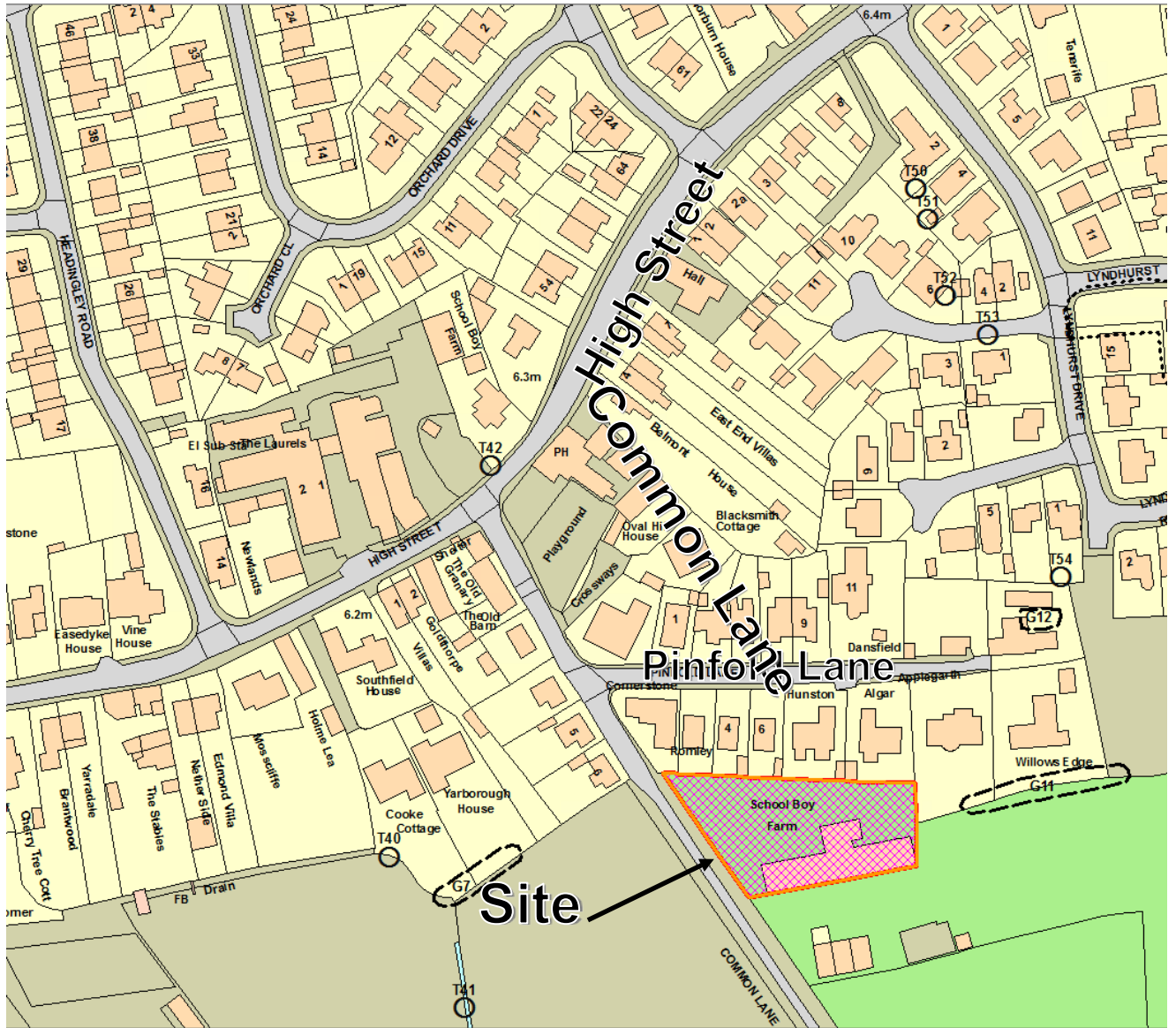
The proposed development is acceptable in principle, and through a process of negotiation with the applicant, the density of the development has been reduced from five to four dwellings as well as changes to improve the parking provision and also avoid development intruding into the adjacent Green Belt.

There are no unacceptable amenity implications that would justify a refusal. The separation distances both within the development and in relation to existing residents that surround the site are acceptable for the reasons set out in the report. In addition, the proposed dwellings are spacious and meet the requirement of the Nationally Described Space Standards.

Overall, there are no negative aspects of the scheme that would outweigh the benefit of developing the site for a residential use in the planning balance.

RECOMMENDATION: GRANT full planning permission subject to conditions

Location Plan



1.0 REASON FOR REPORT

1.1 This application is being presented to Planning Committee due to the number of representations received.

2.0 PROPOSAL

2.1 The application proposes the erection of four dormer bungalows with associated parking. Each bungalow would have off street parking with tandem spaces for up to three vehicles and each building will have two bedrooms in the roofspace. The scheme has been reduced from a proposal for 5 dwellings

3.0 SITE DESCRIPTION & LOCAL CHARACTERISTICS

3.1 The site is a wedge of land located between a now demolished farm building and the rear of properties that front on a residential street known as Pinfold Lane. The site is constrained by development having to be located inside the village boundary with the Green Belt.

3.2 The site will be accessed from what is currently a field access from Common Lane just south of the junction with Pinfold Lane. The street scene of Common Lane and Pinfold Lane is characterised by bungalows, which are set back from the street by front gardens. The properties feature a mix of boundary treatments with planting or low walls to the front of the properties.

3.3 The site has had previous permissions in outline for residential development and indicative plans showed four properties on the site.

3.4 The site is a parcel of land that sat north of the front of the now demolished farm building and is allocated as residential policy area in the current local plan and was similarly allocated in the Unitary Development Plan.

4.0 RELEVANT PLANNING HISTORY

Application Reference	Proposal	Decision
10/03289/OUT	Outline application for residential development of 5no dwellings on approx. 0.16ha of land following demolition of existing farm building (being all matters reserved)	GRANTED 07.01.2011
11/01331/OUT	Outline application for residential development on approx. 0.16ha of	GRANTED 30.06.2011

	land following demolition of existing farm building (being all matters reserved) (being re-submission of previous application 10/03289/OUT refused 07/01/11)	
15/00289/OUT	Outline application for residential development on approx. 0.16ha of land following demolition of existing farm building (all matters reserved)	GRANTED 31.03.2015
15/01565/OUT	Erection of stables with ancillary dwelling on approx. 0.1ha of land (All matters reserved)	REFUSED 20.08.2015

5.0 SITE ALLOCATION

5.1 The developed area of the application site lies within Residential Policy area. The area directly south of the private gardens is shown as landscaped and is in the Green Belt. These allocations are shown on maps in the adopted Doncaster Local Plan (Sept 2021).

5.2 National Planning Policy Framework ('NPPF') 2023

5.3 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 5 - Delivering a sufficient supply of homes
- 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

5.4 Neighbourhood Plan (NP).

5.5 No neighbourhood plan is relevant to this application.

5.6 Doncaster Local Plan (2021)

5.7 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan consists of the Doncaster Local Plan (DLP) (adopted

2021) and the Barnsley, Doncaster and Rotherham Joint Waste Plan (JWP) (adopted 2012).

- 5.8 Policy 1 sets out the Settlement Hierarchy for the City. It seeks to concentrate growth at the larger settlements of the City with remaining growth delivered elsewhere to support the function of other sustainable settlements and to help meet more local needs taking account of existing settlement size, demography, accessibility, facilities, issues and opportunities. The site lies within the Residential Policy Area of Norton village as defined in the Local Plan and its supporting Policies Map.
- 5.9 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. Appendix 6 includes the parking standards which all new developments must comply with as per Part A.2.
- 5.10 Policy 16 states that the needs of cyclists must be considered in relation to new development and in the design of highways and traffic management schemes to ensure safety and convenience. Provision for secure cycle parking facilities will be sought in new developments
- 5.11 Policy 21 sets out that all new housing and commercial development must provide connectivity to the Superfast Broadband network unless it can be clearly demonstrated that this is not possible.
- 5.12 Policy 29 relates to ecological networks and that proposals will only be supported which deliver a net gain for biodiversity and protect, create, maintain and enhance the City's ecological networks.
- 5.13 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.
- 5.14 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.
- 5.15 Policy 42 relates to urban design and states that new development will be expected to optimise the potential of a site and make the most efficient use of land whilst responding to location, local character, and relevant spatial requirement and design standards.

- 5.15 Policies 44 seek to ensure that development is sympathetic to the character of the area and to integrate well with the immediate and surrounding environment through not adversely impacting the existing amenity, living conditions and privacy of neighbours or the host property.
- 5.16 Local Plan Policy 45 sets out a requirement that all new homes must meet the criteria in the Nationally Described Space Standards (“NDSS”)
- 5.17 Policy 54 relates to pollution and states that consideration will be given to the impact on national air quality.
- 5.18 Policy 55 deals with the need to mitigate any contamination on site.
- 5.19 Policy 56 requires the need for satisfactory drainage including the use of SuDS.
- 5.20 Other material planning considerations
- 5.21 Doncaster Council's previous suite of adopted Supplementary Planning Documents (SPDs) were 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.
- 5.22 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.
- 5.23 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.
- 5.24 Other material considerations include:
- National Planning Practice Guidance (ongoing)
 - National Design Guide (January 2021)
- 5.25 Other Council initiatives include:

- Doncaster Green Infrastructure Strategy 2014 – 2028
- Doncaster Delivering Together

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

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

5.26 The body of the report below reflects the planning considerations for the site. However, it is considered that the application would directly contribute towards the aims of DDT.

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) as follows:

- Letters to neighbouring properties
- Listed on the City of Doncaster Council website

6.2 The matters raised in 8 representations include;

- 5 bungalows were considered overdevelopment
- overlooking and loss of privacy
- mud dragged onto surrounding roads from unmade road
- concern on access to maintain boundary walls and fences
- out of character with surroundings

6.3 The above objections were made to the original scheme of 5 houses and no objections were received in response to publicity for the smaller scheme

7.0 CONSULTATIONS

Internal CDC Consultees

- 7.1 **Pollution Control** - It is possible contamination could have been moved/spread around the site during demolition of the original farm building. Further remedial works may be required so a contaminated land assessment will be needed and conditions recommended.
- 7.2 **Public Rights of Way – No objections**
- 7.3 **Waste & Recycling – No objections**
- 7.4 **Ecology** – No objections subject to conditions requiring compliance with the iterative Management and Monitoring Plan and an ecological enhancement plan.

External Consultees

- 7.5 **Yorkshire Water** – No objections subject to conditions requiring separate outfalls of surface and foul water and no discharge until a scheme of drainage is agreed with the Local Planning Authority
- 7.6 **Internal Drainage Board** – Objected due to lack of soakaway test or drainage design.
- 7.7 **Norton Parish Council** - No comments received

8.0 ASSESSMENT

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

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

- 8.2 The NPPF (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.

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

- The principle of the development
- Sustainability
- Impact upon residential amenity
- Impact upon the character and appearance of the surrounding area
- Impact upon highway safety
- Trees and Landscaping
- Flood Risk and Drainage
- Air Pollution and Contaminated Land
- Energy Efficiency/Sustainability Features

- Ecology
- Economic Impact
- Overall Planning Balance

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

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

The Principle of the Development

8.5 The site sits within a Residential Policy Area, and in accordance with Local Plan Policy 10, new residential development will be supported in principle, subject to the following criteria:

1. the development would provide for an acceptable level of residential amenity for both new and existing residents; and
2. the development would help protect and enhance the qualities of the existing area and contribute to a safe, healthy and prosperous neighbourhood; and
3. the development would meet other development plan policies including those relating to flood risk, open space, design and sustainable construction.

8.6 Therefore, the principle of residential development is considered acceptable on the site, subject to the criteria listed above in Local Plan Policy 10 being met.

Sustainability

8.7 Paragraph 7 of the NPPF states that one of the core principles 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 There are three strands to sustainability, social, environmental and economic. Paragraph 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

Residential Amenity

- 8.9 Local Plan Policy 44(A) states that developments must protect existing amenity and not significantly impact on the living conditions or privacy of neighbours or the host property (including their private gardens), be over-bearing, or result in an unacceptable loss of garden space. In addition, Local Plan Policy 45 sets out a requirement that all new homes must meet the criteria in the Nationally Described Space Standards (“NDSS”). The proposal uses land that formed part of the historic farm site but is allocated as part of the Residential Policy Area, so no garden space is lost through the proposal.
- 8.10 Paragraph 130 of the National Planning Policy Framework 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.
- 8.11 Concerns in respect of potential impacts to privacy and residential amenity have been raised in the representations submitted, and in this section, these comments will be considered.
- 8.12 When considering living standards and residential amenity, separation distances are an important factor to ensure the existing and future occupants have adequate levels of privacy. The Transitional Developer Guidance states that a distance of 21m should be achieved (back-to-back) for 2 storey properties and no less than 12m front to front.
- 8.13 This development is slightly different in that the development is parallel to the street to the north and the front of the houses face the backs of those on Pinfold Lane. The development proposes small dormer bungalows, with first floor accommodation in the roof space.
- 8.14 No first-floor windows that serve bedrooms will be in the front of the proposed buildings and the properties on Pinfold Lane are single storey. In order to protect amenity of neighbours the first-floor windows at the front should be obscure glazed and a condition requiring those windows to be so treated and retained as such is recommended as part of this report. Both proposed and existing properties will not be overlooked by each other so loss of privacy will not be introduced by this development.
- 8.15 In relation to garden sizes, the South Yorkshire Residential Design Guide (SYRDG) recommends the provision of at least 50sqm of private outdoor amenity space for 2-bedroom dwellings, and at least 60sqm of outdoor amenity space for 3-bedroom dwellings and each property exceeds the 60 sq. m threshold. The rear garden spaces are therefore adequate for the number of bedrooms being created in each property.
- 8.16 The rooms within each property will meet the requirements set out in Nationally Described Space Standards, which is acceptable. This will ensure that amenity of the future occupants will be maintained to an acceptable standard.

- 8.17 Policy 16 asks that needs of cyclists are taken into account. A scheme for the provision of secure cycle storage shall be required to be agreed and implemented. Each property has private amenity space and is considered sufficient to accommodate such facilities.
- 8.18 Policy 21 requires that developers make provision for new development to make provision for gigabit capable broadband and a condition requiring this to be incorporated into the scheme is proposed to be included in the decision.

Conclusion on Social Impacts.

- 8.19 Overall, it is considered that the development demonstrates adequate separation distances, acceptable outdoor and indoor amenity spacing, and the development will not have any unacceptable impacts on the surrounding residents, and this complies with Local Plan Policies 44 & 45 and NPPF section 12.

ENVIRONMENTAL SUSTAINABILITY

Design and Character

- 8.20 Local Plan Policy 44(C) states that back land proposals will be supported where the loss of rear domestic gardens is minimised due to the need to maintain local character, amenity, garden space, green infrastructure and biodiversity. The policy accepts modest redevelopment on back land sites, subject to proposals being subservient to the host property and meeting the criteria A and B in the policy. In addition, such development should generally conform to existing plot sizes and not lead to overdevelopment and/or a cramped appearance.
- 8.21 The scheme was originally for five dwellings, which has been reduced to four mainly to ensure highway access was sufficient but has also meant that the development is more spacious and less intensive. The reduction in the number of dwellings, provides a lower density development which is more in keeping with its surroundings.
- 8.22 The proposed buildings are of similar height to the bungalows that front the street to the north but even so will sit in their own street scene as they have to be accessed further down Common Lane, so set their own separate character. Overall, the modified design better reflects the character of the area by reducing the intensity of the proposed development and will not dominate or interfere with the character of surrounding residential streets.
- 8.23 In terms of materials and appearance, little information has been submitted with the application. However, a suitably worded planning condition is to be attached to any decision notice to ensure that materials are agreed prior to the commencement of development. Similarly, in terms of boundary treatments, whilst the site plan sets out in parts what boundary treatments will be proposed, there are no images, colours or specifications, and therefore, this

will need to be conditioned to ensure that these are agreed prior to implementation.

- 8.24 The site borders the edge of the village with open countryside to the south of the site. While some tree planting is shown on the submitted plan for land the applicant owns, it is recommended that a condition requiring that a full landscaping scheme with details of intended planting and provision for its maintenance while the planting becomes established is included in the decision.
- 8.25 Concerns have been raised in the representations received in relation to the scale of development, the number of dwellings proposed, and that it is out of character. Since these representations were made the applicant has reduced the number of units proposed, and the density and style of the development is considered to be appropriate to the site. Some of the representations referred to the previous outline application that has an indicative layout of four properties and that this was more intensive. No representations were made when the revised scheme was re-advertised.
- 8.26 Overall, it is considered that the dwellings will sit comfortably within their respective plots, and the design and siting of the development is acceptable. The materials and overall appearance of the dwellings and boundary treatments will be acceptable subject to condition, and therefore, it is considered that the development complies with Local Plan Policies 10, 41, 42, and 44.

Highway Safety

- 8.27 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. Local Plan Policies 13, 42 and 46 requires, amongst other criteria, that site layouts function correctly and development should not result in unacceptable impacts on highway safety.
- 8.28 The Highways Officer has reviewed the information submitted and does not object to the application following changes that saw a turning area provided at the end of the row, sufficient turning into the private drive and also tandem parking big enough for three cars beside each house.
- 8.29 Each dwelling has a footpath to the house and a bin storage collection area has been provided within the design to ensure efficient roadside collection to take place, which is acceptable.
- 8.30 Representations have been received in relation to the potential for additional traffic from the development. The development will result in four additional dwellings, and given the level of development proposed, the Highways Engineer does not consider it necessary for the applicant to submit a Transport Statement.

- 8.31 The Highways Engineer does not have any concerns in relation to additional traffic generation and does not have any highway safety concerns. Concerns are raised about dragging dirt from the unmade part of Common Lane, but this will need to upgrade to an adoptable standard and a Grampian condition requiring that work to be carried out prior to occupation is recommended to be included in any decision. Therefore, highway safety impacts and additional traffic would not form a reasonable basis to refuse the application. On that basis, the development complies with Local Plan Policies 13, 42 and 46.

Drainage

- 8.32 Local Plan Policy 56 (Drainage) states that development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure wastewater and surface water run-off are managed appropriately and to reduce flood risk to existing communities.
- 8.33 The site is within Flood Zone 1 and is not considered to be at a high risk of flooding. The Water Company and Local Drainage Board have been consulted the water company have requested prior approval of method of drainage and the Internal Drainage Board have objected to the lack of drainage information. It is therefore necessary to require a condition that will ensure that drainage details are submitted and agreed prior to the commencement of development. This will ensure that the site drains adequately in terms of surface water. The development will, therefore, comply with Local Plan Policy 56

Ecology

- 8.34 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.
- 8.35 The Council's Ecology Officer has reviewed the assessment, and does not object on ecology grounds, subject to a condition for a management and monitoring plan for the proposed habitats and an ecological enhancement scheme for a bat box and swift box. Therefore, the development is considered to comply with Local Plan Policies 29 & 30 by achieving in excess of the minimum 10% Biodiversity Net Gain requirement.

Contaminated Land

- 8.36 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.

- 8.37 A preliminary risk assessment will be needed as pollutants may have been distributed as part of the demolition of the barn adjacent to the site. With that considered, the Pollution Control Team have recommended conditions that will require a contaminated land assessment to be carried out and submitted. Therefore, subject to conditions, the development will comply with Local Plan Policies 54 & 55.

Conclusion on Environmental Issues

- 8.38 Paragraph 8(c) of the NPPF indicates, amongst other things, that the planning system needs to contribute to protecting and enhancing the natural built 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.
- 8.39 Following the amendments discussed above, the development would not harm the street scene or character of the local area. In addition, there would be no adverse impacts to highway safety that would justify a refusal. The development is acceptable in terms of ecology, drainage and contaminated land.

ECONOMIC SUSTAINABILITY

- 8.40 The proposed development will provide 4 new houses. In the short term there would be 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.

Conclusion on Economy Issues

- 8.41 The proposal would result in some short-term economic benefit in the creation of jobs during the construction phase of the proposal and longer term would result in a significant amount of investment, playing a part in creating the envisaged economic growth for Doncaster. These factors weigh positively in favour of the application and when combined carry moderate weight.

9.0 PLANNING BALANCE & CONCLUSION

- 9.1 In accordance with Paragraph 11 of the NPPF (2023) the proposal is considered in the context of the presumption in favour of sustainable development. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole. The proposal is compliant with the development plan taken as a whole

and there are no material considerations which indicate the application should be refused.

10.0 RECOMMENDATION

10.1 MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO CONDITIONS.

CONDITIONS

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 and specifications.

P02 Rev L site plan- section-house types

A2 Sheet TURNING SWEPT ANALYSIS FOR LARGER SIZE CAR

REASON

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

03. Prior to any above ground works at the site, details of the proposed external materials and boundary treatments shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved materials. details?

REASON

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

04. Before the development is brought into use, as shown on the approved plan, 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.

05. The vehicle turning space as shown on the approved plans shall be constructed before the development is brought into use and shall thereafter be maintained as such.

REASON

To avoid the necessity of vehicles reversing on to or from the highway and creating a highway hazard.

06. 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 in accordance with the agreed scheme 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.

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

REASON

In the interest of satisfactory and sustainable drainage

08. Before the development hereby permitted is brought into use, the parking as shown on the approved plans shall be provided and retained for use by occupants and visitors to the development hereby approved.

REASON

To ensure that adequate parking provision is retained on site.

09. Upon commencement of development, an iterative Management and Monitoring Plan for proposed onsite delivery of 0.2151 habitat units and 0.3087 hedgerow units as set out in the biodiversity net gain metric of 9th May 2022 (Estrada Ecology) shall be submitted to the Local Planning Authority for approval in writing. The Management and Monitoring plan shall detail the following:

- Objectives relating to the timescales in which it is expected progress towards meeting target habitat and hedgerow 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, and 5) immediately following habitat creation.

Once approved in writing the management measures and monitoring plans shall be carried out as agreed prior to the occupation of any dwelling.

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 174d

10. Prior to first occupation an ecological enhancement scheme shall be submitted to the Local Planning Authority and agreed in writing. The scheme shall comprise the following measures:

-1 Vivaro Pro Beaumaris bat box (or similar) attached to two of the dwellings under the supervision of a suitably experienced ecologist

-1 Vivaro Pro swift box (or similar) attached to three of the dwellings under the supervision of a suitably experienced ecologist

Photographic evidence of the implementation of the measures must be submitted to the local planning authority

Prior to occupation of any dwelling, the agreed scheme shall be implemented and maintained thereafter.

REASON

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

11. 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), unless otherwise agreed in writing with the LPA.

a) The Phase I desktop study, site walkover and initial assessment must be submitted to the LPA for approval. Potential risks to human health, property (existing or proposed) including buildings, livestock, pets, crops, woodland, service lines and pipes, adjoining ground, groundwater, surface water, ecological systems, archaeological sites and ancient monuments must be considered. The Phase 1 shall include a full site history, details of a site walkover and initial risk assessment. The Phase 1 shall propose further Phase 2 site investigation and risk assessment works, if appropriate, based on the relevant information discovered during the initial Phase 1 assessment.

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.

12. 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.

13. 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.

14. Prior to the commencement of development, a scheme of offsite highway improvement works, based on approved plan 'P02 Rev L site plan- section-house types' shall be submitted to and approved in writing by the local planning authority. No dwelling shall be occupied prior to the required off site improvement works being completed in accordance with the approved technical details.

REASON

In the interests of providing proper access to the site and highway safety.

15. Prior to occupation, the bin store storage area shown on the approved plan ('P02 Rev L site plan- section-house types') shall be completed and permanently retained.

REASON

In the interests of providing storage for waste receptacles and highway safety.

16. Before the first occupation of the dwellings hereby approved, the windows(s) at first floor level on north facing elevations shall be fitted with obscured glazing (no lower than Pilkington level 3 or equivalent) and shall be permanently retained in that condition thereafter.

REASON

To ensure that the development does not impact on the privacy of the adjoining premises.

17. Prior to any above ground works at the site, full details of both hard and soft landscape work with an associated implementation plan, shall have been submitted to and approved in writing by the Local Planning Authority. The hard landscape details shall include proposed finished levels or contours; means of enclosure; hard surfacing materials and street furniture, where relevant. The soft landscaping works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants and trees, noting species, plant/tree sizes and proposed numbers/densities and the implementation programme.

All planting shall be implemented in accordance with the approved details in the first available planting season following the completion of the development and shall be maintained for a period of 5 years from the agreed date of planting. Any trees or plants which die, become diseased, or are removed during the maintenance period shall be replaced with specimens of an equivalent species and size.

REASON:

Prior approval of such details is necessary as the site may contain features which require incorporation into the approved development, and to ensure that the development site is landscaped to an acceptable standard having regard to Doncaster Local Plan Policy 46

18. 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.

19. 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 in accordance with the approved details 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.

INFORMATIVE - 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.

INFORMATIVE

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.

INFORMATIVE

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.

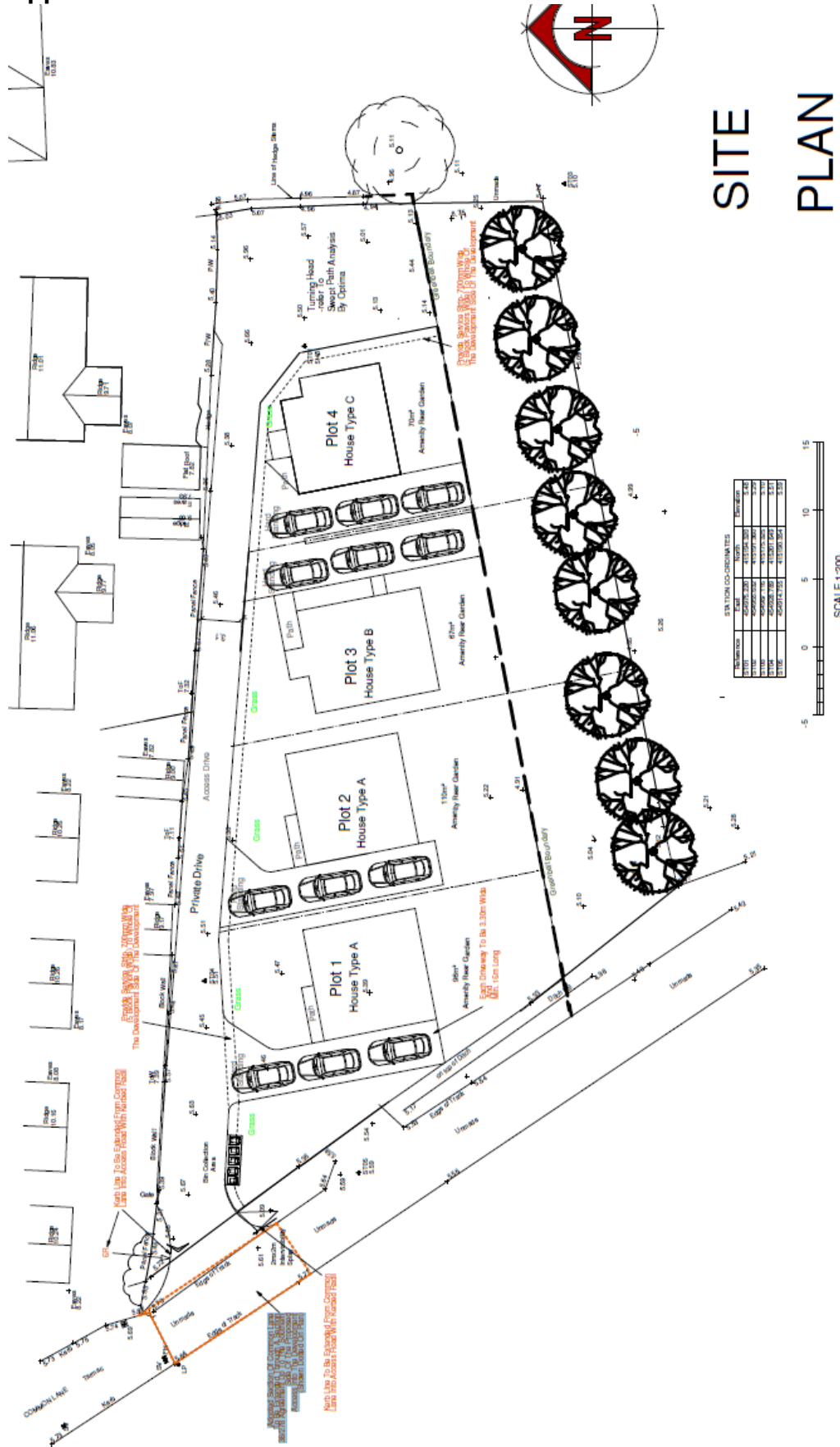
Reasons(s) for Granting Planning Permission:

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:

Ecology information and highways alterations which then required change to the number of houses.

Appendix 1: Site Plan



SITE PLAN

GRID POINT COORDINATES

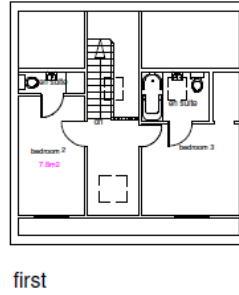
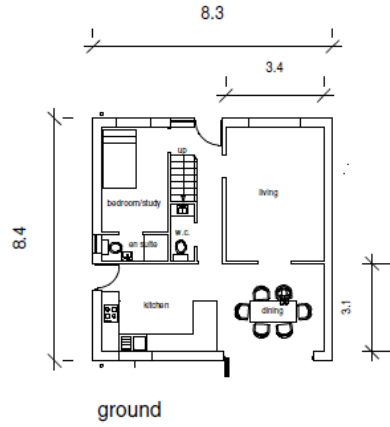
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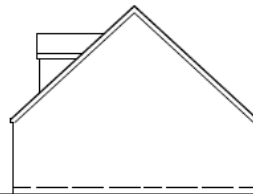
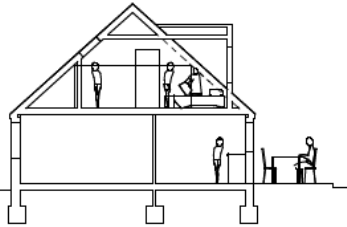
Appendix 2 Elevations and floor plans Plots 1&2

House Type A - Plots 1,2

91m²



FRONT



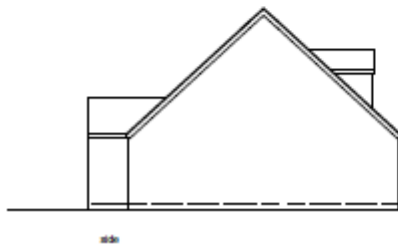
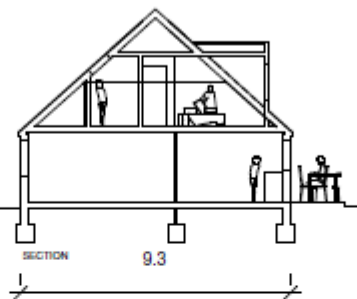
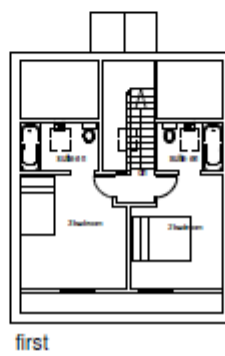
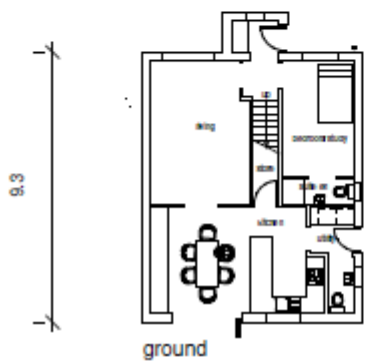
Appendix 2 Elevations and floor plans Plot 3

A 030
MH (Foul)
5.96
IL Pipe 2.761

House Type B - Plot 3

95m²

7.6



Appendix 3 Elevations and floor plans Plot 4

House Type C - Plot 4 79m²

