

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE – 15th November 2016

Application	01
--------------------	-----------

Application Number:	15/01278/OUTM	Application Expiry Date:	18.11.2016
----------------------------	---------------	---------------------------------	------------

Application Type:	Outline Planning Major
--------------------------	------------------------

Proposal Description:	Outline application for residential development with open space, landscaping and associated access (Approval being sought for access)
------------------------------	---

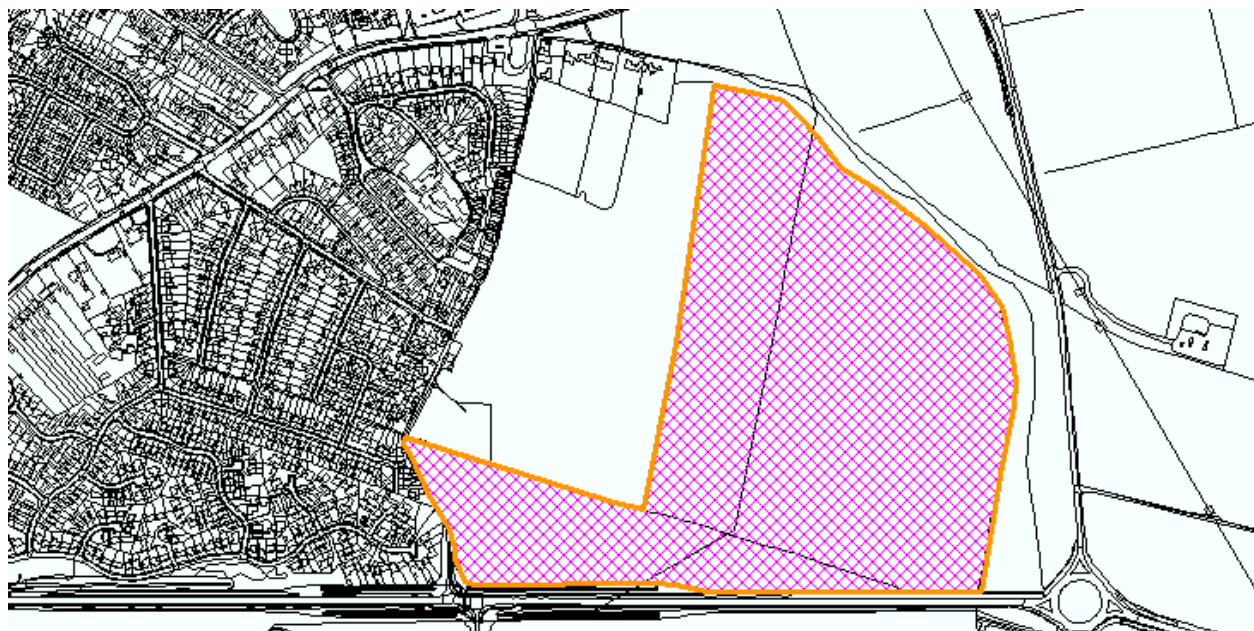
At:	Land To The East Mere Lane Edenthorpe Doncaster
------------	---

For:	Hallam Land Management - FAO Mr J Collins
-------------	---

Third Party Reps:	293	Parish:	Edenthorpe Parish Council
		Ward:	Edenthorpe And Kirk Sandall

Author of Report	Nicola Elliott
-------------------------	----------------

MAIN RECOMMENDATION:	Grant – subject to legal agreement
-----------------------------	------------------------------------



1.0 Reason for Report

1.1 This application is being presented to Planning Committee, following the deferral of the application from the Planning Committee of the 18th of October 2016 for a site visit. The site visit was conducted on the 11th of November 2016 to enable Members of the Planning Committee to familiarise themselves with the site and consider the proximity of the site to shops and other facilities.

1.2 This proposal represents a Departure from the Development Plan and is subject to a viability appraisal. The viability appraisal has been assessed by an independent consultant and the scheme has been found to be unable to provide the full 26% affordable housing requirement.

1.3 Amendments have been made to the original report in sections 4.0, 6.0, paragraphs 8.71 and 8.73, and section 10.0. An additional condition has also been added relating to a Biodiversity Enhancement Master Plan.

2.0 Proposal and Background

2.1 Outline planning permission is sought for the erection of a residential development with open space, landscaping and associated access. All matters are reserved except for access. It is envisaged that the development could create approximately 650 homes, providing a mix of housing types and tenures, a new access into the site from the A630 via a new roundabout, and a multifunctional green infrastructure network incorporating a range of public open space and landscaping. The indicative layout also shows land that could potentially be developed for a primary school. A buffer will be provided to the south of the site to partly screen the development and to provide separation from the settlement of Armthorpe. This area will also provide an area for play and recreation and habitats. Pedestrian and cycle links will be created to provide routes into Edenthorpe and the wider surrounding area. There is also potential on the site for SuDs Detention Basins/Balancing Ponds. Whilst the final housing mix will be determined at reserved matters stage, it is expected that a variety of dwelling sizes and style will be incorporated to offer a broad range of housing, including affordable housing. The average residential density is expected to be 39 dwellings per hectare (dph).

2.2 The application site encompasses an area of approximately 31ha of agricultural land which is located to the east of the existing settlement of Edenthorpe, which forms part of the Main Urban Area of Doncaster, and is relatively flat. The site is contained to the north and east by Long Plantation, which is a continuous belt of woodland and a Local Wildlife Site. To the south of the site is the A630 West Moor Link, with the settlement of Armthorpe being further south. The A630 is a link from the M18 motorway into Doncaster.

2.3 To the west of the site are fields and a children's play area and the urban edge of Edenthorpe. There is a Public Bridleway (Mere Lane) located to the west which connects Thorne Road to the north and the settlement of Armthorpe to the south via an underpass. There is also a public footpath which crosses the site from the west and connects to the bridleway. Overhead powers lines also cross the site.

2.4 To the north west of the site are residential properties and a school playing field. There is a supermarket, public house and shops located further to the north west.

3.0 Relevant Planning History

14/02754/SCRE - Request for a screening opinion for proposed residential development - EIA not required - 12th December 2014

4.0 Representations

4.1 The application was advertised as both a Major Application and a Departure from the Development Plan in both the Doncaster Star and by site notice.

4.2 293 representations have been received overall, 291 in opposition, 1 in support and 1 general representation.

4.3 Main concerns include;

- *Loss of countryside and inappropriate development
- *Loss of a greenfield site
- *Impact on highway network and congestion
- *Impact on ecology
- *Insufficient local facilities
- *Coalescence of settlements and urban sprawl
- *Contrary to national and local policy and no material considerations to justify a departure
- * Unsustainable location as it is isolated and disconnected from Edenthorpe
- * Detached relationship with Edenthorpe and no vehicular connection
- * Open spaces do not relate well to proposed areas for development
- * Local schools already at capacity
- * Flooding issues
- * Loss of agricultural land used for food production
- * Impact on local services such as doctors, supermarkets, dentists
- * Air and noise pollution
- * Site frequently used by the public
- * No need for more houses
- * Detrimental impact on character of area
- * Overcrowding of small village
- * Important feature in the locality, a 'beauty spot'
- * New access will create traffic chaos
- * Access should be through Plantation Wood
- * No need for housing
- * The site is flood plain
- * The bridleway is well used
- * Concerns over proposed landscaping
- * Concerns that the objections of Highways England have not been addressed
- * Concerns that the West Moor Link dualling would not take place, road network already heavily congested

4.4 A representation has also been received from Hungerhill School who state that the School cannot accommodate the additional student population. They state that they are heavily over-subscribed and students coming from their primary schools remain higher than their planning admission number. The only way that the school could consider a larger intake would be to have some additional funds for an extension to the dining hall and look at the refurbishment of some key rooms and the PE block.

4.5 This information has been forwarded to the Education team who state that whilst the numbers are high this is partially due to the number of out of catchment area pupils being accommodated in the school, which would be displaced over time by catchment area pupils. In September 2016, 177 of the 232 pupils offered places were from the catchment area, which equates to 76%, i.e. 24% were out of catchment area children.

4.6 This has to be considered when providing a section 106 education illustration, along with the affordability criteria and other section 106 asks from the development. If the pressure increases above that projected number for catchment area children in the future we would need to review and discuss further and review other funding sources.

5.0 Parish Council

5.1 Edenthorpe Parish Council object to the proposal on the following grounds;

- * Disruption over a considerable length of time
- * Potential for an imbalance in the housing mix
- * Inaccessible to wider facilities increasing reliance on car usage and place the local transport network under strain
- * Transport Assessment is inadequate and local road infrastructure not capable of handling increase, the A630/A18 roundabout is subject to considerable pressure and delay
- * Environmental impact, the land is a flood plain and there is evidence of flooding
- * Ecological Assessment is inadequate and the site is of greater interest ecologically than originally thought
- * The site also contains a bridlepath, which, of course must remain in situ by law, Edenthorpe Parish Council are however concerned, not so much about its continuing existence, as to its viability as a bridlepath.
- * The Council are further concerned that this development, in tandem with others in the area will lead to encroaching urbanisation and in particular a narrowing of the boundaries between Edenthorpe and neighbouring Armthorpe.
- * No economic justification for the development

6.0 Relevant Consultations

Local Plans Team (Policy) - It is considered that the site is capable of forming a sustainable urban extension in terms of Core Strategy policy subject to the provision of affordable homes, any necessary education facilities, and other community infrastructure.

Local Plans Team (Flooding) - The site is located in an EA FRZ1 area based on the latest EA Flood Map for Planning. Unless there are any known local drainage/other flood risk issues identified, then there is no need for the flood risk sequential/exceptions test. As the site is over 1ha, then a site specific FRA is required by NPPF and CS4 of the adopted LDF Core Strategy (May 2012), and it is noted that one has been submitted with the application.

Local Plans Team (Open Space) - Relevant policy requirements include:

- o Core Strategy Policies CS1: section C & E, CS17: Providing Green Infrastructure (A, C, D);
- o Unitary Development Plan Policies RL3 and RL4

The masterplan document identifies a proposed significant green wedge, with two LEAPs nearby the proposed housing development area. More detail is required. An overall masterplan is required identifying the areas of open space to be created and protected. This should form the backbone of the development phases.

Built and Natural Environment Team (Design) - Core Strategy Policy CS14 represents the key urban design policy which the application should be considered against. Also of relevance are the Council's adopted (and soon to be adopted) SPD's. The application is outline and therefore the amount of information in relation to design matters is relatively strategic and focuses upon key design parameters and principles. In general terms I am pleased to see an outward looking development which responds positively to the opportunities and constraints of the site, with appropriate stand-off distances from the A630 and the plantation. It is positive to see the applicants have considered the potential development of the land to the west of the site boundary (not subject to this application) as if the application site is granted it is likely this land may come under pressure for development in the future and therefore integration between the two areas becomes an important issue. There is however concern over movement and linkages to the existing settlement of Edenthorpe which needs to be addressed. A number of conditions are suggested.

Highways England - Original holding objection withdrawn.

Highways Development Control - Following submission of details relating to the proposed access, there are no objections, subject to conditions.

Transportation - No objections, subject to conditions and 106 agreement.

Pollution Control (Air Quality) - Following receipt of an amended Air Quality Assessment, there are no objections subject to a condition requiring electric vehicle charging points.

Pollution Control (Contaminated Land) - No comments received.

Built and Natural Environment Team (Ecology) - One of the issues that was discussed at length was to extent and coverage of bat surveys and there was some acceptance by the proponents that further surveys may be required.

However since that time updated guidance from the BCT (Collins. J, 2016) has been issued and this provides greater flexibility on the part of the consultant ecologists to alter survey design and we can now accept their approach. In respect of other protected species the proposal to use reasonable avoidance measures to protect any reptiles that may be encountered during site clearance works can be incorporated into working methods through condition. I consider that the proposed development could be acceptable on ecological grounds if an outline standard for the ecological mitigation and compensation areas within the site can be established through condition. This should consider the Local Biodiversity Action plan which provides more information on the priority habitats and their locations in relation to the site.

Built and Natural Environment Team (Trees) - A good level of arboricultural information has been submitted as part of this application and it is very pleasing that the design clearly takes account of Long Plantation (which is subject to W2 of DMBC Tree Preservation Order no.206 Armthorpe, Cantley, Auckley, Blaxton 1997) to the north and east of the site in that strong buffer zones in excess of 22m (minimum) of graded planting is intended. No objections, subject to condition.

Internal Drainage - No objections, subject to condition.

Education - £716,437 (21 places) Primary School Section 106 contribution required plus an allocated school site.

Health and Public Protection - The only real noise source that is likely to affect the proposed dwellings is road traffic, specifically from the A630. The noise impact assessment has adequately assessed the impact of traffic noise on residential amenity and recommended measures to ensure that amenity is of an acceptable standard. No objections, subject to condition.

NCCS (Footpaths) - I do not wish to raise any objections to the outline application and welcome the proposal to retain the existing public footpath within a broad corridor of new greenspace and create a circular route. I do, however, wish to raise concern that there is a proposal to build a school over the line of the existing public footpath with no indication of any proposed alternative route.

Armthorpe Parish Council - Armthorpe Parish Council wishes to object to this planning application for the following reasons:-

- (1) the land is situated within a Countryside Policy Area of the existing Unitary Development Plan (which the applicant has omitted to mention in its Design and Access Statement) and the proposed development is, therefore, contrary to policy;
- (2) despite the Core Strategy acknowledging the need for new extensions to the urban area, the proposed development is separate from and not integrated with existing residential properties in the urban area;
- (3) to prevent coalescence with Armthorpe;
- (4) a single access/egress road is not acceptable to serve a large development of several hundred dwellings, where provision should be made within the development for emergency escape routes;

(5) it is considered that a new roundabout on the West Moor Link Road to serve access to and egress from the proposed development would be too close to the existing roundabout at the Hatfield Lane junction and cause severe congestion at peak times on the Link Road and be to the detriment of road safety;

(6) the existing services within the community, particularly schools, doctors' surgeries, etc. would not be able to cope with the large numbers of residents generated by the proposed development.

In the circumstances, the Parish Council requests that the local planning authority takes this objection into account when determining this application.

Severn Trent Water - No objections, subject to condition.

Architectural Liaison Officer South Yorkshire Police - Security advice provided.

Armthorpe Internal Drainage Board - No comments received.

Doncaster East Internal Drainage - No comments received.

South Yorkshire Archaeology Service - This application has archaeological implications. For the reasons stated on the enclosed report, South Yorkshire Archaeology Service (SYAS) considers that the development has the potential to have a major impact on

archaeological features in the proposal area. However, it is not possible to quantify the nature of this potential without further information. For this reason, we recommend that some investigation is needed prior to a planning decision being taken. This will provide the basis for making informed recommendations regarding the need for archaeological mitigation. However, should you be minded to take the application to committee before the necessary archaeological investigation is undertaken, conditions should be attached.

National Grid - No objections.

Northern Powergrid - Comments awaited - but it is noted that there are overhead power lines, which will need to be diverted.

Environment Agency - No objections, subject to condition.

South Yorkshire Fire and Rescue - No objections, subject to condition.

Natural England - No objections subject to application of Standing Advice.

Campaign to Protect Rural England - Objects to the application on policy, sustainability and transport impact grounds. It would be impossible to consider the proposed development sustainable. It is an out-of-context, isolated housing estate paying lip service to its own vague interpretations of sustainability, while causing suburban sprawl that would damage Edenthorpe and its surrounding countryside. Therefore, even if there is deemed not to be a five-year housing supply, it would be wholly inappropriate to develop this site for housing. CPRE therefore asks that you refuse this application.

South Yorkshire Passenger Transport Executive - In its current form, the end users of the site are placed significantly outside the recommended 400m walking distance to access a high frequency bus service, therefore making public transport a less convenient travel choice. As this is a 'red' site, and given its scale, SYPTE recommend that measures are implemented to provide a sustainable travel option for site residents. As such it is recommended that the developer is condition to pump prime bus penetration into the site, funding the preferred two bus option for a period of five years. It is also recommended that bus stop provision should be funded by the developer, providing a public transport access point for site residents, with the location to align with the bus service solution.

The Coal Authority - No comments received.

Yorkshire Water - No objections subject to condition.

Yorkshire Wildlife Trust - Initially raised concerns but have since advised that they are satisfied subject to the conditions proposed by the Ecologist being attached to planning permission.

DMBC Affordable Housing - Given it is an outline application for access my response is generic insofar as we will be seeking full policy compliance with the Councils Affordable Housing requirements. This will require the developer to provide 26% of the housing as 'Affordable' through a S106 agreement.

If and when the application progresses to detailed layout stage we are happy to discuss the Affordable housing in detail.

Ward Members -

The late Cllr Tony Revill commented as follows;

With reference to the above application I wish to make the following observations:

- I am concerned that this development would effectively join Armthorpe with Edenthorpe which would in effect be contra to the boundary commission report which gave great store in identified Communities
- The infrastructure would not support this development in regards to doctors surgeries, schools and chemists
- The impact on traffic through the village which already has issues
- The environment. Will be adversely affected with the loss of farmland and grassland which will lead to a reduction in surface drainage and therefore an increased risk of surface flooding
- I have some concerns that the consultation with residents should have been wider because of the impact on the community as a whole rather than the residents adjacent to the proposed development

Cllr David Nevett opposes the application for the following reasons;

- Public Rights of Way will be encroached to create access
- Will add to urban sprawl
- Countryside Policy Area should be kept
- Roundabout unacceptable and contrary to access to town centre
- Increased congestion

- Local infrastructure and amenities are at capacity
- Increase in vehicle movements
- Development will be an island and not connected to Edenthorpe

Area Manager (East) - No comments received.

7.0 Relevant Policy and Strategic Context

National Planning Policy Framework (March 2012);

Section 4 - Promoting sustainable transport

Section 6 - Delivering a wide choice of high quality homes

Section 7 - Requiring good design

Section 10 - Meeting the challenge of climate change, flooding and coastal change

Section 11 - Conserving and enhancing the natural environment

Doncaster Council Core Strategy (May 2012);

CS 1 - Quality of Life

CS 2 - Growth and Regeneration Strategy

CS 3 - Countryside

CS 4 - Flooding and Drainage

CS 9 - Providing Travel Choice

CS 10 - Housing Requirement, Land Supply and Phasing

CS 12 - Housing Mix and Affordable Housing

CS 14 - Design and Sustainable Construction

CS 16 - Valuing our Natural Environment

CS 17 - Providing Green Infrastructure

CS 18 - Air, Water and Agricultural Land

CS 20 - Minerals Safeguarding Area

Doncaster Unitary Development Plan (July 1998);

ENV 2 - Countryside Policy Area Designation

ENV 4 - Countryside Policy Area

Development Guidance and Requirements SPD (July 2015)

Landscape Character and Capacity Assessment of Doncaster Borough (March 2007)

8.0 Planning Issues and Discussion

8.1 The main issues relating to this application are the principle of residential development in the Countryside Policy Area, housing growth, loss of agricultural land, ecological implications, impact on Long Plantation and the impact on highway safety and traffic generation. Other considerations include the impact on a public right of way and the archaeological value of the site.

Development in the Countryside

8.2 The site falls within the Countryside Policy Area. Policy CS 2 of the Doncaster Unitary Development Plan (UDP) seeks to maintain the Countryside Policy Area in the eastern part of the Borough covering all countryside outside the Green Belt. Policy ENV 4 lists the uses which are considered to be acceptable within the Countryside Policy Area, of which residential development of this scale is not listed. As such, the proposal is for housing development is contrary to the UDP.

8.3 However major housing growth is required to support the delivery of the Local Development Framework (LDF) Core Strategy which forms a more up-to-date part of part of the statutory development plan than the UDP. Policy CS 2 of the Core Strategy states that the Main Urban Area of Doncaster will be the main focus for growth and regeneration; it sets a plan period housing target of between 9,225 and 11,808 homes for the Main Urban Area of Doncaster. Therefore, development of this site would contribute to meeting the housing target for the Main Urban Area of Doncaster.

8.4 Paragraph 3.18 of the Core Strategy lists Edenthorpe as a major urban development opportunity. It is further noted that there will need to be additional urban extensions with the main potential issues being Green Belt, flood risk, settlement coalescence (Armthorpe), lack of brownfield opportunities and loss of countryside.

8.5 Whilst the proposal is not in conformity with policy CS 3 of the Doncaster Council Core Strategy in that it seeks to protect Doncaster's countryside. Part B does support new urban extensions allocations within the Countryside Policy Protection Area where existing boundaries are indefensible, however the site is not an allocated housing site. In paragraph 3.39 of the sub text to policy CS 3 it does state that urban extensions on land previously designated Countryside Policy Area will be required to meet the borough's housing and employment requirement, but these will be minimised through a strategy promoting urban sites. The site sits alongside the settlement of Edenthorpe and is separated from neighbouring settlements by a landscape buffer and roads, therefore it is considered to be an urban extension to Edenthorpe.

8.6 Policy CS10 of the Core Strategy states that sufficient land will be provided to deliver the housing target and acknowledges that sustainable urban extensions will be necessary to deliver some of the target; Table 5 of the Core Strategy specifically acknowledges the

need for new urban extensions to the Main Urban Area (including land currently designated Countryside Policy Area) and that such extensions would be phased for delivery from 2016 onwards.

8.7 The Sites and Policies DPD is not now proceeding, the Core Strategy does not make allocations, and housing development to deliver the adopted Core Strategy housing targets cannot await the adoption of a new Local Plan. The application must therefore be considered against the existing statutory development plan (and other material considerations).

8.8 It is considered that the site is capable of forming a sustainable urban extension in terms of Core Strategy policy subject to the provision of affordable homes, any necessary education facilities, and other community infrastructure.

Loss of Agricultural Land

8.9 Policy CS 18 of the Doncaster Council Core Strategy is concerned with conserving, protecting and enhancing Doncaster's air, water and land resources, both in terms of quantity and quality. Part C relates to agricultural land and states that proposals will be supported which facilitate the efficient use of Doncaster's significant agricultural land and soil resources, including proposals which protect high quality agricultural land (grades 1, 2 and 3a) in so far as this is consistent with the Growth and Regeneration Strategy (as set out in Policy CS 2). The applicant has submitted a Soil Resources and Agricultural Quality Report with the application and within this document it is stated that a soil resource and agricultural land classification survey has been carried out on the land. It is stated that the land dominantly has deep sandy soils with significant droughtiness limitations to agriculture. A small area in the south-west has loamy soils which are less droughty, including an area of slowly permeable soils with wetness limitations. At the time of the survey, the land was under a recently harvested maize crop. In total 26.4ha of sub-grade 3b and 3.7 ha of sub-grade 3a agricultural land are delineated, this equates to 12% sub-grade 3a and 88% sub-grade 3b. If planning permission is granted, the sandy and coarse loamy topsoils are good quality resources for use in landscaping.

8.10 The area of the site which is classified as 3a is the area shown indicatively to include the greenspace area which will include retained vegetation, new habitat creation, woodland, hedgerows, tree planting, open space and play areas, grassland, wetlands and SuDS detention basins and swales.

8.11 Whilst it is recognised that there will be a loss of agricultural land, 12% of this is grade 3a and whilst policy CS 18 seeks to protect high quality land, there is recognition that some of this will be lost in the delivery of the Growth and Regeneration Strategy set out in policy CS 2. Paragraph 7.7 states that where the loss of agricultural land to be built development is required to deliver the Growth of Regeneration Strategy, poorer quality land should be used in preference to higher quality land to the extent that is practicable. Therefore, it is not considered that the proposal is contrary to policy CS 18.

Visual Amenity

8.12 As set out within policy ENV 2 of the Unitary Development Plan, the purposes of Countryside Policy Area include assisting in safeguarding countryside from encroachment and the prevention of settlements from coalescing. This is a key concern of the large number of objections that have been received in connection with the application. If the Main Urban Area is to be the main focus for growth and regeneration and the loss of countryside is recognised in supporting sustainable urban extensions, then it must also be recognised there will be some encroachment into the countryside. However, the scheme as illustrated on the indicative plan recognises the sensitivity of the location and its proximity to the neighbouring settlement of Armthorpe. Therefore, to prevent a coalescence of the two settlements, there is a wide landscape buffer incorporated to the south of the site. The final detail is to be considered at reserved matters stage and as an exact number of dwelling is not included with the description of this outline application, the scale of the buffer can be secured at the detailed stage.

8.13 A Landscape and Visual Impact Appraisal has been submitted with the application, which has regard to the Landscape Character and Capacity Assessment of Doncaster Borough and the Landscape Character and Capacity Study, concludes that the overall visual effect as a result of the proposed development would not have any major adverse effects on visual amenity and the site is not covered by any landscape quality designation at a national or local level. In the Landscape Character and Capacity Study the site is located within a proposed larger development site, with the landscape judged to be of 'medium' landscape sensitivity and value and of 'medium' capacity for housing development.

8.14 The site comprises a flat intensively arable field that is virtually devoid of landscape features. It is considered to be rather ordinary landscape and one that is neither special nor particularly distinctive. It lies within the context of the established settlement edge of Edenthorpe which is represented by post war and modern housing and the main transport route of the A630. The proposed development would be observed within that landscape context. The site is well contained within the wider landscape by a combination of mature woodland at Long Plantation to the north and east and by the built form of Edenthorpe and Armthorpe to the west and south. As a consequence, it has a very restricted visual envelope with views of the site (and proposed development upon it) limited to localised close range views.

8.15 Armthorpe Parish Council have been developing a Neighbourhood Development Plan for the Parish. The Armthorpe Neighbourhood Development Plan area boundary extends to the southern side of the A630, adjacent to the proposed development site. Whilst the Armthorpe Neighbourhood Plan Proposals Map shows proposed housing development between the north of Armthorpe and the A630, a significant green wedge is retained. Therefore, alongside the proposed landscaping buffer to the south of the proposed development site, it is not considered that there will be a coalescence of the settlements of Armthorpe and Edenthorpe. Long Plantation also ensures a buffer to the east and north of the site.

Design Considerations

8.16 Policy CS 14 of the Core Strategy requires all proposals in Doncaster to be of a high quality design that contributes to local distinctiveness, reinforces the character of local landscapes and building traditions, responds positively to existing site features and integrates well with its immediate and surrounding local area. Good design is to be achieved through the design principles and quality standards set out within policy CS 14. Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Consultation has taken place with the Council's Urban Design Officer.

8.17 The application is outline and therefore the amount of information in relation to design matters is relatively strategic and focuses upon key design parameters and principles. In general terms the Council's Design Officer is pleased to see an outward looking development which responds positively to the opportunities and constraints of the site, with appropriate stand-off distances from the A630 and the plantation.

It is positive to see the applicants have considered the potential development of the land to the west of the site boundary (not subject to this application) as if the application site is granted it is likely this land may come under pressure for development in the future and therefore integration between the two areas becomes an important issue.

8.18 With regard to movement and linkages, from a design point of view there is a concern that the application site as originally proposed could create an isolated 'island' of development not connected to the existing settlement edge. The local centre of Edenthorpe lies within walking distance of the site to the north west on the opposite side of Thorne Road.

8.19 The original masterplan submitted with the application does not show how people will be able to walk from the site to this area, as there are no pedestrian connections available. In this respect there is concern that there will be no safe / convenient and direct linkages to the local centre which could encourage car use. Whilst the masterplan identifies the PROW which runs through Long Plantation to connect to Thorne Road via the Beeches, this is probably an undesirable pedestrian connection to the local centre, particularly at night. Other informal footpaths exist around the woodland to the south of the Beeches and adjacent the secured area of open space, which link up with the existing footpath running along the eastern edge of the existing settlement in a north / south direction. This pedestrian footpath is however unlit at its northern end and would therefore require improvement works to encourage pedestrian access to local facilities and bus services to the north along Thorne Road.

8.20 The applicant has now submitted a plan which shows possible pedestrian linkages and a footpath improvement plan, which provides comfort that a safe, pedestrian access can be provided with improved surfacing and lighting. There is a desire line existing currently to the rear of the school playing field, which may have acquired public rights, although it is not recorded on the definitive map and the landowners permission would be required to surface and light the path. It does not connect to the application site, therefore a link would need to be provided. The Council is the landowner. The Council's Assets team have confirmed that there would be no objections in principle to a footpath being created over DMBC land. Any future proposal by Doncaster MBC for this parcel of Council owned land would need to have consideration to any such footpath - either in terms of design to incorporate or exclude it or to divert it.

8.21 As will be explored in the next section of this report, the applicant will also contribute to the provision of a bus service to and from the site, which will improve permeability and security. The footpath improvements and the bus service are to be included in the Section 106 Agreement.

8.22 With regards to the indicative layout the illustrative masterplan is positive in the sense it creates a permeable network of streets and spaces in a deformed grid layout of secure perimeter blocks which are outward looking at the development edges. As shown the development would result in streets and spaces with good levels of enclosure and the potential for high levels of natural surveillance. The Design and Access Statement discusses how streets will be traffic calmed and proposes a hierarchy of types consistent with the Council's SPD's.

The primary streets in the network are illustrated as tree-lined avenues which is a potentially highly attractive feature of the development as long as these trees are within verges in the public realm, as opposed to private gardens where they will be under pressure for removal. In terms of the open space strategy it would be useful to understand the role and function of the areas of proposed open space in more detail and with reference to the local open space audit. However, this is ultimately a detailed matter.

8.23 A scheme of this size is likely to be developed by a number of house-builders over a period of time. The current application is only outline, there is little detailed design guidance (as the applicants understandably do not know the end developers and will not want to commit to detail without the re-assurance of a permission). There is no requirement for design statements to be submitted with reserved matters applications. Therefore, problems can occur in terms of overall design quality without sufficient design guidance to co-ordinate the activities of a number of builders, and hence there will be a need for follow on design guidance flowing from the outline application to guide the more detailed development of land parcels and development phases. This is an approach we have adopted on other large developments (e.g. Rossington Colliery). The condition should be structured so that on submission of first reserved matters a more detailed design guide is produced for the site. This would give the design team the opportunity to work alongside potential purchasers / developers in developing a design guide which also meets their aspirations whilst providing sufficient design certainty for the Council, local communities and future developers.

8.24 Therefore, subject to a footpath improvement scheme to improve access to the north west of the site and a number of suggested conditions, the proposal meets with policy CS 14 of the Doncaster Council Core Strategy, and the NPPF.

Highways and Parking

8.25 Policy CS 14 lists quality, stability, safety and security of private property, public areas and the highway; and permeability as qualities of a successful place. Policy CS 9 of the Doncaster Council Core Strategy states that proposals will be supported which make an overall contribution to the improvement of travel choice and the transport network. The majority of local residents who have raised objection to the proposal, comment on the impact of the proposal on road safety and congestion.

8.26 The applicant has submitted a Transport Assessment and Travel Plan with the proposal and consultation has taken place with Highways England, South Yorkshire Passenger Transport Executive and the Council's Highways and Transportation Team. The impact on the existing road network is a main concern of those that have made representations to the scheme. Some of the concern relates to the impact on Cedric Road, however there is no proposal to create a vehicular access from Cedric Road as part of this application, the access is from a new roundabout from the A630.

8.27 Highways England originally raised an objection to the scheme, the main issue raised was the traffic modelling and in particular, the impact of the proposals on the wider highway network. To address this issue further modelling work was undertaken, assuming a trip distribution based on 'Journey to Work' Census data, rather than the directional distribution, contained within the TA.

This showed any potential impact at the M18 J5 roundabout. The revised trip distribution showed that the impact of the proposals would be less than that based on the initial trip assignment and demonstrated that the assessments undertaken in the Transport Assessment were robust. Highways England accepted the revised trip distribution and withdrew their objection.

8.28 Concern was originally raised from a Transportation point of view and further modelling and analysis was requested to show the impact of this development when the Unity/DN7 development and link road is complete and also with the implementation of the A630 West Moor Link dualling SCRIF scheme. This also includes a future year analysis to 2025. Further junction assessments were also carried out. The average peak hour trip generation from this development is 392 vehicles. All these vehicles will use West Moor Link. Using the developer contribution methodology produced by AECOM, the contribution required towards the dualling of the A630 West Moor Link is £873,788. Amendments were also made to the design of the access at the request of the Highways team.

8.29 South Yorkshire Passenger Transport Executive and the Transportation team have raised concerns with regards to location of the development and its access to public transport and subsequent reliance on private car use. End users are located outside of the recommended 400m walking distance to access to a high frequency bus service, therefore making public transport a less convenient travel choice. SYPTE consider the site a 'red' site and given its scale, recommend that measures are implemented to provide a sustainable travel option for site residents.

8.30 The closest services to the site operate on Thorne Road, however accessing these services would require a convoluted and unattractive walk in excess of 1km, although footpath improvements are sought as part of this application to connect the development to the north. The 81 and 82 bus services currently operate a loop to the south of the site serving Doncaster, Wheatley, Intake and Armthorpe. The operator has indicated that the opportunity exists to modify this loop in order to penetrate the development. However this will require additional resource.

8.31 Two options were provided. A one bus option would cost £150,000 PA and would provide the site with a 20 minute service. However this would be subject to local consultation, with a high risk of rejection. A two bus option would provide a 15 minute service into the site, and could potentially be delivered for £220,000 PA. This would also be subject to consultation but with a more favourable outcome expected. It is therefore recommended that the developer is conditioned to pump prime bus penetration into the site, funding the preferred two bus option for a period of five years.

8.32 The site does not currently benefit from bus stopping infrastructure within an acceptable walking distance. Bus stop provision should be funded by the developer, providing a public transport access point for site residents, with the location to align with the bus service solution, once agreed.

8.33 As such, there are now no objections to the proposal from a transportation and highway point of view subject to a number of conditions and the bus service provision has requested by SYPT. A footpath improvement scheme is also sought at the cost of the developer to improve pedestrian linkage. This will assist the proposal in meeting with policy CS 14 and CS 9 of the Core Strategy.

Residential Amenity

8.34 Core Strategy Policy CS 14 states that new developments should have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment. The application is submitted in outline with only details of access being secured. However, the indicative information submitted shows how properties could be accommodated on the site and whilst this precise layout is likely to change at reserved matters stage, it appears that minimum separation distances can be easily achieved between new properties and existing properties to the west thereby ensuring there is no significant loss of amenity due to overlooking or overshadowing.

8.35 The site whilst considered to be a sustainable urban extension to Edenthorpe, with links being formed with the existing houses to the west is also usefully located in an area that is well screened to the north and east by Long Plantation - acting as a substantial buffer from the surrounding area. This buffer is also proposed to be increased through additional landscaping as discussed in the Trees and Hedgerows section of this report. To the south is the A630 West Moor Link and the submitted noise assessment has considered the impacts for the proposed residents of this new development from the noise generated along the busy A630. To the west is the existing residential area of Edenthorpe located along Mere Lane.

8.36 As highlighted in the submitted proposed zoning layout, housing is not proposed in the area closest to Mere Lane. Instead this area will be used as a local 'Greenspace' and Children's Play Area for the enjoyment of both existing and new residents. In the agricultural fields across Hatfield Lane to the east is the relatively new Coal Mine Methane generating station. This has a temporary permission (until such time as Coal Mine Methane ceases to be produced) and Long Plantation together with the additional landscaping buffer proposed will ensure that there are no adverse noise impacts from this development. The generating station itself also has a significant visual/noise attenuation buffer in order to safeguard surrounding residential amenity.

8.37 As mentioned above, a noise assessment has been prepared as part of the application submission. The Environmental Health Team have been consulted and have commented that the noise impact assessment has adequately assessed the impact of traffic noise on residential amenity and recommended measures to ensure that amenity is of an acceptable standard. These measures include, window and ventilation units of a higher acoustic standard [than normal thermal double glazing] on all properties facing the A630 along the southern most boundary. It also recommends 2.5 metre fences between dwellings along the same boundary to protect garden areas. As the site layout is not yet known these measures cannot be referenced to specific plot numbers so a more general condition is to be applied to the approval to ensure that a suitable scheme of measures is agreed at the reserved matter stage.

8.38 The greatest impact of the development is likely to be during the construction phase on the nearby existing residential properties. As such, conditions have also been recommended to secure the production of a Construction Method Statement (CMS) and a Construction Impact Management Plan (CIMP), both of which will need to be produced prior to development commencing. The CIMP will need to consider the following:

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

8.39 The CIMP will in addition consider:

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

8.40 Once developed, it is proposed that vehicles will enter the development site via a new access formed off the A630 and so will not lead to any adverse impacts in terms of additional vehicle movements within the existing residential areas of Edenthorpe.

8.41 Accordingly, it is considered that matters of residential amenity can be adequately dealt with at reserved matters stage where layout and design will be considered and through the attaching of conditions to this outline consent.

Flooding and Drainage

8.42 As part of the application supporting information a Flood Risk Assessment and Drainage Design Strategy has been submitted. The Environment Agency, Yorkshire Water, Severn Trent Water, Policy (Flooding) and Council's Drainage Officer have been consulted as part of the application process.

8.43 The site lies within Flood Zone 1 (low risk) and lies within a Groundwater Source Protection Zone (SPZ2). Although in a low risk area, a Flood Risk Assessment (FRA) is required due to the size of the site. The residential use is classified as 'More Vulnerable' development in the National Planning Practice Guidance, and is the highest vulnerability class proposed for the site. More Vulnerable development is an appropriate development type within Flood Zone 1. As the area is classed as being at low risk of flooding there is no need for the flood risk sequential/exceptions test to be carried out.

8.44 The FRA gives detail on the potential sources of flooding for the site, the current existing drainage arrangements on and around the site, and looks at potential mitigation, management and disposal methods. The FRA concludes that the risk of flooding from rivers, groundwater, overland flow and sewers is considered to be low. The FRA details a number of precautionary measures which would ensure that the risk of flooding to neighbouring areas is not increased as a result of the development. This includes maintaining flow from existing land drains and maintaining site boundary areas free from uncontrolled surface water run-off. In addition, further measures will include adoption of suitable gradients within landscaping, highways and paved area to direct water away from properties, perimeter drainage ditches, and the use of SuDS where appropriate. Detailed drainage designs will be the subject of further approvals from the Council and Environment Agency.

8.45 The Environment Agency have raised no objections to the submitted FRA subject to an informative regarding the use of SuDS and the Council's Drainage team have likewise raised no objections subject to conditions requiring submission of details for foul and surface water drainage details to be submitted and approved and for the use of SuDS. Both Severn Trent Water and Yorkshire Water have also been consulted and have again raised no objections to the scheme on drainage grounds subject to conditions. In terms of protecting the groundwater during development, the EA have requested a planning condition to secure a Construction Environmental Management Plan in order to minimise the risk of pollution.

8.46 The proposal is therefore deemed to be in accordance with the NPPF and Core Strategy Policies CS4 and CS18.

Trees and Landscaping

8.47 Policy CS16 of the Core Strategy is concerned with the Natural Environment and sets out requirements in respect of the impact of developments upon trees and hedgerows. Proposals will be supported which enhance ecological networks, as well as retaining and protecting appropriate trees and hedgerows, incorporating new tree, woodland and hedgerow planting.

8.48 The applicant has provided an arboricultural assessment as part of the planning application, which assesses the existing trees' arboricultural value, based on their current condition and quality in accordance with the British Standard 5837:2012. The survey has focused on any trees present within or bordering the site that may potentially be affected by the future proposals or will pose a constraint to any proposed development. There is a Tree Preservation Order, namely Armthorpe/Cantley/Auckley/Blaxton Tree Preservation Order 1997 (NO.206), which applies to trees present within the assessment site and Long Plantation is located to the north and east of the proposed development site.

8.49 Although at this stage the layout is indicative, it does show that the majority of the existing trees on site will be retained within the proposed development. Generous landscape buffer strips have been proposed around the residential element of the development which will not only allow for the retention of the existing tree cover but will also safeguard these trees and allow for their future growth.

A generous standoff distance has been shown between the built element of the proposed development and Long Plantation. This buffer will allow for accommodating the future growth of the trees within the woodland thereby reducing the effects of trees close to properties allowing the trees to be suitably retained and integrated into the development.

8.50 The Council's Trees and Hedgerows Officer comments that a good level of arboricultural information has been submitted as part of this application and that the design clearly takes account of Long Plantation in that strong buffer zones in excess of 22m (minimum) of graded planting is intended. The category 'C' tree to be lost to the proposed access (a 4m Apple) is considered to be of little consequence and the only tree that could have been imperilled by the development proposals is the Oak (T22). This category 'A' tree (approximately 120yrs old) is shown as being retained within the scheme as the focal point of a green space/LEAP. No objections have been raised subject to conditions that will seek to secure layout at a later stage based on the findings and recommendations of the tree survey as well as providing tree protection measures for those trees that are to be retained.

8.51 Accordingly, the proposal is deemed to be in accordance with Core Strategy Policy CS16.

Ecology and Wildlife

8.52 Policy CS16 of the Core Strategy is concerned with the natural environment and sets out requirements in respect of the impact of developments upon ecology and trees and hedgerows. Proposals will be supported which enhance ecological networks, as well as retaining and protecting appropriate trees and hedgerows, incorporating new tree, woodland and hedgerow planting.

8.53 An ecological appraisal has been submitted with the application in order to assess the site's ecological potential. Consultations have been undertaken with the Council's Ecologist, Natural England and Yorkshire Wildlife Trust. The Council's Ecologist considers the ecological appraisal to be generally sound and reflects to a large degree the site and the level of ecological constraints but did request additional information in relation of proposed ecological enhancements and raised some concern in relation to the detail of the bat surveys. The YWT echoed these concerns. Natural England raised no objections.

8.54 Additional information was subsequently submitted by the applicant to address these matters and in line with updated guidance from the Bat Conservation Trust (2016) - which now provides greater flexibility to alter survey designs - the approach proposed has been accepted by the Ecologist. In respect of other protected species the proposal to use reasonable avoidance measures to protect any reptiles that may be encountered during site clearance works can be incorporated into working methods via a planning condition.

8.55 The creation of SUDS features within this area will also be taken into account as functioning ecological features that provide useful, though seasonally fluctuating, habitats of sustainable long term value to flora and fauna. The presence of such features can provide valuable foraging habitats for bats in the absence of species rich grassland.

8.56 In summary, the Ecologist, YWT and Natural England consider that the proposed development could be acceptable on ecological grounds if an outline standard for the ecological mitigation and compensation areas within the site can be established through condition - which is being recommended. The proposal is therefore deemed, on balance, to be in accordance with the NPPF and Policy CS16 of the Core Strategy.

Archaeology

8.57 The NPPF and Core Strategy Policy CS15 both seek to protect the borough's historic environment, which is a finite and non-renewable resource. As part of the application submission an archaeological desk-based assessment (DBA) and the results of a geophysical survey have been prepared which provides an understanding of the site's known archaeological potential.

8.58 In summary, the DBA and geophysical survey have identified a probable late Iron

Age/Romano-British 'brickwork' cropmark complex on the site. These remains are considered to be of local significance, with the site considered to have a low potential for archaeological deposits for any other periods. The cropmarks themselves form part of a much larger complex, the vast majority of which will be unaffected by the proposed development. South Yorkshire Archaeology Service (SYAS) have been consulted and have advised that the site has a high potential for archaeological remains but at this stage it is difficult to gauge the full impact of the development upon the archaeological remains. Accordingly a scheme of archaeological evaluation (trial trenching) is recommended and a condition has been recommended by SYAS to ensure that the evaluation is carried out prior to the submission of any reserved matters - the results of which will then be used to inform on the most appropriate method of mitigation i.e. in situ preservation and/or full excavation. Subject to this condition, the proposal is in accordance with the NPPF and Core Strategy Policy CS15.

Public Rights of Way

8.59 The Public Rights of Way (PROW) Officer has raised no objections to the outline application and welcomes the proposal to retain the existing public footpath within a broad corridor of new greenspace and create a circular route. The application (as detailed in the Transport Assessment submitted with the application) proposes a multipurpose recreation route connecting into an existing Right of Way to the south of the site. This section of Right of Way will need to be upgraded in order for it to accommodate cyclists and pedestrians, which will help to improve pedestrian connectivity in the area - and PROW have confirmed that this is acceptable in principle.

8.60 Part of the land proposed for an additional footpath upgrade crosses land owned by the Council. Discussions have been held with Assets and the formation of a path and the associated works carried out on Council land is deemed to be acceptable in principle and it is worthy of note that the informal path in this area may have acquired public rights. This additional footpath once formed will create an additional link from the proposed site into Edenthorpe, which is a key planning consideration as it will ensure a much more sustainable development in terms of a further linkage to the local area and facilities.

Public Open Space

8.61 Policy RL 4 of the Doncaster Unitary Development Plan states that the Borough Council will require the provision of local public open space, principally of benefit to the development itself, within new residential developments. Core Strategy Policy CS 17 states that proposals will be supported which have regard to local standards and opportunities, and help to address deficiencies, by making an appropriate contribution to sport, recreation and related community uses by providing suitable and appropriate, on-site (or an equivalent contribution towards off-site contribution).

Within new developments open space provision is an integral part of the master planning process. When producing a development master plan the developer should evaluate all the open spaces and facilities in the vicinity of the proposal, taking account of the quantity and access, quality and value to the local community. This will identify priorities in the area and allow for inclusion of the priorities into the development scheme.

8.62 To ensure the delivery of appropriate types of open space (outdoor sport, informal play and recreation provision) throughout the borough, master plans should:

- o identify types of open spaces, their locations and define the uses;
 - include areas of Natural Play (where appropriate)
 - identify movement patterns for pedestrians, cycles and motor vehicles;
 - identify how the streets and open space are connected; and
 - identify relationships between buildings (including indoor sports facilities) and public and private spaces.

8.63 To ensure the sustainability and longevity of open spaces how the open spaces will be protected, managed and maintained will need to be agreed. A number of options are available including:

- adoption by the council (which would be accompanied by a commuted sum for 15 times the annual maintenance cost);
- retention by the developer accompanied by the establishment of a management and maintenance company or trust, (including legal agreement and covenant) or
- gifting to an established green space / open space trust, charity or Town/Parish Council.

8.64 It is essential that facilities, such as children's play areas are safe, easily observed, accessible, provide challenges, but are not unsafe, and do not lead to further nuisance. To ensure all equipped play areas are safe, easily observed, accessible, provide challenges, but are not unsafe, and do not lead to further nuisance. A play area proposal should be accompanied by 'Risk Benefit Analysis' (HSE Children's Play and Leisure - Promoting a balanced approach). To not put undue financial burden on the council, and to ensure the council has ready access to the parts and materials to ensure equipment is maintained to an acceptable and safe standard, developers should ensure the equipment is robust and sustainable.

Equipment will not be considered for adoption by the council if it is considered to incur an excessive maintenance and management costs, or is deemed unsuitable for the community. It is therefore important for developers to liaise with officers prior to design and costings being commissioned. The developer can discuss suppliers who provide robust, sustainable and acceptable equipment with council officers.

8.65 Public Open Space is to be afforded within the development proposal and a sum of money is to be agreed (via the s106 agreement) to ensure finances are available for future maintenance. The proposal is therefore deemed to be in accordance with saved UDP Policy RL 4 and Core Strategy Policy CS17.

Education

8.66 Policy CS 1 (A) of the Core Strategy states that as a means to securing and improving economic prosperity, enhancing the quality of place, and the quality of life in Doncaster, proposals will be supported which contribute to the Core Strategy objectives and in particular provide opportunity for people to get jobs, learn new skills, and have access to good quality housing, local services, sport, leisure, religious and cultural facilities.

8.67 The Council's Education Team have been consulted on the development proposal and the schools to be affected include Edenthorpe Hall Primary School and Hungerhill Academy (Secondary). In their response it is noted that Edenthorpe Hall Primary School has no spare places and will require either expansion or new school provision. The existing school site is potentially unsuitable for further expansion so this may require an additional primary school on land to be allocated. A potential site is shown indicatively within the development site to the south. The financial contribution for extra school places is detailed in the s106 section below. Hungerhill Academy has been assessed and the cohort in previous years has included children from outside of the catchment area and so the additional secondary places yielding from the development are likely to be able to be accommodated. No provision for secondary education places is deemed necessary.

8.68 Subject to the s106 agreement contributions and land being indicatively allocated within the proposed development - the proposal is deemed to be in accordance with Core Strategy Policy CS1.

Affordable Housing

8.70 Policy CS12 of the Core Strategy requires developments of 15 or more dwellings to include affordable housing on-site equal to 26% of the total development. The type and tenure split should reflect the latest Strategic Housing Market Assessment, except where a developer can justify an alternative scheme in the interests of viability. The supporting text to Policy CS12 states that in balancing need with viability, the council will continue to consider evidence of viability on a case-by-case and up-to-date basis so that affordable housing can be phased, deferred or reduced as necessary to ensure viability. This complies with Paragraph 173 of the NPPF which addresses the issue of ensuring viability and deliverability.

It states:

'To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.'

8.71 In this case, the applicant has indicated that they are committed to offering affordable housing on site but a fully compliant 26% affordable housing scheme along with all the other contributions being sought would render the development unviable. Instead, the applicant is seeking to provide a ratio of 10% affordable housing. A development appraisal review has been submitted by the applicant demonstrating that at this level the scheme would be fully deliverable. This has been assessed by an external consultant who has concluded that the scheme is not able to support the full policy compliant amount of affordable housing. The consultant considered that 10% affordable housing is a fair and reasonable amount of affordable housing for this scheme.

Section 106 Contributions

8.72 Paragraph 203 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. In paragraph 204 it is stated that planning obligations should only be sought where they meet all of the following tests;

- 1.necessary to make the development acceptable in planning terms
- 2.directly related to the development; and
- 3.fairly and reasonably related in scale and kind to the development.

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

8.73 In terms of Section 106 contributions, it is recommended that the development provides the following which are all considered to meet with the above tests, as justified within this report;

- * 10% On site affordable housing provision;
- * 15% on site public open space with an agreed financial contribution towards future maintenance;
- * A commuted sum of £873,788 towards the A630 West Moor Link dualling scheme
- * A returnable Transport Bond of £68,997.50;
- * A commuted sum of £716,437 for primary school place provision and provision of land for a primary school;
- * Footpath improvement scheme to be funded by the developer;
- * Provision of a bus service to and from the site and bus stops.

Summary and Conclusion

9.1 In conclusion, the proposed development is considered to be acceptable on balance. Although the site falls within the Countryside Policy Area, new major housing growth is required to support the delivery of the Local Development Framework (LDF) Core Strategy, which forms a more up-to-date part of the statutory development plan. The Main Urban Area of Doncaster is the main focus for growth and regeneration. Therefore, development of this site would contribute to meeting the housing target for the Main Urban Area of Doncaster.

9.2 Whilst the proposal is not in conformity with policy CS3 of the Doncaster Council Core Strategy, which seeks to protect Doncaster's countryside, Part B does support new urban extension allocations within the Countryside Policy Protection Area where existing boundaries are indefensible. Although the site is not an allocated housing site the sub text to policy CS 3 goes on to state that urban extensions on land previously designated Countryside Policy Area will be required to meet the borough's housing and employment requirement, but these will be minimised through a strategy promoting urban sites.

9.3 The development aims to provide upgraded linkages into the existing urban area of Edenthorpe, whilst remaining separate by significant landscaping buffers and the existing main roads. With the proposed upgrades to the footpath network (including provision of an additional footpath link to the north, along with measures to encourage cycling) along with provision for additional bus transport access to the site, the proposal is considered to be sustainably located. The existing road network is also considered capable of accommodating the additional traffic.

9.4 Whilst, the proposal is in outline, with only access to be agreed at this stage, the site is able to accommodate the additional dwellings, subject to an appropriate layout at the reserved matters stage. The proposal aims to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, in accordance with the NPPF.

9.5 In terms of all other material planning considerations in relation to ecology, archaeology, visual impact, trees and hedgerows, residential amenity and loss of agricultural land - no objections have been raised from consultees.

9.6 It is on this basis that it is recommended that Members grant planning permission subject to a legal agreement and conditions recommended.

10.0 HEADS OF TERMS

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT, SUBJECT TO THE CONDITIONS BELOW AND FOLLOWING THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 IN RELATION TO THE FOLLOWING MATTERS:

- A) 10% ON SITE AFFORDABLE HOUSING;**
- B) 15% ON SITE PUBLIC OPEN SPACE WITH AN AGREED FINANCIAL CONTRIBUTION TOWARDS FUTURE MAINTENANCE**
- C) A COMMUTED SUM OF £873,788 TOWARDS THE A630 WEST MOOR LINK DUALLING SCHEME**
- D) A RETURNABLE TRANSPORT BOND OF £68,997.50**
- E) A COMMUTED SUM OF £716,437 FOR PRIMARY SCHOOL PLACE PROVISION AND PROVISION OF LAND FOR A PRIMARY SCHOOL**
- F) FOOTPATH IMPROVEMENT SCHEME TO BE FUNDED BY THE DEVELOPER**
- G) PROVISION OF A BUS SERVICE TO AND FROM THE SITE AND BUS STOPS**

THE HEAD OF PLANNING BE AUTHORISED TO ISSUE THE PLANNING PERMISSION UPON COMPLETION OF THE LEGAL AGREEMENT.

RECOMMENDATION

Planning Permission GRANTED (Sec106) subject to the following conditions.

- 01. STAT2 The development to which this permission relates must be begun not later than whichever is the later of the following dates:- i) The expiration of three years from the date of this permission or ii) The expiration of two years from the final approval of the reserved matters or in the case of different dates the final approval of the last such matter to be approved.
REASON
Condition required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.
- 02. U48187 In the case of the reserved matters, application for approval of the first phase of development (as identified in the Phasing Plan approved under Condition 4) must be made not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 92 (as amended) of the Town and Country Planning Act 1990.
- 03. U48188 Approval of the details of the appearance, landscaping, layout and scale for each phase (hereinafter referred to as reserved matters) shall be obtained from the Local Planning Authority before the commencement of any works within a phase.

REASON

The application is in outline and no details having yet been furnished of the matters referred to in the outline they are reserved for subsequent approval by the Local Planning Authority.

04. U48189

No part of the development shall commence until a plan identifying the first phase of the development has been submitted to the Local Planning Authority. Thereafter each application for the approval of the reserved matters relating to each further phase of the development shall be accompanied by a plan identifying the extent of that further phase. For the purpose of this planning permission the extent of a 'phase' shall be determined in accordance with this condition.

REASON

To allow for the phased delivery of the development and for the avoidance of doubt to ensure there is no ambiguity in the decision notice over the phasing of development has been approved.

05. U48190

The first submission of Reserved Matters for development shall include a Design Guide to be approved by the Local Planning Authority, which shall be applied to all subsequent Reserved Matters submissions for development. The guide shall follow the principles established in the Design and Access Statement, dated May 2015. The document to be produced shall refer to and reflect the Council's current design guidance, and cover the following key detailed design matters:

- + Movement hierarchy and street types- the network of streets and car free routes and how these integrate into existing networks, using street sections and plans to illustrate the hierarchy, including details of the verged and tree lined avenue to be created within the public highway along the principal routes,
- + Urban design principles- how the development will create a permeable and secure network of blocks and plots with well-defined, active and enclosed streets and spaces,
- + Legibility strategy- how the scheme will be easy to navigate using gateways, views, nodes and landmarks for orientation,
- + Residential character areas- the different areas of housing within the site and details of the key characteristics of each zone in terms of layout, scale, siting, appearance, and landscape,
- + Architectural appearance, building details and materials- informed by a local character appraisal,
- + Open space character areas- the function, appearance and design principles for each key areas of open space,
- + Vehicle and cycle parking- including details of allocated and visitor parking strategies in line with the Council's parking standards,
- + Hard and soft landscape- including street surfacing, junction treatments, street furniture, signage, management and maintenance,
- + Boundary treatments- details of front, side, rear and plot division boundaries for each street type / character area.
- + Building for Life Statement- how BFL principles are to be met by the development (applicable to residential areas).

It is recommended for further detailed advice, applicants speak to the Council prior to developing the design guide.

REASON

To ensure a consistent and co-ordinated design approach, in the interests of the satisfactory function and appearance of the development.

06. MAT1A

Prior to the commencement of the relevant works, details of the proposed external materials 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.

REASON

To ensure that the materials are appropriate to the area in accordance with policy CS14 of the Doncaster Core Strategy.

07. U48191

On the submission of reserved matters for each phase, a lighting design strategy specifically responding to light sensitive biodiversity for that phase shall be submitted for approval in writing by the Local Planning Authority. The strategy shall include:

- + likely presence and location of light sensitive ecological receptors based on survey baseline data in relation to the proposed development;
- + mitigation measures along with technical specifications to reduce /eliminate the impacts of lighting spill on ecological receptors unless otherwise agreed.

The development for that phase shall be carried out in accordance with the approved strategy.

REASON

To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16

08. U48192

Prior to the submission of any Reserved Matters application, a Construction Environmental Management Plan shall be submitted to the LPA for approval, and the implemented in accordance with the approved details. The plan shall include (but not be limited to):

- o A risk assessment of the potentially damaging construction activities in relation to wildlife and habitats.
- o A method statement for the protection of reptiles and other terrestrial fauna that may be encountered on site.
- o Measures to protect the adjacent Local Wildlife Site, Long Plantation
- o The use of protective fencing, exclusion barriers and wildlife safety measures.

REASON:

To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16.

09. U48193

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

REASON:

To ensure that retained trees are protected from damage during construction in the interests of environmental quality and core strategy policy CS16: Valuing our Natural Environment.

10. VQ17

No development shall take place on the site until details of a landscaping/planting scheme have been agreed in writing with the Local Planning Authority. This scheme shall indicate all existing trees and hedgerows on the site, showing their respective size, species and condition. It shall distinguish between those which are to be retained, those proposed for removal and those requiring surgery. The scheme should also indicate, where appropriate, full details of new or replacement planting. All planting material included in the scheme shall comply with Local Planning Authority's 'Landscape Specifications in Relation to Development Sites'. Planting shall take place in the first suitable planting season, following the commencement of the development. Any tree or shrub planted in accordance with the scheme and becoming damaged, diseased, dying or removed within five years of planting shall be replaced in accordance with the above document.

REASON

To ensure that replacement trees are of a suitable type and standard in the interests of amenity.

11. U48194 No development shall take place on a phase until details of the proposed means of disposal of foul and surface water drainage for that phase, including details of any balancing works and off-site works, have been submitted to and approved in writing by the Local Planning Authority. All foul sewers shall be lined with an impermeable liner. There shall be no occupation of any of the dwellings on that phase until the approved drainage works for that phase have been fully constructed in accordance with the approved details and there shall be no temporary storage of foul sewage.
REASON
To ensure that the development can be properly drained and to protect the public water supply. The condition is required prior to the commencement of development as the detailed drainage scheme may impact upon site preparation works.
12. U48196 A pumped discharge of foul water into the public sewer shall not exceed 10 (ten) litres per second in total for the whole development.
REASON
To ensure that the development can be properly drained and to protect the public water supply. The condition is required prior to the commencement of development as the detailed drainage scheme may impact upon site preparation works.
13. U48197 No development shall take place in a phase until a detailed design and associated management and maintenance plan of surface water drainage for that phase, based upon sustainable drainage principles and an assessment of the hydrological and hydrogeological context of that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme to be submitted shall demonstrate that the surface water drainage system(s) are designed in accordance with the South Yorkshire Interim Local Guidance for SuDS. There shall be occupation of any of the dwellings on that phase until the approved surface water drainage works for that phase have been fully constructed in accordance with the approved details.
REASON
To prevent the increased risk of flooding; to ensure the future maintenance of the SuDS system, to improve water quality, habitat and amenity all in accordance with NPPF. This is necessary prior to development commencing as sustainable drainage is an integral part of the build process
14. U48198 No development in a phase shall take place until details of the mode of construction and operation of the surface water drainage methodology for that phase, including any attenuation infrastructure, have been submitted to and approved in writing by the Local Planning Authority. The details shall include appropriate measures to ensure there is no risk of contamination of groundwater arising as a result of either the construction or operation of the means of attenuation. No surface water discharge from that phase shall commence until the approved scheme has been implemented in accordance with the approved details.

REASON

To ensure that the water environment and public water supply is protected. The condition is required prior to the commencement of development as the detailed drainage scheme may impact upon site preparation works.

15. U48199

Prior to the commencement of construction on a phase a Construction Environmental Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP for each phase shall include:

- + a risk assessment of the potentially damaging construction activities in relation to wildlife and habitats;
- + A method statement for the protection of reptiles and other terrestrial fauna that may be encountered on [that phase ?]
- + Measures to protect the adjacent Local Wildlife Site, Long Plantation;
- + The use of protective fencing, exclusion barriers and wildlife safety measures;
- + An assessment of the risks posed to groundwater quality during the construction phase, including foundation works;
- + The implementation of mitigation measures designed to protect groundwater;
- + Details of the size and design of any site compounds, including how any potentially polluting materials will be stored to minimise the risk of pollution;
- + Pollution incident management plan.

The development on that phase shall thereafter be constructed in accordance with the approved CEMP.

REASON

To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16. The development is located within a groundwater Source Protection Zone 2 (SPZ2) for a public drinking water supply. It is very important that groundwater is protected from possible pollution associated with the construction of the development.

16. HIGH1

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

REASON

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

17. HIGH3 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.
18. HIGH8 Details of wheel washing facilities for construction traffic connected with the development hereby permitted shall be submitted to and approved in writing by the local planning authority and shall be installed before the development hereby approved is commenced and once installed shall be used to prevent mud and other debris being deposited on the highway during the construction of the development.
REASON
In the interests of road safety.
19. U48202 Detailed engineering drawings for the proposed access arrangements, carriageway re-alignment and proposed roundabout on West Moor Link in accordance with design standards contained within DMRB TD 16/07 and TD9 shall be submitted for inspection and approval by the Local Highway Authority before works commence on site. The construction of the roundabout and access road shall thereafter be carried out in accordance with the approved details.
REASON
In the interests of highway safety
20. CON3 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 and pursuant to guidance set out in the National Planning Policy Framework.
21. CON2 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 and pursuant to guidance set out in the National Planning Policy Framework.

22. U48203

Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the local planning authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then implemented.

REASON

To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with policy ENV38 of the Doncaster Unitary Development Plan.

23. U48204

Prior to the commencement of development on a phase, full details of the layout, landscaping and any equipment to be laid out on the approved public open space for that phase (if any), together with a scheme for the long term management and maintenance of that public open space, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To provide an appropriate area of public open space for the community

24. U48205

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

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives for the protection of public health and providing sustainable travel choice in accordance with policies CS9 and CS18 of the Doncaster Council Core Strategy.

25. U48206 No development shall take place until a scheme for protecting residents in the proposed dwellings from road traffic noise along the A630 has been submitted to and approved in writing by the local planning authority. The scheme shall be in line with the recommendations of the noise assessment, reference 14/0085/R01, submitted with the application. All works which form part of the approved scheme shall be completed before occupation of the permitted dwellings, unless otherwise agreed in writing by the Local Planning Authority. The protection measures in the agreed scheme shall be maintained throughout the life of the development

REASON
In order to safeguard the amenities of the occupiers of the proposed dwellings.

26. U48207 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

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

REASON

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

27. U48208 Before any construction works are started on the application site, a Construction Impact Management Plan, indicating measures to be taken to mitigate the effects of the construction activity and associated vehicle movements upon the living conditions of neighbouring residents and highway safety shall be submitted to and approved by the Local Planning Authority. The mitigation measures shall include provision for the following: the limitation of noise, the means of enclosure of the construction sites, and any proposed external security lighting installation; the control of dust emissions; the control of deposition of mud or debris on the highway, and the routing of contractors' vehicles.

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

REASON

To safeguard the living conditions of neighbouring residents.

28. HIGH11

The development hereby approved shall not be brought into use until a crossing over the footpath/verge has been constructed in accordance with a scheme previously approved in writing by the local planning authority.

REASON

To avoid damage to the verge.

29. U48209

No phase of development shall commence until Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the Local Highway Authority. The approved plan shall be adhered to throughout the construction phase. I would expect the CTMP to contain information relating to (but not limited to):

- + Volumes and types of construction vehicles
- + identification of delivery routes;
- + identification of agreed access point
- + Contractors method for controlling construction traffic and adherence to routes
- + Size, route and numbers of abnormal loads
- + Swept path analysis (as required)
- + Construction Period
- + Temporary signage
- + Measures to control mud and dust being transferred to the public highway
- + Timing of deliveries

REASON

In the interest of highways safety and residential amenity.

30. U48211

Prior to submission of the first reserved matters application (s) for development of the site , a site wide phasing plan shall be submitted to and approved in writing by the Local Planning Authority . The phasing plan shall include details of the proposed sequence of development across the entire site, the extent of the development phases /plots, including reference to the type and extent of development envisaged and include timing information (by reference to any date, the commencement or completion of development of any phase or provision of any element or to any other applicable trigger point) for:-

- a) Strategic foul water drainage features including the points of connection to public sewer, sewerage, pumping stations and any other necessary infrastructure . A pumped discharge of foul water into the public sewer shall not exceed 10 (ten) litres per second in total for the whole development;

b) Surface water drainage features including SuDS , sewerage and outfalls plus any other necessary infrastructure identified as part of a surface /storm water management plan . The details shall include:

- i. information about the design storm period and intensity , the method employed to delay and control the surface water discharged from the site , the point(s) and rate(s) of discharge and the measures taken to prevent pollution of the receiving groundwater and /or surface waters ;
- ii. a timetable for its implementation ; and
- iii. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime .

REASON

In order to ensure that provision of waste water infrastructure is provided such that the development does not adversely impact on the local aquatic environment or increase flood risk on or off site and to ensure the needs of the development with respect to drainage are properly addressed in a timely manner.

31. U48212

No development shall commence until such time as the phasing plan has been approved in writing by the Local Planning Authority . The provision of all waste water infrastructure (including any necessary off-site works and the point of connection [s] into the existing public sewer) shall be carried out in accordance with the approved timing contained within the phasing plan, unless otherwise agreed in writing by the Local Planning Authority . Furthermore, the site shall be developed with separate systems of drainage for foul and surface water on and off site and no additional surface water shall discharge to the public sewer network . Surface water from vehicle parking and hardstanding areas shall be passed through an interceptor of adequate capacity prior to discharge to the public sewer. Roof drainage should not be passed through any interceptor.

REASON

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

32. U48213

Any off-site foul sewers required in the area delineated as a Source Protection Zone 1 shall be lined with an impermeable liner .

REASON

To ensure that the development can be properly drained and to protect the public water supply

33. U48214 The layout of the proposed development shall be based on the findings and recommendations of a tree survey commissioned in accordance with British Standards Institute 5837 (2012): Trees in relation to design, demolition and construction - Recommendations. The siting and design of the development platform, all proposed buildings, access roads, private drives and parking spaces shall be informed by the tree survey and shall give full regard to the root protection area and future growth of trees taking in to account the aspect and topography of the site.
REASON:
To ensure that appropriate trees are retained and given due consideration in site planning in the interests of amenity and of environmental quality and core strategy policy CS16: Valuing our natural environment.
34. U48245 Bi-annual traffic counts (or annually if Automatic Traffic Count (ATC)), shall be carried out at each vehicular entrance point of the site in a neutral month, for a period of 5 years by an independent consultant (the parameters of which are to be agreed with the local planning authority beforehand). The monitoring will establish if the actual trips on the network are in line with those agreed through the planning process. The results of the counts shall be submitted to the local planning authority for approval in writing.
REASON
In the interest of sustainable travel in accordance with CS 9 of Doncaster Council Core Strategy.
35. U48246 The development shall be carried out in accordance with the details and mitigation measures contained within the submitted Transport Assessment and Travel Plan (dated February 2015) prepared by Croft Transport Solutions.
REASON
In the interest of sustainable travel in accordance with CS 9 of Doncaster Council Core Strategy.
36. U48247 A full Travel Plan shall be submitted to the Local Planning Authority for written approval within 3 months of the full occupation of the site and the development shall thereafter be carried out in accordance with the approved details.
REASON
In the interest of sustainable travel in accordance with CS 9 of Doncaster Council Core Strategy.
37. Within two months of approval a Biodiversity Enhancement Master Plan shall be submitted and approved in writing by the LPA. The content of the Plan shall include;
- Identification of the mitigation and/or compensation areas within the development site, including SUDS features.

- Measures to protect and enhance the adjacent Local Wildlife Site, Long Plantation
- Baseline specifications for biodiversity creation and enhancement works and other ecological features specific to mitigation proposals for habitats, faunal groups and species. These to be based on site survey data and Local Biodiversity Action plan priorities.
- Provision of roosting and nesting opportunities in woodland and new dwellings

REASON

To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16.

INFORMATIVES

01. INF1A

INFORMATIVE

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. It should also be noted that this site may lie in an area where a current licence exists for underground coal mining.

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

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

This Standing Advice is valid from 1st January 2015 until 31st December 2016

02. U10485

INFORMATIVE

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

03. U10486

INFORMATIVE

Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent the pollution of groundwater. The discharge of clean roof water to ground is acceptable provided that all roof water down-pipes are sealed against pollutants entering the system from surface run-off, effluent disposal or other forms of discharge. The method of discharge must not create new pathways for pollutants to groundwater.

If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably permitted facility.
The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate permitted facility and all relevant documentation is completed and kept in line with regulations.

04. U10487

INFORMATIVE

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

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

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

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

The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean.

It should be noted that to deposit mud and debris on the highway is an offence under provisions of The Highways Act 1980.

Any trees to be provided in the public highway require a commuted sum for maintenance purposes of £1500 per tree (£300 pounds per annum for a period of 5 years) to be paid to the Council, prior to the issue of the Part 2 Certificate.

05. U10488

INFORMATIVE

Any highways structures (as defined within South Yorkshire Residential Design Guide 4D1.1) will require technical approval in accordance with the approval procedure based on DMRB BD2/05. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.

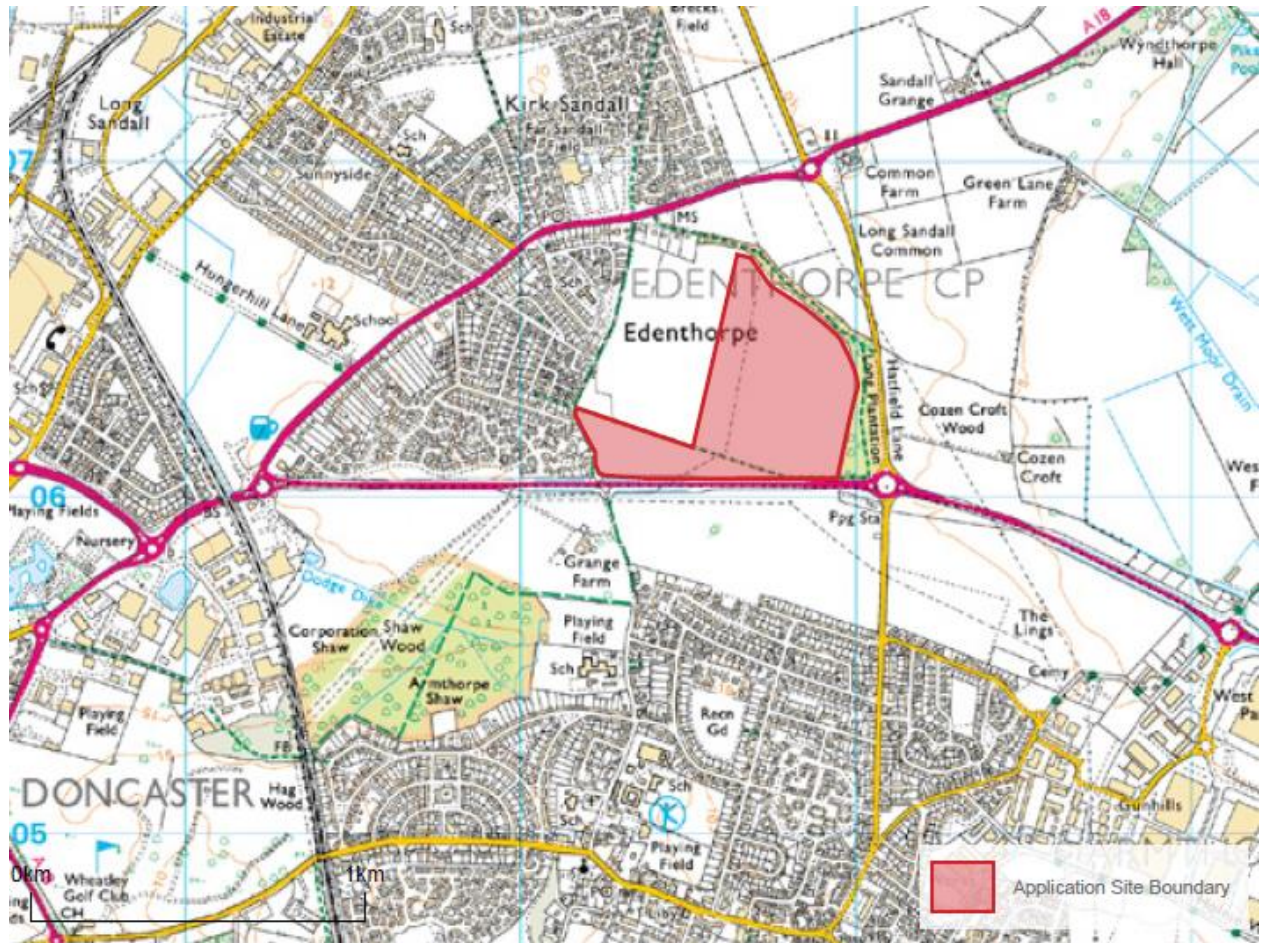
06. U10489

INFORMATIVE

The roadside ditch will require culverting beneath the main access. As such approval will be required from the relevant drainage authority.

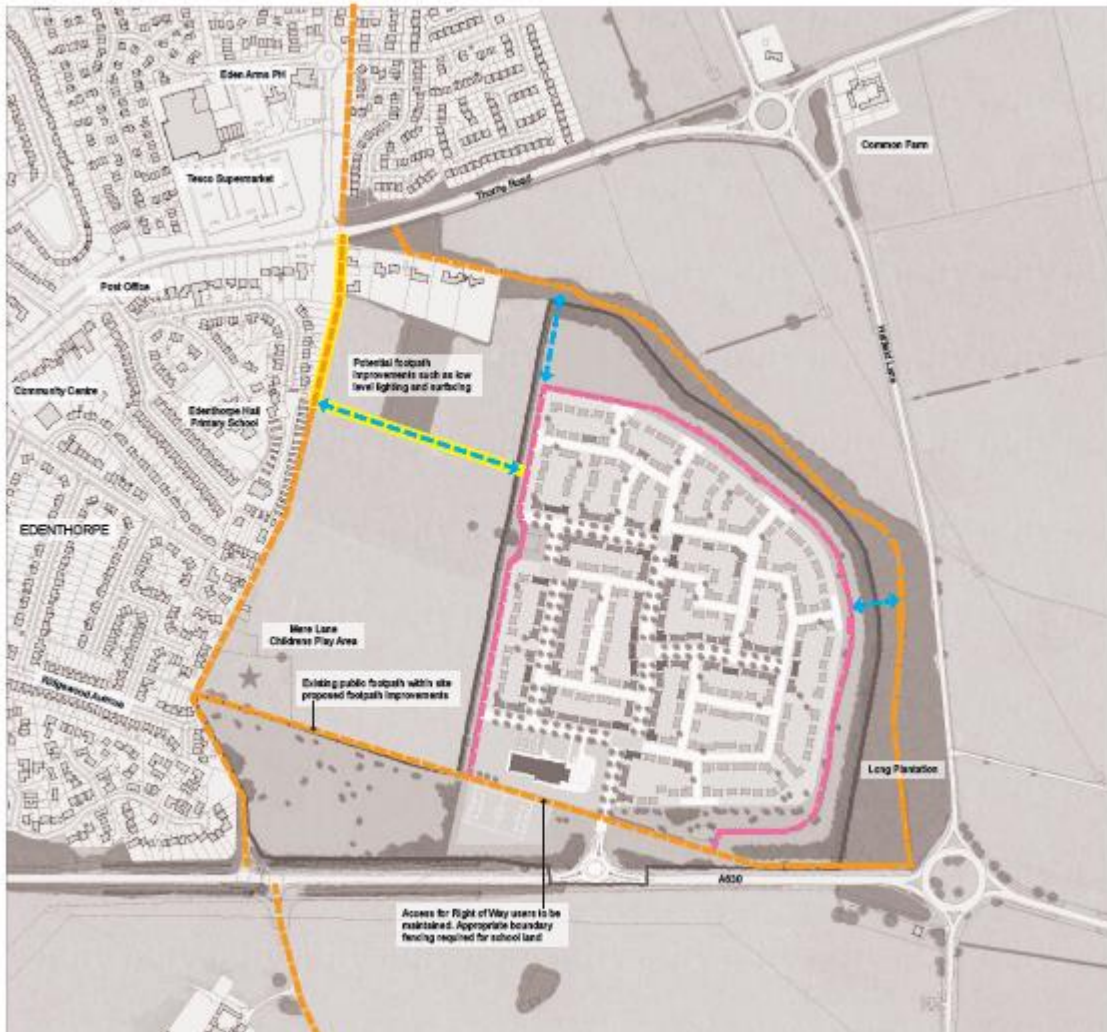
The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family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

APPENDIX 1 – Site Location Plan



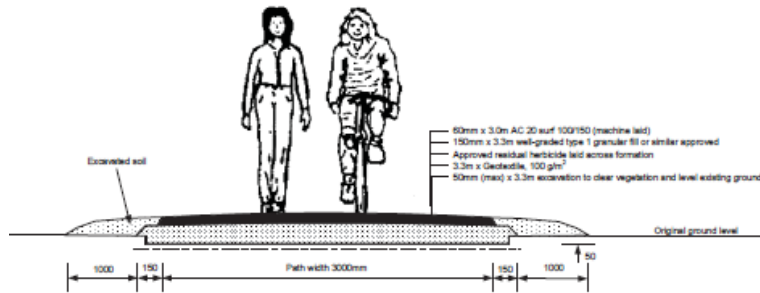


APPENDIX 2 – Indicative Layout (with site access secured off the A630) - including footpath links and upgrades



Notes:

1. Centre line of path is as indicated on General Arrangement Plans.
2. Soft and woody vegetation to be cleared 2 metres from edges of path and 3.5 m above path surface. No works to specimen trees other than as directed by approved arboriculturalist.
3. All cleared vegetation to be chipped and spread locally on site. Larger timber to be supplied to land owner if required or stacked into habitat piles on site.
4. Excavation to level existing track to be kept to a minimum. Arising to be temporarily stored for subsequent use as support to edges of path. Excise spoil to be spread locally on site.
5. Finished surface to be laid to 2.5 % cross fall/camber, to be free draining, free of undulations and / or steps and should not pond or hold water.
6. This drawing to be read in conjunction with all other drawings.
7. Asphalt to BS EN 12108-1.



Standard DBM path cross section

File: Crown Copyright 2005. All rights reserved. Licence number 100018415
 Registered Charity No. 205550 (England and Wales) (SC028853) (Scotland)
 Do not scale from this drawing

Health and Safety Information:

B	Revised/updated	MW	22/10/10
A	First Issue	ChE	11/12/09
Rev	Description	Drawn	Date



George Holt House
 119 Holloway Road
 Birmingham B5 12J
 Tel: 0121 620 5200
 Fax: 0121 643 1214

Status: **Standard detail**

Project: **National Cycle Network**

Title: **Standard DBM path cross section**

Drawn and designed by: **CSE** Checked by: **GE**

Scale: ---