

## DONCASTER METROPOLITAN BOROUGH COUNCIL

### PLANNING COMMITTEE - 15th November 2016

<b>Application</b>	<b>03</b>
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<b>Application Number:</b>	16/01386/FULM	<b>Application Expiry Date:</b>	30th August 2016
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<b>Application Type:</b>	Planning FULL Major
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<b>Proposal Description:</b>	Erection of a convenience retail unit (Use Class A1) 1,394sqm , customer car park, and service yard
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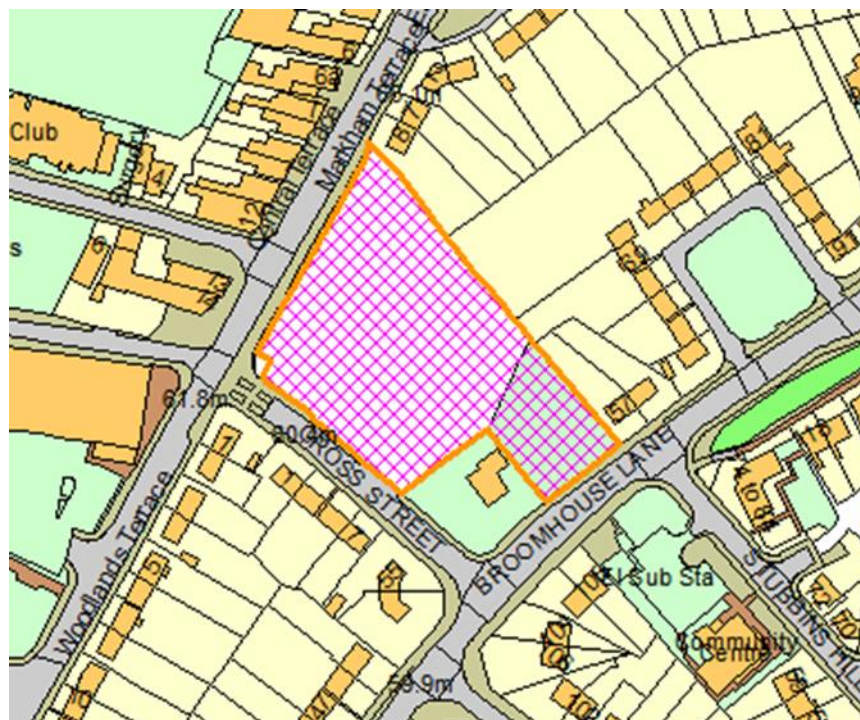
<b>At:</b>	The Ridings Cross Street Edlington Doncaster
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<b>For:</b>	UK & Maine Ltd - Mr Roger Ahmed
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<b>Third Party Reps:</b>		<b>Parish:</b>	Edlington Town Council
		<b>Ward:</b>	(Historic) Edlington And Warmsworth

<b>Author of Report</b>	Mrs Andrea Suddes
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<b>MAIN RECOMMENDATION:</b>	GRANT
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## **1.0 Reason for Report**

1.1 The application is being presented to Planning Committee for determination on account of the significant amount of public interest shown in the proposal.

## **2.0 Proposal and Background**

2.1 The application is seeking full planning consent for the erection of a convenience retail store (Use Class A1) with associated car parking, landscaping and service yard.

2.2 The total development site extends to 5451sqm (1.31 acres) and is located on Edlington Lane, Edlington, with Bungalow Road and Market Place opposite. To the south west boundary of the site is Cross Street and to the south east boundary is Broomhouse Lane.

2.3 The site itself is currently lying vacant having previously been occupied by Edlington Health Centre and 'The Ridings' nursing home.

2.4 The land levels of the site fall by 2.7m between Edlington Lane and Broomhouse Lane at the South Eastern side of the site. The main difference in land levels change by 2.3m within 10m of the back edge of the pavement. There is also a fall from West to East of approximately 1m.

2.5 The South and West of the site is bound by residential streets and to the North West of the site across Edlington Lane there is a cluster of retail and takeaway shops.

2.6 The retail unit will be of a contemporary modern style, with a simple palette of materials and will be positioned to front Markham Terrace. Vehicular access is proposed from Markham Terrace, with servicing from the rear on Broomhouse Lane. The servicing yard will also incorporate 4 staff parking spaces. There are 72 customer parking spaces proposed at the front and site of the store. The main entrance

## **3.0 Relevant Planning History**

10/00956/FULM

Decision: PER106

Date Issued: 11th January 2011

Erection of 14no. dwellings including means of access

11/01358/FUL

Decision: FDISP

Date Issued: 15th June 2012

Erection of a block of 3 terraced houses with detached garage to each end unit following demolition of existing health centre

## **4.0 Representations**

4.1 This application has been advertised in accordance with Article 13 of the Development Management Procedure Order (DMPO), and includes 3 site notices, press advertisement, Public Access and neighbour notification.

Objections have been received from 5 interested parties. The concerns include;

- Proximity of service yard to properties – noise and lorries
- Car park too close to properties, noise and disturbance implications
- Surface water drainage issues
- Residential properties would be surrounded by retail development
- Impact on road safety, insufficient visibility and concerns regarding manoeuvrability and insufficient turning area
- Increased traffic generation and congestion
- Impact on road safety
- Concerns regarding the advertisement of the application and the timing for responses
- Building will block sunlight to back garden
- Possibility of antisocial behaviour when the store closes

## **5.0 Town Council**

5.1 Edlington Town Council supports the application and welcomes employment opportunities that the development may bring for local residents.

5.2 Further comments have also been received from the Town Council relating to the publicity of the application, in particular the timing of site notices and letters of notification to neighbours in that they did not correspond with the timing of the town council meeting resulting in residents not attending the meeting as they would have wished.

5.3 Most parish/town councils hold their meeting every 4 weeks or once a month, and so to co-ordinate the publicity of applications to accord with this would cause an unreasonable delay in the processing of planning applications. Planning applications have a consideration period and determination of either 8 or 13 weeks depending on the type of application. The Government has also placed great emphasis on the validation and processing of planning applications in a timely manner; Therefore site notices and neighbour notification letters are not dated or posted to take into account parish or town council meetings.

## **6.0 Relevant Consultations**

6.1 Highways DC - During the planning process for this development proposal, concerns were raised regarding a number of highways related issues which over the course of the application have been responded to by the applicant's Highways and Transportation consultants.

Most recently, information relating to vehicle speeds and traffic volumes on Broomhouse Lane have been received, the contents of which have been assessed and the highways officer can confirm that due to the changes made and information obtained during the planning process, there are no objections to the development proposal from a highways development control perspective, subject to condition.

6.2 Transportation - Following consideration of the Transport Statement submitted with the application, there are no objections from a transportation point of view, subject to cycle parking being provided.

6.3 Built Environment (Design) – No objection subject to agreement by condition of a suitable landscaping scheme and boundary treatments.

6.4 Pollution Control – No objections subject to conditions for addressing unexpected contamination during development and importation of topsoil.

6.5 Pollution (Air Quality) – No objections subject to the provision of electric vehicle charging points.

6.6 Internal Drainage – No objections, subject to conditions.

6.7 Severn Trent Water - No objections have been raised subject to condition for details of foul and surface water to be agreed with the Local Planning Authority.

6.8 Environmental Health (Noise) – Following consideration of the noise impact assessment, there no objections in principle to the proposed retail development from a noise point of view. The site is located adjacent to existing residential properties so there is some potential for a negative impact on amenity due to the operations of the store so it is recommended that conditions are included on any approval in order to protect residential amenity:

6.9 National Grid – Advice received with regard to equipment within the vicinity of the site.

6.10 Investment Team – No comments received.

6.11 Local Plans Team (Retail) – No objections raised to the principle of retail use in this location.

6.12 Coal Authority – Standing Advice.

## **7.0 Relevant Policy and Strategic Context**

Planning policy relevant to the consideration of this application includes:

## 7.1 National Planning Policy Framework:

Section 1 (paragraph 19) sets out the Government's commitment to securing economic growth in order to create jobs and prosperity.

Section 2 (paragraph 23) of the NPPF seeks to promote competitive town centre environments that sets out policies for their management and growth.

Section 4 (paragraph 35) of the NPPF encourages sustainable development through transport policies that can contribute to wider sustainability and health objectives, giving people choice about how they travel.

Section 7 of the NPPF attaches great importance to the design of the built environment, to plan positively for the achievement of high quality and inclusive design for all development.

## 7.2 Doncaster Council's Core Strategy:

Policy CS1 of the Core Strategy is concerned with Quality of Life, covering a range of issues and criteria. Related to this application, the policy seeks to ensure that proposals are place specific in their design and protect and enhance the built and natural environment, are accessible by a range of transport modes, protect amenity and are well designed.

Policy CS7 of the Core Strategy is concerned with Retail and Town Centres. The policy states that retail and other commercial uses will normally be directed towards existing centres.

Policy CS 9 of the Core Strategy ensures the delivery of travel choice and sustainable opportunities for travel through transport assessments and travel plans as appropriate.

Policy CS14 of the Core Strategy is concerned with Design and Sustainable Construction. It seeks to ensure that proposals are robustly designed, works functionally and is attractive.

## 7.3 Saved Doncaster Unitary Development Plan:

PH 11 - Residential Development in Residential Policy Area

PH 12 – Non-residential Development in Residential Policy Area

SH 16 – Retail Development

## 7.4 Emerging Edlington Neighbourhood Plan:

An emerging neighbourhood plan may be a material consideration. Paragraph 216 of the National Planning Policy Framework sets out the weight that may be given to relevant policies in emerging plans in decision taking. Factors to consider include the stage of preparation of the plan and the extent to which there are unresolved objections to relevant policies.

The Planning Practice Guidance advises that whilst a referendum ensures that the community has the final say on whether the neighbourhood plan comes into force, decision makers should respect evidence of local support prior to the referendum when seeking to apply weight to an emerging neighbourhood plan.

Edlington Town Council has submitted a Neighbourhood Plan Area, and a boundary has been designated, however at this stage there are currently no policies for consideration. Therefore the emerging plan is of limited weight.

## **8.0 Planning Issues and Discussion**

8.1 The main considerations are the principle of retail development in this location, the design, scale and layout of the proposal and its impact on the character of the surrounding area, the impact on residential amenity and the highway implications of the development.

### Principle of Retail Development

8.2 The application site is located on land defined as residential policy area by the Doncaster Unitary Development Plan. Policy PH 11 of the Doncaster Unitary Development Plan states that within the residential policy area, development for housing will normally be permitted where it meets the set criteria. However, policy PH 12 states that with the residential policy areas, the establishment or extension of non-residential uses of appropriate scale will be permitted provided the use would not cause unacceptable loss of residential amenity through, for example, excessive traffic, noise, fumes, smells or unsightliness. The impact on residential amenity will be assessed in a later section of this report.

8.3 Paragraph 19 of the NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

8.4 Paragraph 23 of the NPPF seeks to ensure the vitality of town centres and states that local planning authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality. In paragraph 24, the NPPF requires local planning authorities to apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of town centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

8.5 Policy CS 7 of the Core Strategy lists Edlington as a Local Centre in retail hierarchy terms. Town centre uses should be located according to the Retail Hierarchy, and retail uses that would support the vitality and viability of centres in the hierarchy below Doncaster town centre will be directed sequentially to these centres providing that they are of a scale and nature that is appropriate to the size and function of the centre, and would not lead to unsustainable trip generation from outside their catchments.

8.6 In accordance with paragraph 24, and CS 7 a sequential test has been submitted by the applicant, a retail impact assessment has also been provided. The development site is not located within an existing centre, although it is located adjacent to the area boundary and is considered to be an edge of centre site. For the purposes of the Sequential Test, the applicant considers that a suitable site would need to provide around 1400sqm of floorspace on the level with level access to adjacent off street parking on a site of around 0.45ha to accommodate the store, parking and servicing. The applicant also requires the site to provide main road frontage and presence to attract trade. Development of the site would also need to be visible. In applying this criterion, the applicant identifies five alternative sites and concludes that there are no available sites which are suitable in a sequentially preferable location to provide a retail unit in a format that would be suitable for the proposed discount retail store.

8.7 According to the applicant, the proposed development would enhance the retail offering within Edlington, complementing the existing retail offering along Edlington Lane and catering for the increasing population in the town. They consider that in providing a discount retailer, this would also assist in retaining shoppers that would normally travel further afield. It could therefore be argued that the development would be of an appropriate size and scale for the function of the centre. Furthermore, the site is sustainably located being within walking distance to a large residential catchment and having access to public transport which offer regular services to Doncaster Town Centre, Warmsworth, Rotherham and Dinnington.

8.8 Generally, the vitality of local centres is diminishing given the high number of services closing or amalgamating with other stores or local services e.g. Post Offices and their services inside general stores and pharmacies and libraries within health centres etc. There is also the advanced online services available these days such as banks and food/grocery shopping and the scope to enhance the existing offers to address local shopping and leisure needs which must be considered for the future of the new Local Plan. In accordance with the NPPF and the spirit of the new Local Plan it is to recognise that town centres are the heart of communities and policies will support their viability and vitality.

8.9 Having said this, a local centres study for each centre within the borough has recently been carried out to inform the evidence for the new Local Plan, this will help define boundaries in town, district and local centres (yet to be published). For Edlington, specifically, there is evidence to suggest that the existing boundary identified in the UDP (adopted July 1998) could see change, Edlington seems to have seen development over the last few years e.g. health centre, retail (Asda), but has also seen closure of some larger stores Co-op/Netto etc on sites within the town centre and edge of centre sites.

Therefore, the boundaries may change to include the application site to encourage new and other town centre uses to support the existing viability and vitality of the town centre and provide services for Edlington.

8.10 Paragraph 18 of the NPPF states that the Government is committed to securing economic growth in order to create jobs and prosperity. Paragraph 23 states that local planning authorities should promote competitive town centres that provide consumer choice and a diverse retail offer and which reflect the individuality of town centres. This accords with policy CS 1 of the Doncaster Council Core Strategy which seeks to secure economic prosperity and enhance the quality of life in Doncaster by the provision of opportunity for people to get jobs.

8.11 Therefore, on balance, the development of the site for retail purposes is considered acceptable in that there are no sequentially preferable sites within Edlington and the proposal will enhance the vitality and viability of the local centre by providing greater consumer choice, offer the opportunity for linked shopping trips to existing retail facilities, bring back into use a vacant brownfield site which is situated in an edge of centre location which is highly sustainable and provide approximately 40-50 jobs.

### Design, Scale and Layout

8.12 Paragraph 58 of the NPPF states that developments should function and add to the overall quality of the area, establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places. They should also respond to local character and history and reflect the identity of local surroundings and materials.

8.13 Policy CS 14 of the Doncaster Council Core Strategy states that all proposals must be of 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. In order to achieve this, a number of design principles and quality standards should be considered. Components such as layout and townscape ensure that a development makes a positive contribution to achieving a number of qualities of a successful place, including character, continuity and enclosure of streets and spaces by buildings.

8.14 In addition to the above, policy SH 16 of the Doncaster Unitary Development Plan sets out a number of design requirements for new retail development to ensure that there is adequate space for necessary car parking requirements, pedestrian access and public transport facilities; adequate space for the parking and unloading of service vehicles; and that the development is of a satisfactory siting, scale, design and external appearance, in harmony with neighbouring development.

8.15 The buildings in the immediate vicinity of the site vary dramatically in quality and materials used ranging from red facing brickwork and render on the residential properties, to light grey cladding panels and curtain walling on the Asda Supermarket.

8.16 The design and materials has taken into account of the surrounding character and proposes a single storey modern, functional structure located along the north eastern boundary of the site.



The siting is dictated by the change in levels within the site. An assessment of other options for siting has been submitted as requested by officers as part of the consideration, and to justify the proposed siting of the store. Car parking is provided to the North West and south of the site with servicing to the east of the site. The building although single storey will effectively be 2 storey in height overall, achieving a total overall height of approx. 9.2m. The design of the building includes a flat roof with a material palette proposing large elements of shop front glazing with a cantilevered canopy at the entrance of the store.

8.17 In terms of the proposed materials, a simple palette of materials has been used, to take into account the contrasting materials and adjacent properties. The main element of the store will be finished in light grey composite cladding with a contrasting low level red brick plinth. Grey brick piers will be introduced to break up the elevations and soften the horizontality of the form. A condition is included for materials to be agreed with officers.

8.18 The entrance to the store is further highlighted by glazing, which ensures an active frontage visible from the car park and Edlington Lane. The site is enclosed at the frontage along Edlington Lane by a timber knee rail fence with a 2.4.m high close board timber fence along the northern, southern and south eastern perimeter boundaries.

8.19 Nominal landscape planting is indicated on plan therefore a landscaping condition is included for a scheme of soft landscaping. This should include provision of a minimum of 7 trees as shown positioned on the amended site plan, and shrub and hedge planting provision to the Cross Street and Edlington Lane edges of the site. These edges should also feature a 0.9m timber knee rail boundary treatment. Boundary treatment to Broomhouse Lane should be a low wall 0.9m topped with paladin or weldmesh type fencing.

8.20 The siting, design, scale and form of the new building is appropriate and acceptable in this location given the surrounding uses, and therefore accords with Policy CS 14 of Doncaster's Core Strategy and policy SH 16 of the Adopted Unitary Development Plan.

### Impact on Residential Amenity

8.21 Policy PH 12 of the Doncaster Unitary Development Plan states that within residential policy areas the establishment or extension of non-residential uses of appropriate scale will be permitted provided the use would not cause unacceptable loss of residential amenity. Policy CS 14 of the Doncaster Council Core Strategy states that new development should have no unacceptable negative effects upon the amenity of neighbouring land uses or the environment. The application site has residential neighbours along

8.22 The application site has residential neighbours along the eastern boundary, south western boundary, and although separated by a road, there are residential properties to the west fronting Cross Street. It has already been mentioned within this report that the site is allocated as residential policy area, and whilst non-residential uses can be acceptable, this is dependent upon their impact on residential amenity. Concerns have been raised within the objections received from local residents that the development will be harmful to amenity by virtue of noise and disturbance from the store and the servicing arrangements.

8.23 The properties which are most likely to be affected are No 57 Broomhouse Lane and The Vicarage, which are either side of the proposed servicing yard and service vehicle access. The plans also show a plant zone to the rear of the store, adjacent to the boundary of The Vicarage. A 2.4m high close boarded fence is shown around the shared boundaries with residential properties which will mitigate a significant loss of amenity from the car parking and servicing areas, and the plant zone. The height of the fence also provides screening to account for the difference in levels as the site falls away towards Broomhouse Lane.

8.24 The customer entrance is located on the north western corner of the building which is not directly adjacent to residential properties; however there are car parking spaces directly adjacent to The Vicarage and No 8 Markham Terrace. The proposed opening hours of the store are Monday to Saturday 9am to 8pm, and Sundays and Bank Holidays 10:30 am to 4:30pm. As such, it is not considered that the proposed opening hours are unreasonably early or late to a level that would create undue noise or disturbance. Furthermore, deliveries to the site will not occur constantly throughout the day, as it is anticipated that 1 to 2 deliveries will be made per day. Therefore, at this limited level, it is not considered that this would be harmful to residential amenity of the properties to the rear on Broomhouse Lane.

8.25 There are also 4 car parking spaces located within the servicing area which are to be for staff car parking spaces also to the rear. The applicant states that these spaces will be used for management only who will work a normal working day and not a shift pattern, therefore it is unlikely that there would be a large number of comings and goings to these spaces throughout the day. A condition is also included to ensure that the number of cars parked is limited to 4.

8.26 A noise report has been submitted with the application and the Council's Environmental Health has been consulted. Environmental Health has no objection in principle to the proposed retail development, but notes the potential for a negative impact on amenity due to the operations of the store. As such, a number of conditions are recommended including limiting the level of acceptable background noise from plant and machinery, limiting the hours of deliveries and the provision of a 2.4m high acoustic barrier. A Construction Method Statement is also requested to ensure that loss of amenity is minimised during the construction period.

8.27 Concerns noting a loss of residential amenity by virtue of antisocial behaviour when the store is closed are noted, however secure boundary treatment is proposed around the perimeter of the site, with gates, therefore the store and its car park will be securely closed.

8.28 With regard to overshadowing, the store is considered to be sited at a sufficient distance away from the neighbouring properties to prevent a significant loss of amenity as a result of overshadowing. The store is sited approximately 20m to the north west of No 57 Broomhouse Lane, therefore there may be some overshadowing of the rear part of the garden during the afternoon/evening. The store is sited approximately 7.7m to the north of The Vicarage, therefore overshadowing should not occur. The main aspects of the Vicarage fronts Cross Street and Broomhouse Lane, therefore the store sited to the north will not be overly dominant. Furthermore, the closest part of the dwelling to the site is a garage, there is however a window on the eastern side elevation.

8.29 On balance, whilst it is noted that there will be some loss of residential amenity as a result of the erection of a large retail unit within a residential area, it is considered that this can be effectively controlled by the conditions recommended by Environmental Health. The proposal therefore accords with policies PH 12 and CS 14.

#### Transportation and Highway Safety

8.30 Paragraph 34 of the NPPF states that decisions should ensure that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Policy CS 9 of the Doncaster Council Core Strategy relates to the provision of travel choice and part (G) states that new developments will provide, as appropriate, transport assessments and travel plans to ensure the delivery of travel choice and sustainable opportunities for travel.

8.31 The development will be accessed from a new single vehicular access proposed off Edlington lane and will also incorporate 2 pedestrian links from Edlington Lane and a further link from Cross Street to connect the site to existing footways. Access to the service yard for goods vehicles will be provided from Broomhouse Lane.

8.32 Concerned residents have raised issues regarding the increased volume of traffic and road safety as a result of the development and also the proposed service access regarding its proximity to nearby houses and ability for vehicle manoeuvres turning into and out of the site. With regards to proximity of the access to houses; this is assessed as part of residential amenity issues in paragraph 8.23.

8.33 In terms of other concerns regarding road safety, visibility and vehicle manoeuvring; these are all matters given full consideration by the highway officer who did raise visibility and the ability for delivery manoeuvres as part of the initial consultation response. The Applicant therefore provided swept path analysis that satisfactorily demonstrates the ability of delivery vehicles turning into the site and turning within the service yard. It is noted as mentioned previously that 4 staff car parking spaces are included within the service yard. The Highway Officer has taken these parking spaces into account as part of the highway considerations but advises that this number should not be increased. Therefore a condition is included to restrict the number of parking spaces within the service yard.

8.34 No objections have been raised in terms of traffic frequency and volume as the applicant has provided further information relating to vehicle speeds and traffic volumes on Broomhouse Lane to demonstrate that the highway network infrastructure can adequately accommodate traffic generation. As such no objections have been raised subject to a number of conditions requiring details for cycle parking to be provided at a ratio of 1:10 car parking spaces; a Construction Traffic Management Plan to be submitted and agreed, Service Delivery Management Plan, off site highway works, and measures to avoid discharge of surface water from the site onto the public highway.

8.35 The proposal is thereby deemed to accord with the provision of Core Strategy policies CS 9 and CS 14.

## **9.0 Summary and Conclusion**

9.1 Regeneration of a vacant, brownfield site in an edge of centre location, generating significant investment and create approximately 40-50 new jobs, provide and increased retail offering within Edlington which complements the existing small shops and supermarket by offering linked trip opportunities, highly sustainable location within walking distance to a large area of residential properties, and public transport opportunities.

## **10.0 Recommendation**

GRANT Planning Permission subject to the following conditions:-

01. STAT1            The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.  
REASON  
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.

02. U48600 The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:  
Proposed Elevations Dwg No 1270-300 Rev F  
Proposed Floor Plan Dwg No 1270-200 Rev C  
Roof Plan Dwg No 1270-201 Rev B  
Amended Site Plan Dwg No 1270-110 Rev J  
REASON  
To ensure that the development is carried out in accordance with the application as approved.
03. U48591 Adequate measures shall be so designed within the proposed access to avoid the discharge of surface water from the site onto the public highway.  
REASON  
In the interests of road safety.
04. U48590 Detailed layout and engineering drawings for the proposed access arrangements shall be submitted for inspection and approval by the Highway Authority before works commence on site.  
REASON  
In the interests of road safety
05. DA01 The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.  
REASON  
To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.
06. U47183 The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.  
REASON  
To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

07. SUDS1

No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site, based upon sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted in accordance with the approved detailed design, prior to the use of the development commencing.

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.

**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.

08. U48599

Prior to the commencement of the development hereby approved details of the scheme of soft landscaping and boundary treatments shall be submitted to the Local Planning Authority. The soft landscape scheme shall include provision for a minimum of 7 trees with positions indicated on the approved site plan and shrub and hedge planting provision to the Cross Street and Edlington Lane edges of the site, these edges should also feature a 0.9m timber knee rail boundary treatment. Boundary treatment to Broomhouse Lane should be a low wall 0.9m topped with paladin or weldmesh type fencing. The submission shall include details indicating the planting location of all trees and shrubs; a schedule including the nursery stock specification for all shrubs and trees in compliance with British Standard 3936: Part 1: 1992 Specification for Trees and Shrubs and planting density/numbers; a detailed specification for tree pit construction that utilises a professionally recognised method of construction to provide the minimum rooting volume set out in the Council's Development Guidance and Requirements supplementary planning document and a load-bearing capacity equivalent to BS EN 124 Class C250 for any paved surface above; a specification for planting including details of tree support, tree pit surfacing, aeration and irrigation; a maintenance specification and a timescale of implementation. Thereafter, the landscape scheme shall be implemented in full accordance with the approved details. Any tree or shrub planted as part of the scheme that is removed or is found to be dying, diseased or seriously damaged within five years of practical completion of the planting works shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

**REASON**

To ensure that a landscape scheme is implemented in the interests of environmental quality and compliance with Core Strategy policy CS16: Valuing our Natural Environment.

09. 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.
10. 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.
11. 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.
12. 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.
13. U48598 A Service Delivery Management Plan shall be submitted to the LPA for written approval before the development is brought into use. The agreed SDMP shall thereafter be adhered to unless otherwise agreed by the Local Planning Authority.  
REASON  
In the interests of road safety.
14. U48597 When the proposed access has been constructed, the existing access shall be permanently closed in a manner to be approved by the local planning authority. Reason: In the interests of road safety.  
REASON  
In the interests of road safety.

15. U48596 No development shall take place until detailed layout and engineering drawings for the offsite highway works have been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed details and completed prior to the opening of the store.  
REASON  
In the interests of road safety.
16. U48595 Any onsite lighting proposals shall be adequately shielded to ensure that no light is directly transmitted toward the highway to prevent a distraction to drivers.  
REASON  
In the interests of road safety
17. U48594 A construction traffic management plan shall be submitted for approval in writing by the Local Planning Authority prior to commencement on site.  
REASON  
In the interests of road safety.
18. U48593 Visibility splays as shown on plans EDL-BWB-GEN-XX-DR-TR-001 Rev 2 and EDL-BWB-GEN-XX-DR-TR-101 Rev P4 shall be rendered effective before the development is brought into use. The splays provided shall thereafter be effective, unless otherwise approved in writing by the local planning authority. REASON  
In the interests of road safety.
19. U48592 Whilst it is acknowledged that a Stage 1 RSA has been undertaken for the proposal, detailed design of the proposed accesses and offsite highway works will be subject to further Road Safety Audits in accordance with DMRB Volume 5 Section 2 Part 2 Road Safety Audit (HD 19/15).  
REASON  
In the interests of road safety.
20. 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.



21. CON3 Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filing and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and be approved in writing by the LPA prior to any soil or soil forming materials being brought onto site. The approved contamination testing shall then be carried out and verification evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site.  
REASON  
To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework.
22. U48632 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.
23. U48638 Prior to the occupation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The development shall not be occupied until the approved connection has been installed and shall be retained for the lifetime of the development. The development shall be carried out in accordance with the approved details.  
REASON  
To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with policies CS9 and CS18 of the Doncaster Council Core Strategy.
24. U48639 The premises shall not be open to the public before the hours of 0900 or after 2000 Monday to Saturday, or before 1000 or after 1700 on Sundays.  
REASON  
To protect the amenities of nearby residents and comply with Saved UDP policy PH12
25. U48640 No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 0700 or after 2100 Monday to Saturday, or before 0900 or after 1800 on Sundays and Public Holidays.

REASON

To protect the amenities of nearby residents in accordance with UDP Policy PH12.

26. U48642

The rating level of sound, expressed as LAeq,1hour emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound level of LA90 47dB between the hours of 0700-2300 at the boundary of the nearest sound sensitive premises

The rating level of sound (expressed as LAeq, 15mins) emitted from any fixed plant and/or machinery associated with the development shall not exceed the background sound level of LA90 32dB between 2300-0700 at the boundary of the nearest sound sensitive premises.

All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments).

Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the local planning authority.

REASON

To protect the amenities of nearby residents.

27. U48643

Prior to commencement of the permitted use, a scheme for a continuous acoustic barrier constructed in the locations indicated on drawing number 1270-110 Rev G submitted with the application, of minimum height of 2.4 metres and minimum surface density of 10 kg/m<sup>2</sup> shall be submitted to and approved in writing by, the Local Planning Authority

All works which form part of the approved scheme shall be completed the approved use commences.

The barrier shall be retained throughout the life of the development.

REASON

To protect the amenities of residents.

28. U48644

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.

29. U48645

Prior to commencement of the development, 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.

30. U48648

The number of staff car parking spaces within the service yard shall be limited to 4 in total at any time.

REASON

In the interests of highway safety in accordance with policy CS9 and CS14.

01. U10247

INFORMATIVE: SUD's

The Developer should be aware that a Sustainable Drainage System (SuDS) is the Local Planning Authority's preferred drainage option. A detailed explanation of any alternative option and reasons for rejecting a SuDS solution will be required.

Suitable treatment must be provided to deliver the water quality improved as detailed in the South Yorkshire interim guidance for SuDS.

02. U10246

INFORMATIVE: HISTORIC SEWERS

Severn Trent Water advise that although their statutory sewer records do not show any public sewers within the area, there may be sewers that have been recently adopted under The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.

03. U10563

**INFORMATIVE: HIGHWAY WORKS**

o 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.

o 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.

o Street lighting design and installation is generally undertaken by the Local Highway Authority. 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. 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.

o 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.

**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 Plan



Rev	Date	Rev
<b>PLANNING</b>		
w/whp		W/whp/whp
Client		Client
UK & MAINE LTD		
Project		
PROPOSED DEVELOPMENT		
EDLINGTON LANE, EDLINGTON		
Drawing No:		
PROPOSED SITE PLAN		
Drawing number	1270-110	Exp. date
Revision	J	Scale / Pp
		1:500
		Quantity
		00 / 1

The drawing is the property of the client and is not to be used for any other purpose without the written consent of the client. It is not to be used for any other purpose without the written consent of the client.

**Site Layout Plan**  
scale 1:500 @ A3



APPENDIX 3 Visual

