Hearing Statement – Matter 3

Doncaster Local Plan

On behalf of Firsure Ltd

August 2020
I. Introduction

1.1. This is a Hearing Statement prepared by Spawforths on behalf of Firsure Ltd in respect of:

- Matter 3: Strategic Approach

1.2. Firsure Ltd has significant land interests in the area and has made representations to earlier stages of the Local Plan process.

1.3. The Inspector’s Issues and Questions are included for ease of reference. The following responses should be read in conjunction with Firsure Ltd comments upon the submission version of the Doncaster Local Plan, dated September 2019.

1.4. Firsure Ltd has also expressed a desire to attend and participate in Matter 3 of the Examination in Public.
2. **Matter 3 – Strategic Approach**

Q3.1. Is the presumption in favour of sustainable development set out in policy 1 consistent with national policy and would it be effective in helping decision makers know how to react to development proposals?

2.1. Firsure Ltd has no specific comment in relation to this issue.

Q3.2. Is the broad spatial distribution of development proposed in policies 2 and 3 justified? In particular, the aims to accommodate:

a) At least 50% of new homes in and around the Main Urban Area; approximately 40% at seven Main Towns; and about 10% at ten Service Towns and Villages.

b) The ranges for the number of new homes in and around each of the individual Main Towns and Service Towns and Villages.

c) Major new employment sites in locations accessible from the Main Urban Area and Main Towns in locations attractive to the market with good access to the strategic transport network as well as Doncaster Sheffield Airport.

d) Retail, leisure, office, cultural and tourist developments in the network of town centres defined in Table 2.

2.2. Firsure Ltd have raised significant concerns relating to the overall need for development proposed in Policy 3, and these are raised in Matter 2. Firsure Ltd is concerned with the Spatial Strategy and distribution and the consistency between the proposed distribution within Policy 2 and 3 and the proposed allocations for housing and employment.

2.3. Policy 2 and 3 focus growth towards Doncaster, followed by the Main Towns and then a smaller element within the Service Towns and Larger Villages.
2.4. Firsure Ltd considers that the Local Plan should focus more growth and regeneration in the MUA and Main Towns and that this growth should be of an appropriate type and scale to meet the economic needs and aspirations of the locality. Firsure Ltd outline the role for Rossington within Doncaster in the ‘Role and Growth of Rossington’, submitted alongside Firsure Ltd representations, appended here for ease of reference. Firsure Ltd consider that Rossington should be clearly identified as an area of growth, given the provision of new infrastructure, the scale of economic growth planned at l port, the proposed PGA golf course, and its location next to Doncaster Airport.

2.5. Rossington is a sustainable location with a good range of services and facilities reflected by its Main Town status. Its proximity to the airport with improved infrastructure make it well placed to accommodate further residential growth associated with the growth of the airport. Firsure Ltd consider that the conditional allocation of additional housing at Site E2, and E3 has missed a significant opportunity to sustainably grow the existing settlement of Rossington, this would provide access to existing services for residents of new homes and would support the provision of improvements to existing provision within Rossington.

2.6. Firsure Ltd consider that the requirement for Rossington should reflect the capacity for and opportunity for growth in Rossington, reflecting its geographical location. Further allocations should be made within Rossington to reflect its enhanced role in supporting the economic growth of the Borough.

2.7. Firsure Ltd consider that the Plan should be modified to allocate site 302 and 305, Stripe Road Rossington.

2.8. The policy as currently expressed lacks consistency and clarity. This is not aided through the use of a range within the policy requirement. Firsure Ltd consider the level of growth for the Main Towns, and Service Towns and Villages should reflect the potential for economic growth in those locations in order to support sustainable travel patterns. As noted above, Firsure Ltd consider that the role of and housing requirement for Rossington should be reviewed and additional allocations should be made, to ensure that Rossington can meet potential and support the anticipated levels of economic growth in the area.

2.9. Part B
2.10. As considered in Matter 2, Firsure Ltd do not consider that it is appropriate to express the requirement as a range. It is considered that this creates internal inconsistencies within the Plan and indeed within Policy 3 between the % target and numerical totals of the top end of the range for main towns, and that the particular circumstances in Doncaster clearly justify a higher requirement than the figure produced by the standard methodology. The use of a range does not provide any certainty to those with an interest in the settlement. The requirements for the Main Towns should be revised to provide a single minimum figure. As stated above, these should reflect a settlement’s potential for growth, and alignment with the strategy for employment land. Firsure Ltd consider that the level of economic uplift applied to each Main Town should be reviewed to account for the economic growth and regeneration potential of the Main Towns.

2.11. Part C

2.12. Firsure Ltd have no specific comment in relation to this issue.

2.13. Part D

2.14. Firsure Ltd consider that the approach to spatial distribution needs to be reconsidered in order to ensure internal consistencies within the Plan including the balance between housing and economic growth, ensuring that at least 50% of development is within the Main Urban Area. Firsure Ltd consider that further growth should be supported in Rossington, responding to its locational advantages.

Q3.3. Is the broad spatial distribution of development proposed by the employment and housing allocations in policies 4 and 6 justified having regard to the aims set out in policies 2 and 3? Are any main modifications required to ensure that the Plan is unambiguous and internally consistent in this respect?

2.15. As considered in response to Matter 2, and in response to Q3.2, Firsure Ltd consider that there should be a single housing requirement and that expressing the requirement as a range
is not justified in Doncaster. Expressing the figures as a range creates ambiguity, and does not provide for an internally consistent document, where policy on level of employment growth is supported and the lower of the figures would not account for such economic growth. The use of a range also could result in a distribution of development that does not reflect the strategy also being proposed through Policies 2 and 3 as submitted.

2.16. Notwithstanding these fundamental concerns, the resultant housing allocations do not reflect the proposed distribution. There remains a deficiency and a significant under provision in the following Settlements: Doncaster; Adwick, Conisbrough – Denaby, Mexborough, Thorne Moorends, Sprotbrough, Tickhill and Bawtry.

2.17. This is of particular concern in relation to Doncaster MUA which is identified as the focus for economic and housing growth, and therefore should be accommodating more housing. SDEB 7 Table 3.3 considers that the proposed distribution resultant from allocations is just over 46% of the total allocations. Furthermore, our analysis of sites that are proposed to be allocated shows that some should be discounted due to technical and viability concerns. For example, Site 838 has significant concerns and has been shown in the Council’s evidence to have technical issues and to be unviable.

2.18. Our analysis also shows that the supply of housing in Doncaster is constrained. Housing permissions have lapsed, more recent permissions have reduced the quantum of housing provided, and development has stalled on sites with significant constraints. The discount to be applied over the Plan period amounts to at least 116 dwellings, although we would expect this figure to be potentially higher. This further impacts on the consistency between the plan aspirations and proposed allocations. Further allocations under Policy 6 are required in Doncaster Main Urban Area to ensure that the Plan is capable of delivering the spatial strategy established in Policy 2 (as submitted) and Policy 3.

2.19. Firsure Ltd consider that Exceptional Circumstances has been demonstrated to support the release of the sites from the Green Belt, in relation to housing need (Matter 2) and the need in Doncaster MUA.

2.20. Firsure Ltd would also like to highlight that Policy 2 indicates that housing allocations to accommodate economic led housing growth should be directed to the most sustainable locations and deliverable sites in the Doncaster Main Urban Area and Main Towns in
accordance with the growth ranges set out in Policy 2 and in accordance with a sequential approach to flood risk.

2.21. As considered under Q.3.2 and Firsure Ltd consider that the Plan should establish an enhanced role for Rossington, recognising its location, recent infrastructure improvements, significant economic development at IPort and the potential at Doncaster Sheffield Airport. Further Firsure Ltd contend it is a sustainable location to support the growth of the Airport. As such further allocations should be made in Rossington. Please refer to the Role and Growth of Rossington (Appendix 1), submitted alongside the earlier representations. This document reviews the role and function of Rossington in the context of significant local investment and strategic employment sites as well as the planned development at Doncaster Sheffield Airport. It demonstrates that further land is required within Rossington to support a growing population and align the housing growth with the proposed economic growth and the significant economic investment.

Q3.4. Is the suggested change to policy 2 set out in the Council’s response to PQ14 necessary to make the Plan sound?

2.22. Firsure Ltd have no specific comment in relation to this issue.

Q3.5. Is the approach to deciding development proposals based on the figures for new homes set out in policy 3 for Doncaster Main Urban Area, the Main Towns and the Service Towns and Larger Villages justified, and is it sufficiently clear to be effective?

2.23. Firsure Ltd do not consider that the approach to deciding development proposals based on the figures for new homes that are set out in Policy 3 are justified, nor do we consider that the approach is sufficiently clear.

2.24. In line and consistent with the approach to economic growth, and the need for employment land expressed in Policy 3, the approach to expressing the housing requirement as a range is not justified or clear as considered under Matter 2 (Q2.5) and in response to Q3.2 above.
2.25. The approach to establishing the requirement as a range for homes in the Main Urban Area, Main Town, Service Towns, and Larger Villages is equally not justified or clear in its present form. Firsure Ltd have considered in response to 3.2 and 3.3 where there are inconsistencies between the distribution proposed and the allocations proposed where this has resulted in deficit. The range identified for Doncaster MUA, is not sufficient to ensure that the strategy to deliver at least 50% of development within the MUA can be achieved. Furthermore Firsure Ltd consider the role of Rossington should be enhanced within the Plan reflecting its locational advantages. The approach taken and lack of consistency internally within the document undermine the effectiveness of the policy.

Proposed Change

2.26. To overcome the objection and address soundness matters, the following changes are proposed:

- Review and amend the Spatial Strategy.
- Review the approach to the housing requirement, and requirements for Main Urban Area, Main Towns, Service Towns and Villages, and defined villages to ensure that the Plan is internally consistent.
- Review the requirement for Rossington to reflect its growth potential. Express the requirement as a single minimum figure.
- Allocate additional sites to ensure that the proposed spatial strategy is capable of being delivered, including site 302/305, The Stripe, Rossington.
Appendix 1: Role and Growth of Rossington
Growth in Rossington
Strategic Location Plan

Doncaster
Thorne
M180
M18
A1(M)
A19
New Edlington
Rossington
Braithwell
Tickhill
Finningley
Doncaster
Sheffield
Airport
Conisborough
Denaby Main
Sprotborough
Armthorpe
Edenthorpe
River Don
River Don Navigation
Bentley
Carcroft
Adwick le Street
Sprotborough
Walton
Rossington
Doncaster Sheffield Airport
Armthorpe
Hatfield
Thorne
Doncaster

N
Spawforths have prepared a review of the Role and Function of Rossington on behalf of Firsure Ltd. Further housing growth is required in Rossington to support its continued growth and regeneration. The land at Stripe Road, Rossington presents a deliverable solution to meet this requirement.

This document has been produced for the site at Stripe Road, Rossington.

The site is being advocated to Doncaster Metropolitan Borough Council (DMBC) for inclusion within the Local Plan as a Housing Allocation. This document reviews the role and function of Rossington as a Sustainable Settlement and makes the case that further housing land should be allocated in this settlement.

The site is located to the south of Rossington in a triangle of land between existing housing areas and adjacent to the East Coast Mainline in an area currently designated as Green Belt. It is circa 18.5 Ha in area. The site is in an area on the southern edge of Rossington Stripe Road is within 10 mins walk (800m) of the Gattison Lane Local Centres with good access to major bus routes.

The site is a protrusion of Green Belt within an existing residential area of Rossington.

The site is located 1 mile from the Great Yorkshire Way which provides access to the M18 (Junction 3) within approximately 10 minutes drive (3.8 miles).

The site is adjacent to existing housing to the north, east and west with the East Coast Mainline separating the site from residential development to the east.

The site represents a highly sustainable development opportunity with access to existing facilities and services. It is a logical extension to the urban area of Rossington and supports the continued housing and economic growth of the Borough.

Objectives
The key objectives of the scheme are to:

- Open up suitable Green Belt land for development
- Support an attractive neighbourhood in Doncaster.
- Provide new public open space and improve pedestrian and vehicular linkages.
- Deliver in the region of 500 new homes to meet the needs of the Borough.
- Support an attractive neighbourhood in Doncaster

Scope
The scope of this document is to analyse the role and function of Rossington within the Borough in the context of significant local investment in infrastructure and strategic employment sites as well as the planned development of Doncaster Sheffield Airport. It will review the growth of Rossington and demonstrate that further land is required to support a growing population.
Aerotropolis ‘Grand Plan’ residential development relies on delivery of a large scale project.

Proposed PGA Golf site will provide no affordable homes.

70 dwellings is not large enough.

Allocated Parkland

879 - Allocated Employment

Colliery Scheme

Allocated Employment

879 - Allocated Employment

Sustainable Development

Stripe Road Sustainable Development

Great Yorkshire Way

Doncaster Park and Ride

Yorkshire Wildlife Park

Doncaster Park

and Ride

Growth in Rossington
Wider Context for Growth in Rossington

Doncaster is an integral part of the Sheffield City Region and its ambitious growth aspirations. The Strategic Economic Plan sets out Sheffield City Region’s plans to transform the local economy over the next decade. At the heart of the plan is the creation of 70,000 new private sector jobs and 6,000 new businesses. It is critical therefore that the emerging Local Plan for Doncaster responds positively to this economic growth by providing sufficient housing allocations.

To achieve the growth that the Sheffield City Region (SCR) is seeking to achieve, and is securing Government funding for, the level of new housing needs to reflect the ambitions of the Strategic Economic Plan.

The Sheffield City Region Integrated Infrastructure Plan states: “A quality housing offer has a crucial role to play in the future economic growth of the City Region...It has been identified that between 70,000 and 100,000 additional homes are needed in SCR to support the proposed economic growth over the next 10 years. The new homes will have the dual benefit of providing accommodation that underpins the proposed increase in employment (70,000 jobs), as well as the wider economic benefits that housing investment brings.” The plan goes on to state that to prevent displacement: “The type and location of construction may be important in mitigating losses of households from the city region that might otherwise occur.”

Within this context it is important that Doncaster Council plans for new jobs and associated new homes in accordance with the Strategic Economic Plan growth aspirations.

The Local Plan should focus more growth and regeneration on the main towns. This growth should be of an appropriate type and scale to meet the economic needs and aspirations of the main towns.

Rossington should be identified as an area for growth, due to regionally significant levels of inward investment in this location. A housing target for Rossington of between 385 – 950 dwellings over the plan period is clearly not sufficient to cater for the significant economic growth planned.

Spawforth’s previous representations in response to Draft Policies and Proposed sites consultation (October 2018) included a report by Regeneris who consider that: “Doncaster has been one of the fastest growing economies in Yorkshire and Humber. The district has created around 21,000 jobs between 2000 and 2016, representing a growth rate of 1% p.a.”

The Publication Local Plan has set a target of delivering 481 hectares of employment land between 2015 and 2035. There is therefore strong potential for Doncaster to accommodate high levels of inward investment in the future which would also drive jobs growth.

The proposed housing requirement in the Publication Local Plan (920 p.a) does not represent an appropriate figure once consideration is given to the potential for economic growth and job formation. Regeneris consider that Doncaster’s housing target over the plan period should be between 1,100 and 1,300 dpa to support future economic growth.

Firsure Ltd welcome the amended plan period for the Publication Plan which is now 2015-2035. The PPG and the Framework (2019) are explicit that a plan needs to be in place for 15 years from adoption. It is however disappointing that the increased housing numbers have been allocated to the Airport on the condition of the airport providing significant levels of new jobs. An opportunity is being missed to sustainably grow the existing settlement of Rossington, the growth of which would provide much needed improvements to services and provision of affordable and market housing.

The Stripe Road site provides a realistic proposition as a housing site.

Firsure Ltd welcome the inclusion of reserve development sites within the Publication version of the Local Plan. However, as these sites are either within a HS2 safeguarding area or fail against sequential flood risk testing then they do not provide a long term solution for future areas of development.

The Framework (2019) is clear that where necessary Local Plans should identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period’ and that local authorities should ‘be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period’.

Given that the proposed plan runs until 2035 it is considered that the safeguarded land requirement should seek to match this. This will not only provide a robust long-term Green Belt boundary but will also provide certainty for residents and developers alike in terms of likely growth locations beyond the end of the plan period.
Rossington is uniquely placed to take advantage of regenerative growth and become a truly sustainable modern settlement and focus for growth in the Borough. The plan, as drafted, focuses the vast majority of housing growth in Rossington at the Colliery site, this does not provide a robust platform for growth.

Rossington is currently undergoing an exciting period of change. The colliery, closed in 2007, is now being redeveloped. In 2016 a new road link was completed between the A638 and M18 and then enhanced with a link directly to the nearby Doncaster Airport in 2018. The Airport has ambitious growth plans including a new railway connection to the East Coast Main line, 3 million sqft of logistics and advanced manufacturing space with an expected 73,000 jobs created. Immediately to the west of Rossington, Doncaster i-port a 337ha logistics park which will provide 6 million sqft of warehousing and is expected to provide up to 5,000 new jobs. Plans have been submitted for a European Tour Golf destination which will provide jobs, and raise the profile of Rossington.

The population of Rossington was estimated to be 13,536 in 2011 (ONS) and had grown to 17,397 in 2017 (ONS). A growth in population of 3,861. Parts of Rossington, in particular the southern and western parts of the town, are some of the most deprived parts of the country. An improved housing offer through new development can provide the homes required by a new workforce who are moving into the area.

Rossington is a sustainable settlement more “akin to a district centre” (DMBC Settlement Profiles, 2018) with good transport links and infrastructure already in place. The only measure which Rossington does not score highly upon in is the lack of a railway station.

However, there are plans for a new railway station at the airport which will be easily accessible from Rossington via sustainable means. The nearby South Doncaster Park and Ride already connects Rossington to the city centre and airport. Furthermore there are good bus connections which travel close to the Stripe Road site on Clay Flat Lane and Bond Street which provide regular services to Tickhill and Harworth. The excellent bus services within the area create opportunity for employment within urban Doncaster accessed by public transport.

Rossington is sustainable: economically, environmentally and socially. The town enjoys unparalleled inward investment in the form of the I-Port, the opening of the Great Yorkshire Way, investment at the airport and the potential PGA Golf course. The town benefits from a wealth of environmental assets including the nearby Yorkshire Wildlife Park, Potteric Carr Nature Reserve SSI, Great Holme Wood, Bawtry Forest and River Idle Washlands SSSI are all in close proximity to the settlement. Social assets include a vibrant town centre, a swimming pool and community sports complex as well as numerous services as detailed below.

Rossington has three primary schools, one secondary school, two doctors surgeries and one clinic, two pharmacies, two dentists, a designated local centre and a number of neighbourhood shopping parades including 50+ units with a large supermarket as well as small independent shops.

St Joseph’s Catholic Primary School and Tornedale Infant School are within 10 minutes walk of the Stripe Road site and Rossington All Saints Academy provides secondary education within 5 minutes walk.

The Local Plan should be focusing more growth in Rossington. The Parish Council are currently preparing a Neighbourhood Plan which is seeking a greater mix of house types and tenures to suit the elderly as well as first time buyers, they are seeking more affordable homes and improvements to existing services. The aspirations outlined within the Neighbourhood Plan can only be provided through the delivery of more housing locally.

Rossington is demonstrably sustainable, however the level of housing planned as shown in the Publication Local Plan at between 385 – 950 dwellings up to 2035 does not match the expected levels of economic growth and investment in the vicinity.

There is an opportunity to build upon the assets which Rossington already has to rebalance the town by introducing new housing development to cater for the growing population. The site at Stripe Road presents an opportunity to ensure that Rossington has a housing offer which will be attractive to the incoming population, as well as the existing residents, which will continue the regeneration of Rossington to the benefit of the wider populace. This approach is aligned to the economic growth which the Publication version of the Local Plan is seeking to achieve.
Harron Homes - 70 Homes Delivered

Residential Cell C. Reserved Matters - No Applications In.

Taylor Wimpey - Permission Granted for 190 Homes

Taylor Wimpey - 94 Homes, 21 Delivered

Barrat Homes - Permission for 184 Homes

Barrat Homes Permission for 184 Homes

Allocated Housing with access from Residential Cell C.

KEY
- Harron Homes 70 Homes Delivered
- Taylor Wimpey 94 Homes 21 Delivered
- Barrat Homes Permission for 184 Homes
- Taylor Wimpey Permission for 190 Homes
- Allocated Housing with reserved matters
- Allocated Housing

Colliery Scheme Delivery Rates
That taken together with the draft allocation at the Former Torndale School field and other smaller permissions will only result in the delivery of approximately 700 units over the plan period (up to 2035) - much less than the anticipated 1047 units from existing permissions and new allocations. Unfortunately reliance upon one large residential development site will result in under delivery of housing.

The colliery site received outline planning permission for 1,200 houses and mixed uses in October 2013. Subsequently four reserved matters applications have been approved: Harron Homes in April 2015, Taylor Wimpey in April 2015, 70 dwellings; Taylor Wimpey in November 2018, 184 dwellings; and Taylor Wimpey in December 2018, 190 dwellings. According to the DMBC Residential Land Availability Report 2017/2018 (December 2018) and information gained directly from the developers actual delivery to date has only been 99 units.

The delivery rate in 17/18 (April to March) was 48 units. Due to the long lead in times, delivery rates since the grant of the first reserved matters application has only been c.33 dpa. Assuming similar delivery rates moving forward it is alarming to note that the colliery site will only deliver in the region of 600 units up to 2035. Annual average delivery rates shown (40 dpa) above are above the delivery currently achieved (33 dpa).

Therefore Firsure consider that to match the economic growth in Rossington the an appropriate housing target would be approximately 1,200 dwellings. There is therefore a shortfall of approximately 500 dwellings for Rossington.

A new housing allocation for approximately 500 units on the Stripe Road site can help to plug this gap by providing a housing site which can begin delivering in the short term. Lead in times and delivery rates will be much quicker due to the relatively straightforward nature of the site as demonstrated in our previously submitted representations.

### Planned housing growth

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The land at Stripe Road, Rossington provides a residential development opportunity in a sustainable location close to shops, services and community facilities to meet the needs of the District and support the continued regeneration of Rossington. The site is currently located within the Green Belt and is available, suitable and achievable in accordance with the Framework.

Availability
The land is being promoted by Firsure Ltd as landowner. The site is therefore available in accordance with the Framework and the National Planning Practice Guidance (PPG).

Suitability
The proposed site utilises a small part of the existing Green Belt which is surrounded by development. To the east of the East Coast Mainline railway line is countryside, not designated as Green Belt and where proposals for an international golf course are planned. The development of the site will be an efficient use of land to provide quality development and new market and affordable homes for Rossington.

The site is located in a highly sustainable location and has residential development to the north, east and west. The site is within easy walking distance to local centres with a range of facilities provided there as well as greater facilities within Doncaster Town Centre, a bus ride away. There are a large number of primary and a secondary schools in the vicinity of the site.

The site is well served by transport providing opportunities for sustainable travel to work in Doncaster and beyond with access to Doncaster Railway Station and a potential new railway at the airport. The development will provide additional quality development that will benefit Rossington and the wider district with economic, environmental and social benefits. It is therefore considered that the development is suitable.

Achievable
A range of technical work has been undertaken and briefly summarised below. The assessments indicate that there are no technical issues that would prevent development or are insurmountable. The site is therefore considered to be achievable.

The indicative masterplan shows how a mix of housing can be accommodated within the site, alongside connectivity, landscaping and drainage features.

The highway work has included initial modelling to confirm the suitability of the site access and highway network to accommodate the proposed development.

The drainage work has identified a drainage strategy for the site. It has confirmed the attenuation required on site and demonstrated the suitability of the site for development.

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Ecological survey work has confirmed there are no ecological constraints to the development of the site and recommended how habitats can be enhanced and created. Ground investigation has confirmed the suitability of the site to accommodate future development.

Economics
The relationship between economic performance in an area and housing is complex, but having the right quantity, quality and balance of housing in an area is necessary for economic growth.

The development of the Stripe Road scheme can therefore support local economic growth, both through direct job creation through the construction phase of the scheme, but also through the increased population which will create sustainable local jobs from the increased demand for goods and services. This provides an important sustainable development opportunity in Rossington.

Summary
The site at Stripe Road provides a development opportunity that is available, suitable and achievable and therefore it is considered that the site is deliverable, in accordance with national planning policy and guidance.
Rossington needs to continue to grow to support and take advantage of the investment and economic growth in the settlement. Unparalleled levels of investment have taken place in Rossington and the population has grown, however planned housing growth needs to match this.

The Publication version of the Local Plan quite rightly places a strategic focus of growth in South Doncaster. However, this is primarily focused on the Aerotropolis development at the airport. It would make more sense to further develop the nearby sustainable settlement of Rossington by focussing more growth here.

The role and function of Rossington has fundamentally changed due to the investment in the locality.

The current housing growth in Rossington is focused at the former colliery site which is slowly delivering units (c.30 dpa). Whilst this is welcome, it does not make the most of the opportunities presented for regeneration and rebalancing in Rossington.

Firsure contend that the housing target for Rossington should be in the region of 1,200 dwellings over the plan period. The current allocations and permissions in Rossington will only deliver approximately 700 dwellings over the plan period and thus there is a short fall of 500 units.

A further housing allocation is required to build upon the assets which Rossington already has by improving the housing offer to the existing and incoming population attracted to the area by significant economic investments nearby.

Rossington has the opportunity to transform into a prosperous sustainable settlement, however to this the housing offer must be improved.

The site at Stripe Road presents an opportunity to develop approximately 500 dwellings. The site is located to the south of Rossington in a triangle of land between existing housing areas and adjacent to the East Coast Mainline in an area currently designated as Green Belt.

Stripe Road is within 10 mins walk (800m) of the Gattison Lane Local Centres with good access to major bus routes.

The site is a protrusion of Green Belt within an existing residential area of Rossington.

The site is adjacent to existing housing to the north, east and west with the East Coast Mainline separating the site from residential development to the east.

It has been demonstrated that the site is available, suitable and achievable and therefore deliverable in accordance with the NPPF.

The site represents a highly sustainable development opportunity with access to existing facilities and services. It is a logical extension to the urban area of Rossington and supports the continued housing and economic growth of the Borough.
Key Benefits

- Optimum location to assist in the continued growth and regeneration of Rossington
- The delivery of circa 500 new homes in a range of house types, sizes and tenure
- Circa 1,750 new jobs (direct and in-direct) from the construction of the residential scheme alone
- Gross Value Added of around £75 million
- Circa £12 million Annual Household Expenditure
- At least £2.5 million of first occupation expenditure