Dated/Submitted: - Tuesday 1st September, 2020

Dear Elaine and Mr Fieldhouse,

On behalf of the Skellow, Carcroft, Adwick and Woodlands Action Group, would you please accept the attached documents as our submissions for each of the hearing session relating to The Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

Our main issues and submissions relate to:-

Reference housing development - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-

Reference Employment development – Carcroft Common (441)

Reference: The impact of the proposed developments on the Infrastructure and Social Services – Skellow, Carcroft, Adwick, Woodlands

The DMBC’s long-term vision is:-

In 2032, the borough of Doncaster will be:-

A healthier, safer and more active place to live and work, at the forefront of efforts to combat and adapt to climate change and reduce carbon emissions;

A place where nature is flourishing and recovering from past declines so that wildlife can move easily across the borough, through a network of well-connected habitats (such as wetlands, grasslands and woodlands).

DMBC Core Strategy

1. We will ensure that all of Doncaster’s towns, villages and neighbourhoods are attractive, safe and healthy places. This is essential to improving Doncaster’s economy, as it will make Doncaster somewhere which people want to invest, work and live in.

Crucially, the DMBC states “that the Local Plan will also cover local planning issues such as deciding which sites should be developed and what policies are needed to ensure that new development is well designed and that our built and natural heritage is properly looked after”

The group which I represent, The Skellow, Carcroft, Adwick and Woodlands Action Group are of the opinion that the DMBC have never met and will not meet their vision or strategy with regards to the villages of Skellow, Carcroft, Adwick and Woodlands

The DMBC have stated that our four villages are part of and situated within one of the most deprived areas within the Doncaster borough.

It is apparent, from the DMBC historical acts of instigating and encouraging urban sprawl that their intention is to make the 4 villages, Skellow, Carcroft, Adwick and Woodlands a township known as Adwick Le Street. Our villages, have grown and merged to such an extent that there are no boundaries or borders to determine where one village starts or ends. Therefore, with regards to any further planning permission, build of any kind, or further removal of land from the green belt, because of the DMBC’s historical actions, decisions cannot now be made in isolation with regards to our 4 Villages.
Any decisions made must reflect and take into consideration the impact on all members of the communities within the 4 villages who share and depend on the same social services, infrastructure and of course suffer from the same negative impacts on the environment, including flood risks and the lack of access to green safe open areas for physical exercise.

The villages of Skellow, Carcroft, Adwick and Woodlands are intrinsically linked via the old Saxon Road the B1220. The villages are now surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 to housing and ultimately the Industrial Estates based in the villages of Carcroft and Adwick. The B1220, has never received the investment to develop it to the extent whereby it can support the increase in both volume and weight of the traffic/vehicles that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the residents who actually live on the road, cannot be underestimated.

Any further increase in the volume of traffic, particularly by the heavier HGV's (44 tonne) who access the Industrial Estates, on the B1220 will without doubt increase:

1. emissions,
2. noise,
3. vibrations,
4. illegal parking

which will certainly impact further on the health, safety and wellbeing of all residents within the 4 villages and have a considerable negative impact on the environment, flood risk and the ever decreasing conservation areas and areas of historical interest located within our villages.

The continued build on agricultural and green land in our villages now means that residents have very little access to safe, green, play and walking areas away from the noise and emissions of the traffic and cyclists now ride on footpaths to avoid the dangers of heavy traffic. Illegal parking on footpaths by all types of vehicles is a real danger to pedestrians.

The only two areas of safe green land available for exercise are the two colliery pit tips:-

- Brodsworth, which has been developed to offer safe walking and seating areas and is accessible by some of the residents of Woodlands without having to use vehicles to access the site
- Bullcroft Colliery which was closed for coal production in September, 1970 with demolition of the surface finally completed in 1974. The Doncaster Council owns the site which is located in Carcroft/Skellow. This has never been developed for the residents of the villages and the DMBC accepts that there are a number of ongoing problems associated with it. These include;
  i. As a legacy of its mining past, the site is contaminated
  ii. Surface water run-off from the tip mound causes localised flooding to adjoining areas, including the "Bullcroft Colliery Officials Club"
  iii. The current layout of the site is conducive to anti-social behaviour
  iv. There is a low level risk that the coal deposits within the tip may combust.

I have received many complaints from the members of our group who reside in Skellow, Carcroft, Adwick and Woodlands who feel that they have been completely let down by the DMBC and although contacting and requesting help on many occasions, we do not have a voice or the support from any of our elected officials who are in a position to present our case.
As a layperson in these matters, I would like to take this opportunity to apologise if in any of the papers/submissions I have not been concise, misunderstood the questions and/or failed to provide the correct information. Neither I nor any member of our action group has received support or advice from experts and professionals in the relevant fields for discussion.

Regards

Linda Mitchell on behalf of the Skellow, Carcroft, Adwick and Woodlands Action Group
Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Wednesday 14th October, 2020 (9.30am) (attend)

Matter 1 Legal and Procedural Requirements and other General Matters
Q1.1, Q1.2., Q1.3., Q1.11.

Reference housing development - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference Employment development – Carcroft Common (441)

Duty to Co-operate, Public Consultation and Engagement: - The Skellow, Carcroft, Adwick and Woodlands Acton Group, believe that the Legal and Procedural Requirements process is flawed. It is not inclusive, and has failed to meet the required standards since the Consultation period in September/October 2018.

1. Section 1.4 of the SCI states that it is important that ALL sections of the community are given the opportunity to take part in the planning process, so decisions can take account of the range of community views and reflects the concerns of the people affected by them.

2. NPPF Para. 155 states that a wide selection of the community should be proactively engaged.

3. S3.25 of the SCI states Government guidance states - the Council should consult with hard to reach groups and

4. S3.26 of the SCI states that the Elderly are one of these groups.

Due to resource constraints, the Council can only send:

- electronic letters via email and
- only to those residents who previously communicated via email who are on the Council database.

The DMBC website is quite difficult to navigate - even for those who are computer literate. Furthermore, the Council makes the assumption that everyone has access to technology and by using this website and social media articles to communicate, they have an expectation that everyone is able to be informed through this medium.

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

- 465 people signed a petition, giving their name and address, and
- approximately 203 residents signed standard letters giving their details, and
- 27 residents sent in individual letters via email.

A member of our group was assured that all the residents would be contacted at relevant stages of the process. At no time was it mentioned that only residents who had communicated via email would be informed.
Issues:-

1. It is a recorded fact that many residents in the area of Skellow/Carcroft are elderly.
2. It is a recorded fact that the health of the residents of the Skellow/Carcroft area is one of the worst in the Doncaster area.
3. Many residents (including the younger generation) are not computer literate therefore would not be able to communicate electronically.
4. Notices in the Local Paper – not everyone buys a paper, furthermore,
5. Residents who had submitted a letter or signed a petition would be confident that they had already made their views known and assume that they would not need to contact the Council a second time regarding the change of use for Site 165/186.

 Builders, Land Owners, Developers: –

6. Have access to the relevant financial backing
7. Therefore they can provide/have access to the appropriate support and advice
8. Are represented by professional bodies at all the hearing sessions.

Residents:-

9. Many residents are elderly and/or retired,
10. Do not have the financial capacity to enable paid representation
11. Do not have access to legal expertise to support their case
12. Are reliant on the more proactive members of their groups/neighbourhoods, who are laypeople and none experts to volunteer to represent them and put forward their views/case. In addition:-
13. Very few residents are attending the hearings

CONCLUSION - Based on the above issues and the information received, we believe that the many residents of the Five Lane Ends/Skellow area who made and submitted their objections, were not given due consideration, purely because of their lack of technological skills. Therefore, we feel that the existing process is biased towards Land owners, Builders and Developers who are in a position whereby they have the financial status to access and employ Legal and Technical Experts to prepare and present their cases in many different formats. This discriminates against the elderly and residents who do not have the same financial backing, access to the appropriate technology, data bases, knowledge and expertise to submit acceptable and informed documentation and/or follow correctly the existing process and procedures.

Sustainability appraisal:-

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-
Reference: - Employment allocations - Carcroft Common (441)

Please note: - No decisions regarding the villages of Skellow, Carcroft, Adwick and Woodlands can be made in isolation. The 4 villages are intrinsically linked due to the gradual urban sprawl and the old Saxon Road, the B1220. All risks, issues and decisions identified will reflect and impact on all residents of the 4 villages who share and depend on the same social services and infrastructure.

The 4 villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 to housing and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the
investment required to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually reside adjacent to the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV's (44 tonne), on the B1220 will without doubt increase:

- emissions,
- noise,
- vibrations,
- illegal parking

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest.

The main feeder to the villages of Skellow, Carcroft, Adwick and Woodlands, the A1M and the A1, is classed as:- “one of the busiest roads in the UK”

Access from the A1 to Skellow is via a Left in Left Out (LILO) Junction on to the B1220 in Skellow. Highways England has classified this LILO as a dangerous junction.

The A1 is the main/only feeder to the B1220 and A638 – the 2 main roads giving access to the 4 villages and the Carcroft and Adwick Industrial estates

A number of houses in Skellow are built directly adjacent to the A1 with very few trees/hedgerows to mitigate noise, vibrations or harmful emissions – in many areas, there is no greenery or vegetation - just concrete

The latest plans for Site 165/186 will see a further 300 homes built on agricultural/green belt land which is directly adjacent to the A1 and relies on access to this site via the A1/B1220

Overcrowding and the lack of opens spaces - the villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area. The latest Covid epidemic should have highlighted the issue of overcrowding and the lack of safe open spaces to allow people to exercise and have access to fresh air.

Access for our communities to safe open green land and footpaths, away from the negative impact of the excessive volumes of traffic in the constricted space of the roads running through our villages, should now be a priority and key considerations included in any present day planning document.

Skellow, which is mentioned in the Domesday Book, as a rural settlement which has expanded with suburban developments from the twentieth century. There are very few conservation areas left within Skellow now but there are still at least 3 areas based on and around the B1220 including the old Buttercross on Cross Hills..

In the middle of the conservation area is the scheduled monument of 'Cromwell batteries' which is in fact a motte and bailey castle from the Norman period and through which the main road (B1220) rises just north of Skellow Hall and is situated on the B1220/ Crabgate Lane leading to the proposed site.
There has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing and provide support and maintain positive investment in the conservation areas, green areas, social services and the infrastructure.

**Issues:-**

1. Historically, Skellow has had very little positive investment or development. The “open spaces” plan supports the fact that there is already very little open space or indeed general facilities for the residents of Skellow.
2. The infrastructure supporting the residents of Skellow/Carcroft (mainly the B1220) which has been in place since Saxon time has had little or no investment/improvements and is not fit for purpose
3. The area around the Buttercross monument was reduced in size by the DMBC to allow PSV’s access from Crossfield Lane in Skellow on to the B1220.
4. The Buttercross itself was removed and has never been returned
5. The ‘Cromwell batteries’ is now completely surrounded – there is housing directly adjacent to 2 sides of the protected land and the B1220 and Crabgate Lane on the other 2 sides.

**Questions:-**

- Has the Environment Agency been consulted reference the proposed builds/plans for the further build on land in Skellow and Carcroft?
- What was the outcome?
- Who has a duty of care to the residents of the 4 villages?
- What investment is in place to support the building programme in Skellow e.g. Education and Doctors?
- How much money will the builders/developers invest in the infrastructure?
- How will they do this?
- How long will the developers support and maintain any improvements to infrastructure to support further buildings/traffic?

**Habitat and Regulations Assessment:-**

We understand that the statutory planning system regulates many of the changes which may impact on the landscape and any new housing development or the provision of new transport infrastructure must be considered by the planning system. The planning process attempts to regulate land use etc. and avoid/mitigate the impact of development on the landscape.

The river Skell flows from nearby Skelbrooke through **Five Lane Ends where it joins the Ea Beck stream** a tributary of the river Don which it joins at the former Thorpe Marsh Power station at Barnby Dun. What was once an area for children in Skellow/Carcroft to play and for flora and fauna to flourish – now forms part of a building estate which is in close proximity to the proposed development sites on Crabgate and Green Lane.

The Ea Beck runs adjacent to the proposed site on Green Lane.

The latest plans for Site 165/186 will see a further 300 homes built on agricultural/green land which is directly adjacent to the A1.

**ISSUES:** - Any further builds within this area will have a negative and detrimental impact on:-
1. habitat,
2. pollution,
3. infrastructure
4. Social services.
5. climate change
6. lack of privacy for existing residents and
7. health, safety and well-being of existing residents.
8. Loss of much needed agricultural land to support and sustain the country

Questions:-

- Does the policy options that are not regulated by the planning system change in relation to agricultural practice?
- Will the proposed development require further scrutiny as the development site is arable and agricultural land?
- Will the fact that the Ea Beck, which is situated in such close proximity to the proposed development site and which has already suffered from historical developments, have any impact?
- How much investment will be channelled into protecting and ensuring that wildlife is protected?
- How much investment is to be channelled into ensuring that noise, emissions and vibrations from additional traffic will not have a detrimental impact residents?
- What actions are being taken to ensure that there is adequate investment in green areas for physical exercise?

Equalities – The villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area.

Skellow and Carcroft are basically now 1 village with residents accessing and relying on the same social services and infrastructure. With the urban sprawl there are no visible boundaries between the villages of Skellow, Carcroft, Adwick and Woodlands

Over the past 60 years the DMBC has consistently built on land that was allocated for allotments, green fields, open land and allowed agricultural/private land to be sold and developed to provide social and private housing. Families identified as having “problems” were moved into the village of Carcroft into areas of the newly built council houses. These areas have, over the years, suffered from the cycle of deprivation and evidence would suggest that the situation has not improved over the years.

Permission was given for a golf course to be built on Owston Land which accommodated public foot paths. There are still signs identifying the paths but other signs have been installed warning the public of flying golf balls.

Based on Government figures for the period March to June and confirmed by Public Health England, the latest figures concerning the Covid deaths covering 39 postcodes within the area of Doncaster are really quite concerning. According to the Statistics released by the Doncaster Public Health, Carcroft has emerged as being one of the villages which has given rise for concern. When the figures are scrutinised, the situation is quite serious for our villages. The data shows:-

1. Thorne has the highest death rate of 21 out of a population of 17,295
2. Hexthorpe has 15 deaths out of a population of 3,310
3. Balby had 15 deaths out of a population of 15,300
4. New Rossington had 14 deaths out of a population of 13,537
5. Carcroft had 14 deaths out of a population of 4,312

On examination of these statistics, the only village that has fared worse than Carcroft is Hexthorpe. The DMBC has stated that they will invest quite a substantial amount of money into Hexthorpe to support improvements in living conditions. There was no mention of Carcroft/Skellow.

Dr Suckling states that beneath these figures there are a common link between the areas of recording high death rates.

- Care homes for the elderly
- Population density
- People living in crowded accommodation with no access to a garden
- Deprivation
- Key workers

Carcroft has only 1 Care Home – China Cottage.

Carcroft did not follow the national trend of seeing a higher number of deaths in the BAME community.

Skellow, Carcroft and Adwick and some areas of Woodlands have very few or no safe areas for children to play, adults to walk, cycle, run or socialise in a safe manner. Many of the pavements within our villages are used as car parks, this also applies to HGV's, pushing pedestrians and users of disability scooters and wheel chairs to walk/drive on the 2 busy roads running through our villages (B1220/A638).

The exceptions:-

1. **Highfields Lake** - this area is situated adjacent to and accessed via the A638 – the noise from traffic cannot be avoided
2. **Brodsworth Pit Tip** – can only be accessed by a minority of the Woodlands residents without having to drive there
3. **Owston Park** - can be accessed by some residents of Skellow/Carcroft without having to drive or negotiate busy roads. However, this areas does suffer from anti-social behaviour including people riding motor cycles along the paths. Flying golf balls have to be avoided whilst walking on areas of the public footpaths

**Questions:-**

- The Plan states that the DMBC will readily create recognisable Green Belt boundaries at four of the housing locations, however this does not include the area North of A1 Skellow186/165 – Why?
- What plans are in place to halt the cycle of deprivation within our 4 villages?
- What investment will be made to install or make safe the natural and safe areas for our residents to cycle/walk?
- Has the proposed developer agreed to fund and create an off-site habitat creation/restoration centre? If not – why?
- Has the proposed developer agreed to fund improvements to the local highways network (Grange Lane, Green Lane, A1/B1220)? If not – why?
Has the DMBC/Public Health England agreed/implemented plans to provide additional social services?

Will the DMBC provide evidence that their Plan is consistent with national planning policy relating to the mitigation of, and adaptation to, climate change?

The DMBC wish to compound their findings by removing green/agricultural land and building further houses without the necessary school places, social services or providing investment in the infrastructure. Why?

Strategic policies and neighbourhood plans - The Council’s response to PQ5 confirms that neighbourhood plans are in place for Burghwallis. The Council’s response to PQ6 explains why the Plan does not set out a housing requirement for each designated neighbourhood area as referred to in NPPF paragraph 65. It suggests a change to make clear that there is no requirement for any neighbourhood plan to allocate additional housing.

ISSUE: - The residents of Burghwallis rely heavily on the social services and infrastructure of the villages, Skellow, Carcroft, Adwick and Woodlands and the village could act as a feeder to the proposed new site in Skellow. As a group we are very concerned and would wish access to further information concerning this villages plans for any further development (or not) which could impact further on our social services and infrastructure.

The decline in the social and economic situation within the 4 villages has accelerated radically over the years.

Infrastructure: - Heavy Engineering industries and HGV operating centres have been allowed to build and grow within the villages of Carcroft and Adwick without any censor or monitoring. Access to the industrial estates within these villages is via the B1220 – the main and only link between the villages of Skellow, Carcroft, Adwick and Woodlands. The B1220 is accessed via the A1 and A638. Over the years, the increase in heavy industry and the HGV and motor trade in Carcroft and Adwick, has had the impact of an unacceptable increase in traffic running through the 4 villages, 24 hours a day 7 days a week. Illegal and overnight parking on pavements, spare land and laybys is a health and safety issue for all.

Parking: - It is becoming a daily occurrence throughout our villages that cars and HGV’s park on the pavements, double yellow Lines and junctions. When vehicles are parked fully on pavements, pedestrians, including disabled scooter riders) and cyclists have to step on to or ride on the B1220 which has obvious safety issues.

There are specific dangerous issues on the Carcroft and Adwick industrial estates, particularly on the B1220, where cars, HGV’s and Car transporters have to park fully on pavements because of a lack of appropriate available parking areas to support the heavy engineering industries, warehouses, and motor trade. On the B1220 it is a no win situation whereby when the vehicles park fully on the pavements, pedestrians, including disabled scooter riders) have to step on to the B1220, when they park half the pavements and half on the road, drivers of vehicles on the B1220 have to make dangerous manoeuvres (including mounting central islands) to pass.

Overnight Parking It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land for rest periods. This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays. It is a particular issue on the land adjacent to
the Asda Store, The Layby adjacent to the Bullcroft Pit Tip and the Redhouse roundabout where HGV’s protrude on to the A638 and exit from the A1.

Foreign driver’s sometime park up for 2 or 3 consecutive nights.

Issue - There are no washing or toilet facilities within this location. In addition, due to the lack of waste bins in the area, bags of rubbish and other waste are often left.

The present situation is not tenable and certainly not manageable

There has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing and provide support and maintain positive investment in social services, the infrastructure and available open green land to exercise.

The mix of housing, business and industry in a confined area only adds to the negative impact of air and noise pollution and certainly does not help with climate change.

We feel strongly, that any further build/development/expansion of Skellow, Carcroft, Adwick and Woodlands and the refusal to determine, agree and implement a safer transport route for the ever expanding HGV industry based on the Enterprise Park and the 2 industrial estates will have a permanent serious negative impact on the environment, pollution, health and safety, well-being and the quality of life for all residents.

The impact on wildlife is immeasurable. Positive investment and development e.g. Bullcroft Pit, infrastructure, cycle paths, walking areas, social services for all the 4 villages has been inadequate over a long period of time. Our four villages are now at a stage where it is imperative that the DMBC reverse the present dire environmental situation by increasing the amount, quality and accessibility of green space, actively encourage a reduction in noise/air pollution and provide positive investment in amenities to support and improve the life styles for residents of our 4 villages

Question:-

➢ What plans are in place to halt the cycle of deprivation within our 4 villages?

➢ What action is being taken to install or make safe the natural and safe areas for our residents to cycle/walk?

➢ Has the proposed developer agreed to fund and create an off-site habitat creation/restoration centre?

➢ Has the proposed developer agreed to fund and create new/additional school places?

➢ Has the DMBC/Public Health England agreed/implemented plans to provide additional social services?

➢ The DMBC wish to compound their findings by removing green/agricultural land and building further houses without the necessary school places, social services or improving the infrastructure. Why?
Has the proposed developer agreed to fund improvements to the local highways network (Grange Lane, Green Lane, A1/B1220)? If not – why?

What plans are in place to mitigate the issue of Pavement Parking?

What plans are in place to mitigate the issue of overnight Parking?

**Climate change** – The social and economic situation in the villages of our 4 villages has accelerated and deteriorated radically over the years. The situation is not tenable and certainly not manageable.

Failure to accept the situation in Skellow, Carcroft, Adwick and Woodlands regarding the increase in traffic without any improvements to the infrastructure to support the endless building programmes, will result in an increase in air pollution, negatively impact on the environment and is a failure to address the climate issue.

Over the past 60 years the DMBC has consistently built on land that was allocated for allotments, horses, stables, and children’s playing areas. Open/green land and agricultural/private land has been sold and developed to provide social and private housing.

Historical planning practices appear to have been implemented within Skellow, Carcroft, Adwick and Woodlands with no long term impact assessments identified or implemented to mitigate and limit the negative impact on the health and safety to residents, damage to the environment and the obvious impact on climate change.

November 2019’s floods affected dozens of communities to such a degree that around 700 properties were flooded. Properties in the village of Skellow, adjacent to the land identified for development on Crabgate Lane/Green Lane were impacted and sand bags had to be installed. Many of the properties on Crabgate Lane adjacent to the land proposed for development were flooded to such a degree that skips had to be hired by some residents to remove flood damaged goods from their garages and out buildings.

The DMBC continues to grant planning permission for house building on flood plains. The change in our climate with wetter winters and rivers flooding, with no apparent action to harness this wasted water, should be taken as a warning and instigate discussions and mitigating actions rather than keep moving forward building on agricultural/green land.

There are specific areas within our villages that always flood after a sustained rainfall. Moving forward, we feel that with the obvious impact on climate change the DMBC should ensure that flood mitigation and water management are a priority for flood risk areas, which includes Carcroft, Skellow and Adwick which are, in parts, designated flood risk 3.

**ISSUES:**

1. The Department for Transport made a national and business decision to move HGV testing away from towns and villages and to conduct inspections on Operators premises. This was a conscious decision to negate the impact on the environment by reducing the carbon footprint. Their action included the closure of the HGV inspection site on Wellsyke Road, Carcroft Industrial Estate.

2. The DMBC allowed/gave permission to Synetiq/Motor Hog to expand their business on to this HGV site. Synetiq/ Motor Hog are on record as stating they have a new scrap handler which enables the bailing plant to process about 700 vehicles – these vehicles are transported to this site through our villages via the B1220.

**Questions:**
- Has the Environment Agency been consulted reference build on land in Skellow and Carcroft?
- What was the outcome?
- Will the DMBC confirm at what point they will consider climate change a priority over the build on green and agricultural land?
- Will the DMBC provide evidence that their Plan is consistent with national planning policy relating to the mitigation of, and adaptation to, climate change?
- What evidence can be provided to residents of the actions that will be taken to mitigate climate change and reduce/rid the issue of flood risk?
- What evidence can be provided to support the claim that planting trees to line the boundaries of the proposed buildings on Crabgate Lane will stop the excessive emissions produced from the volume of vehicles travelling on the stretch of the A1 which is adjacent to the land proposed for building?
- How will the existing wildlife in this area, Deer, many birds including Buzzards, and Bats be protected?
- What actions will be taken by the developers to mitigate the impact of increased traffic, noise and emissions on the access/regress of the proposed sites?
- If there are to be green/open areas, where will these be situated?
- Will these area have trees, flowers, hedgerow and provide a suitable habitat for animals?
- Can confirmation be given, that any green space provided for residents will be of a suitable size for residents to exercise and children to play in a safe, protected environment away from noise and emissions?
Doncaster Local Plan - Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Wednesday 14th October 2020 (not before 2pm) (attend)

M1 - Flood risk and drainage

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-

Reference: - Employment allocations - Carcroft Common (441)

Please note: - No decisions regarding the villages of Skellow, Carcroft, Adwick and Woodlands can be made in isolation. The 4 villages are intrinsically linked due to the gradual urban sprawl and the old Saxon Road, the B1220. All risks, issues and decisions identified will reflect and impact on all residents of the 4 villages who share and depend on the same social services and infrastructure.

The 4 villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 to housing and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment required to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually reside adjacent to the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne), on the B1220 will without doubt increase:

- emissions,
- noise,
- vibrations,
- illegal parking
- Drainage (many of the roads/entrances are damaged and experience floods/leaks)

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest and will without doubt have a negative impact on the areas throughout our villages which are classed as high risk flood zones.

National policy and Core Strategy policy CS4: - Flooding seek to protect and increase the capacity of the functional flood plain to store water during times of flood which will protect surrounding areas from flooding.

ISSUES:-

1. Flood risk - Over 40% of the Borough is at medium to high risk of flooding, including parts of Adwick, Carcroft, and Skellow.

2. The Environment Agency state that Areas of Skellow, Carcroft and Adwick are classified as flood risk – some areas as high as 3
3. Carcroft and Adwick are situated in low land/crofts with areas classed as high flood risk zones.

4. The Ea beck, which runs through Skellow is situated very close to the proposed development sites on Crabgate Lane and Green Lane and is highlighted as a flood defence.

5. March 2020 - fields in the villages of Skellow and Carcroft were still under water after the November 2019 floods.

6. **Carcroft Common** is a marsh land and personal experience has proven that any deeper than 5 ft. below ground is a water course

7. No infrastructure has been put in place or improvements made to support the endless building programmes which have taken place in, Skellow, Carcroft, Adwick and Woodlands or on the Carcroft Common.

8. The floods experienced by residents on Crabgate Lane, adjacent to the proposed building site in Skellow, was directly linked to water running from the north of the village onto the agricultural land and subsequently on to the properties located adjacent to this site. Sand bags had to be used to mitigate the issue of flood damage.

9. DMBC are in the process of granting permission to build houses on Adwick Lane, Toll Bar, in very close proximity to Adwick, and which is identified as being in an area considered to be a flood risk.

10. DMBC states - Bullcroft Pit Tip surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club”

**Land off Crabgate Lane Skellow North A1 Site Ref 165/186** - sand bags had to be used by residents living opposite this site/land on Crabgate Lane, Skellow in November 2019 and are still in situ.

The homes in question are directly adjacent and opposite to where there is a planning application to build over 300 houses. The floods that were experienced by the houses were directly linked to water running from areas to the north east of the land, Barnsdale Bar, on to the agricultural land proposed for development.

There are specific areas within the villages of Skellow and Carcroft villages that always flood after a sustained rainfall. Moving forward, we feel that with the climate change the DMBC should ensure that flood mitigation and water management are a priority for flood risk areas, which includes Carcroft, Skellow and Adwick.

The DMBC has evidence of flooding to the houses directly adjacent to the area identified for the proposed building on the land in Skellow. We have evidence of flooding on green fields and agricultural land in our villages.

The Council’s response to PQ11 provides information about the following allocations that did not have planning permission on 1 April 2018 which are wholly or partly in flood zones 2 or 3: - Employment allocations - **Carcroft Common (441)** – Could this be made public?

**Historically**, over the past 60 years the DMBC has consistently built on land that was allocated for allotments, green fields, open land and allowed agricultural/private land to be sold and developed to provide social and private housing.
Carcroft Common, a known marsh land, and once a housing estate, has been developed, initially as 2 separate industrial estates, but which has now merged into 1, with the majority of business being heavy engineering, HGV transport services and Synetiq/Motor Hog (the UK’s largest vehicle dismantlers).

Present day – Ransom land - there are many land owners and developers who own land (particularly in Skellow and which are in food risks areas) who will now only offer 1 years lease to farmers or do nothing with the land neglecting it to such an extent that the land is overgrown with bushes and thicket and trees are in a dangerous condition, often falling on to the unadopted public footpath which is used by local residents. Week ending 30/08/2020 the DMBC were called to remove 3 fallen trees which were directly associated with weather conditions e.g. wind and rain.

The owner’s objective is to wait until they can at some point in the future, sell for financial gain to building developers to the detriment of the communities and the environment.

To stabilise the ongoing situation, protect the environment and to reduce the issue of flood risk, a clear message needs to be sent to land owners and developers stating that there is a limit to the exploitation and damage that is sustainable and acceptable to the land within Skellow, Carcroft, Adwick and Woodlands.

Over the years there has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing with the correct amount of investment to provide and maintain positive investment in social services, the infrastructure and the obvious risk of flooding.

The DMBC accepts that Carcroft Common is a marsh land.

The mix of housing, business and industry, without the necessary investment, only adds to the negative impact of air pollution, noise pollution and certainly does not help with climate change and the ever increasing risk of floods.

Issue: - As a manager of the HGV Testing Station, on Wellsyke Road, Carcroft Industrial Estate, now Synetiq/Motor Hogg, I supervised the test dig to deepen the 5ft inspection pits. I can confirm that this practise had to be abandoned because of the high water table.

We understand that housing and development is important and required however, it is for the reasons stated above that we feel that brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required.

Taking into account the Council’s response explaining why policy 58 part C confines the sequential test area of search for housing, business and industrial development on windfall sites to the settlement in question, rather than a wider area or the Borough as a whole we would request answers to:

- Has the Environment Agency been consulted reference build on land in Skellow and Carcroft Common? What was the outcome?
- Are the DMBC’s actions consistent with national policy?
Will their policy be effective in ensuring that any further development within our 4 villages is safe from the risk of flooding and would not increase flood risk elsewhere, Toll Bar – Bentley?

What investment and actions are in place to protect the proposed building site in Skellow (and adjacent properties) from the run-off water from Barndsdale Bar?

What action is in place to harness this water for future periods of drought?

Why are the DMBC making conscious decisions to allow builds in flood risk areas?

What are the proposed plans to mitigate the decision to allow further building on land that is a known flood risk?

What impact will the DMBC’s decisions have on the Health & Safety of the residents of Skellow, Carcroft and Adwick?

We request that the DMBC provide evidence that their Plan is consistent with national planning policy relating to the mitigation of, and adaptation to, climate change?

**Bentley Flood Corridor** – how does this impact on our villages bearing in mind the latest floods of Nov 2019 and the latest publication of the intention to build on a flood risk area on Adwick Lane, Toll Bar?

Agricultural land and soil and water resources – We would appreciate confirmation and clarification of the Council’s response to proposals that involve the significant loss of best and most versatile agricultural land to demonstrate an overriding need for the proposed development?

After many years we would like confirmation as to any action proposed by the DMBC to mitigate the issue of - Bullcroft Pit Tip surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club"
M2 Quantity of development needed in the Borough – (Submission only)

Housing requirement for the plan period 2015 – 2035

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference: - Employment allocations - Carcroft Common (441)

We understand that housing and industrial development is important and required, however, in the present global situation, we feel that Brown Field sites and empty buildings should be the priority for build and renovation to provide the necessary homes and employment required.

Furthermore, we accept that further and ongoing development is required throughout the Borough, but we are of the opinion that any decision reference location and the type of development should be based on practical, sustainable and viability evidence.

To mitigate the risks of any further floods, droughts and the continuing loss of farming land and the subsequent impact on the supply of home grown food supplies, all green belt and agricultural land should be protected and not be used for anything other than protecting the environment and feeding the country.

The quantity of development required in each area surely relies on the provision of social services and the quality of the infrastructure to ensure that the quality of life is achieved for all residents.

Health and education facilities - DMBC Policy 51 in association with housing developments Policy 51 includes a requirement for:-

1. Development to consider and address healthcare infrastructure implications.
2. Policy 53 requires on- or off-site mitigation where significant housing proposals will create or exacerbate a shortfall in the number of local school places.

Historically, the DMBC and other departments/agencies, have repeatedly failed to acknowledge their responsibilities with regards to the health, safety and well-being of residents residing in the area of Doncaster. The consistent build and size of the developments within Doncaster without the appropriate amount of investment in schools, Doctors, hospitals and the infrastructure has impacted on all residents within the borough. In addition there has been a severe lack of any positive action to halt the deterioration of our environment.

It has been recorded by Public Health England that Doncaster has one of the worst health records in the country.

Infrastructure: - Parking: - Is now a serious issue in all areas, particularly villages where there is no alternative but for cars and HGV’s to park on the pavements, double yellow Lines...
and junctions. For the safety of residents, particularly the very young, disabled and elderly serious thought should be given to this issue and any objectives and outcomes should reflect the safety implications of building homes/retail/industry without introducing or providing the necessary actions in mitigation.

**Overnight Parking:** It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land for rest periods. When deciding when/where further builds are to be agreed, this is an issue would should be at the forefront of any builder/developer

**Over Crowding and lack of access to green spaces:** When making a decision as to the number of builds required, consideration should be a priority for access to safe open green land and footpaths. In today’s society with the issue of Covid, people being over-weight and unfit, it is imperative that residents can easily access areas that are away from the negative impact of excessive volumes of traffic and also crowds.

**Questions:**

- What will determine the issue of granting permission to build homes on land in an area/village?

- **Contamination and unstable land:** Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land?

- At what point will the DMBC accept that a village/township has reached saturation point with regards to buildings?

- What plans are in place to upgrade and invest in the present Doncaster wide infrastructure to support the ever expanding town and build of further houses?

- What plans do the DMBC have to reclaim and invest in brown field sites?

- What plans do the DMBC have to buy and develop empty properties to provide home/shelter for residents?

- What plans do the DMBC have for securing and developing the properties which are stood vacant in the Doncaster town centre?
Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Thursday 15th October 2020 (not before mid-day) (attend)

M1. Viability and developer contributions

Reference: - Land off Crabgate Lane Skellow North A1 Site Ref 165/186

Reference: - Employment development – Carcroft Common (441)

Reference: - Impact of the above on the Infrastructure and Social Services – Skellow, Carcroft, Adwick, Woodlands

Please note: - No decisions regarding the villages of Skellow, Carcroft, Adwick and Woodlands can be made in isolation. The 4 villages are intrinsically linked due to the gradual urban sprawl and the old Saxon Road, the B1220. All risks, issues and decisions identified will reflect and impact on all residents of the 4 villages who share and depend on the same social services and infrastructure.

The 4 villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 to housing and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment required to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually reside adjacent to the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne), on the B1220 will without doubt increase:

- emissions,
- noise,
- vibrations,
- illegal parking

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas, flood risk issues and on areas of historical interest

The main feeder/access to the villages of Skellow, Carcroft, Adwick and Woodlands, the A1M/A1, is classed as: - “one of the busiest roads in the UK”

Access from the A1 to Skellow is via a Left in Left Out (LILO) Junction on to the B1220 in Skellow. Highways England has classified this LILO as a dangerous junction.

The A1 is the main/only feeder to the B1220 and A638 – the 2 main roads giving access to the 4 villages, Skellow, Carcroft, Adwick, Woodlands and the Carcroft and Adwick Industrial estates

In areas of Skellow, adjacent to the proposed build site on Crabgate Lane, houses are built directly on and facing the A1. Some are lucky to have a few trees/hedgerows to mitigate noise, vibrations or harmful emissions, however, there is a further section of housing, Hill Crest that faces directly onto the A1 with no greenery or vegetation - just concrete.
A number of houses on the B1220 situated just off the A1 and running adjacent to the junction on to Crabgate Lane leading to the proposed development site, have no footpaths and have to directly access the B1220 from their drives when leaving their homes either by car, foot or wheelchair manoeuvring all types of vehicles travelling at 40 miles plus per hour.

The latest plans for Site 165/186 will see a further 300 homes built on agricultural/green belt land which is directly adjacent to the A1 and relies on access to this site via the A1/B1220 and Crabgate Lane.

We understand that housing and development is important and required however, it is for the reasons stated above that we feel that brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required.

Health and education facilities - DMBC Policy 51 in association with housing developments Policy 51 includes a requirement for:-

1. Development to consider and address healthcare infrastructure implications.
2. Policy 53 requires on- or off-site mitigation where significant housing proposals will create or exacerbate a shortfall in the number of local school places.

Historically, the DMBC and other departments/agencies, have repeatedly failed to acknowledge their responsibilities with regards to the health, safety and well-being of residents residing in our 4 villages which are impacted by the lack of any positive action to halt the deterioration of our environment.

Health /Traffic- It has been acknowledged for many years that the increase in all traffic and specifically the HGV traffic travelling through our villages from the A1 and A638 has had a negative impact on resident’s health and the environment, however, no action has been taken by any department to mitigate the issue.

Housing developments have been given permission to be built and the HGV operating centres based on the Industrial Estates have been given permission to expand and provide ever increasing land to house HGV’s on a regular basis with no thought or consideration given to the increase in volume of vehicles or the type of (if any) employment that has been made available to the local residents.

The impact of the increase in traffic on the residents of our villages cannot be underestimated. We are of the opinion that the DMBC, Public Health England and the Police must take full responsibility for the negative health and safety issues the residents of our 4 villages are experiencing. The Health issues have been confirm by Public Health England.

Health/Services - there is over subscription at the local GP’s with no prospect of increasing the service. The Doctors surgery on Princess Street has had to merge with the Chestnut Ave., Centre. This is now the Great North Medical Group – at the present time the practise:-

3. Has over 17,000 patients supported by 4.5 FTE GP’s.
4. This Doctors practise has to support residents from Burghwallis, Highfields, Skellow, Carcroft, Adwick and Woodlands.

Education:- This year, children living in Skellow could not access a place at the one and only local high school which serves our children – Outwood Academy at Adwick. Children are having to travel as far as Cantley to access schools. THIS SCHOOL WILL HAVE TO
PROVIDE PLACES FOR THE CHILDREN OF THE PROPOSED SITE IN SKELLOW OF 300 HOUSES.

Confirmation was given from a school governor, that there are no further places available for an influx of children at Outwood Academy based in Adwick - the only senior school serving the 4 villages of Skellow, Carcroft, Adwick and Woodlands.

A family moving from Woodlands to Skellow could not access a place at the Owston Park School (the only school in Skellow) for their 5 year old child. The child has to be ferried via car/bus to Woodlands. THIS SCHOOL WILL HAVE TO PROVIDE PLACES FOR THE CHILDREN OF THE PROPOSED SITE IN SKELLOW OF 300 HOUSES.

Contact has been with the schools in Skellow and Carcroft, confirmation was received that they do not have places for a further influx of children.

**Transport:** - We feel strongly, that any further expansion of Skellow, Carcroft, Adwick and Woodlands and the refusal to determine, agree and implement a safer transport route for the ever expanding HGV industry based on the Carcroft Enterprise Park and the 2 industrial estates based in Carcroft and Adwick will have a permanent serious negative impact on the environment, pollution, health, safety, well-being and the quality of life for all residents.

**Parking:** - It is becoming a daily occurrence throughout our villages that cars and HGV’s park on the pavements, double yellow Lines and junctions. When vehicles are parked fully on pavements, pedestrians, including disabled scooter riders and cyclists have to step on to or ride on the B1220 which has obvious safety issues.

There are specific dangerous issues on the B1220 which feeds and runs through the Carcroft and Adwick industrial estates. Cars, HGV’s and Car transporters have to park fully on pavements because of a lack of appropriate available parking areas to support the heavy engineering industries, warehouses, and motor trade based on these sites.

On the B1220 it is a no win situation whereby when the vehicles park fully on the pavements, pedestrians, including disabled scooter riders have to step on to the B1220, when they park half on the pavements and half on the road, drivers of vehicles on the B1220 have to make dangerous manoeuvres (including mounting central islands) to pass.

**Overnight Parking** It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land within our villages for rest periods. This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays. It is not unusual to fine foreign vehicles parked up for 2/3 nights.

Issue - There are no washing or toilet facilities within this location. In addition, due to the lack of waste bins in the area, bags of rubbish and other waste are often left.

**Contamination and unstable land:** - Policy 56:-

Brodsworth Pit tip has already been developed for housing. Therefore we are concerned that any future planning could include Bullcroft Pit Tip (Carcroft/Skellow) which is supposed to be an area of “community parkland”. However, although this site is used by residents to walk the DMBC have stated that there are a number of ongoing problems associated with it. These include:-
1. As a legacy of its mining past, the site is contaminated
2. Surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club”

**Overcrowding and the lack of opens spaces** - the villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area. The latest Covid epidemic should have highlighted the issue of overcrowding and the lack of safe open spaces to allow people to exercise and have access to fresh air.

Residents of Skellow and Carcroft have little or no access to high quality open spaces and/or opportunities for sport and physical activity. The historical building of housing and industrial businesses on green/open land has robbed residents of access to many open spaces and the opportunity to walk/cycle/run/play in a safe healthy zone.

Access to safe open green land and footpaths, away from the negative impact of the excessive volumes of traffic in the constricted space of the roads running through our villages, should now be a priority and key considerations included in any present day planning document.

Skellow, which is mentioned in the Domesday Book as a rural settlement, has expanded massively with suburban developments from the twentieth century. There are very few conservation areas left within Skellow but there are at least 3 areas based on and around the B1220 including the old Buttercross situated on Cross Hills. This has been desecrated over the years. The DMBC appropriated some of the land which the cross was positioned on to widen the road leading from Crossfield Lane onto the B1220 to allow buses to enter/pass. They also removed the cross and failed to return it to its historical stand/position.

The mix of housing, business and industry (without any positive investment in the infrastructure) increases the negative impact of air and noise pollution. The statistics provided by Public Health England for the health of the residents who attend the local GP practise (The Great North Medical Group) indicates that the health of residents within this area is one of the worst in Doncaster – particularly with chest/asthmatic conditions.

Furthermore, the proposed development of 300 houses within Skellow and the expansion of the industrial sites on Carcroft Common, will certainly increase traffic which will impact on the environment, climate change and flood risk.

There has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing and provide support and maintain positive investment in the conservation areas, green areas, social services and the infrastructure.

**Issues:-**

1. Historically, Skellow has had very little positive investment or development.
2. The “open spaces” plan supports the fact that there is already very little open space or indeed general facilities for the residents of Skellow.
3. The infrastructure supporting the residents of Skellow/Carcroft (mainly the B1220) which has been in place since Saxon time has had little or no investment/improvements and is not fit for purpose.
4. Areas of interest/historic environment has and still is being decimated - The ‘Cromwell batteries’ is now completely surrounded - housing to 2 sides of the
protected land and the B1220 and Crabgate Lane on the other 2 sides. The Buttercross has been removed.

5. Existing building practices has impacted on the health of the residents – the Public Health England statistics supports this

6. Existing Schools have confirmed that they are not in a position to accept a further influx of children

7. The present infrastructure is at saturation point and cannot accommodate further traffic without investment

Questions:-

- Has the Environment Agency been consulted reference the proposed planning application for the further build on the land in Skellow and Carcroft?
- What was the outcome?
- Who has a duty of care to the residents of the 4 villages?
- **Contamination and unstable land:** Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land?
- How many school places will be provided by the developers of the Crabgate/Green Lane sites?
- Whose responsibility is it to provide the additional Doctors services which will be required?
- How much investment will be channelled into providing green open spaces?
- How much money will the builders/developers invest in the infrastructure?
- Who will ensure that historic sites are protected and in fact replaced?
- How will they do this?
- For how long will the developers support and maintain any improvements to infrastructure and/or green open spaces provided?
- What are the Developers and DMBC’s plans to mitigate the impact of the increase in HGV traffic to the sites on the estates?
- What are the Developers and DMBC’s plans to stop pavement parking?
- What are the Developers and DMBC’s plans to stop illegal overnight lorry parking on public land?
- What are the Developers and DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?
M3. Strategic approach (Submission only)

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference: - Employment allocations - Carcroft Common (441)

Reference: - Impact of any build/developments in the villages of Skellow, Carcroft, Adwick and Woodlands

Please note: - No decisions regarding the villages of Skellow, Carcroft, Adwick and Woodlands can be made in isolation. The 4 villages are intrinsically linked due to the gradual urban sprawl and the old Saxon Road, the B1220. All risks, issues and decisions identified will reflect and impact on all residents of the 4 villages who share and depend on the same social services and infrastructure.

The 4 villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 to housing and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment required to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually reside adjacent to the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne), on the B1220 will without doubt increase:

1. emissions,
2. noise,
3. vibrations,
4. illegal parking
5. flood risk

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, flood risk, conservation areas and on areas of historical interest

The villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area.

Strategic policies and neighbourhood plans - The Council’s response to PQ5 confirms that neighbourhood plans are in place for Bughwallis. The Council’s response to PQ6 explains why the Plan does not set out a housing requirement for each designated neighbourhood area as referred to in NPPF paragraph 65. It suggests a change to make clear that there is no requirement for any neighbourhood plan to allocate additional housing.

As the residents of Bughwallis rely heavily on the social services and infrastructure of the villages, Skellow, Carcroft, Adwick and Woodlands, and the village could act as a feeder to
the proposed new site in Skellow, we are very concerned and would wish access to further information/plans concerning this village and the plans for any further development.

Any plans concerning the village of Burghwallis should form part of any strategic approach concerning the proposed development of Skellow and Carcroft Common.

Historically, the impact of the never ending release of and build on green, agricultural land and the subsequent increase in demand for social services and the impact of increased traffic on the existing infrastructure has been immeasurable on both residents and the wildlife.

Our villages, supported by the present infrastructure, cannot cope with any further expansion or even support the present number of HGV vehicles passing through (on the B1220) on a daily basis. Based on the facts and figures, delivered by the DMBC, we conclude that the road networks currently in use in the areas mentioned, particularly the B1220, are not fit for purpose.

We feel strongly, that any further expansion of Skellow, Carcroft, Adwick and Woodlands and the refusal to determine, agree and implement a safer transport route for the ever expanding HGV industry based on the Enterprise Park and the 2 industrial estates will have a permanent serious negative impact on the environment, pollution, health and safety, well-being and the quality of life for all residents.

We understand that housing and industrial development is important and required, however, it is for the reasons stated above that we feel that brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes and employment required.

The DMBC’s strategic approach should ensure that the above points are taken into consideration when considering land use, transport and environmental planning. The further build/development on land in Skellow, Carcroft, Adwick and Woodlands could/would not deliver any economic, social or environmental benefits in a safe and environmental friendly manner.

Any further expansion within our villages would have further serious negative impact on health, safety and the environment.

Positive investment and development has been lacking and is required as a matter of urgency e.g. Bullcroft Pit, cycle paths, walking areas, social services and infrastructure. Our four villages are now at a stage where it is imperative that the DMBC reverse the present dire environmental situation by increasing the amount, quality and accessibility of green space, actively encourage a reduction in noise/air pollution and provide positive investment in amenities to support and improve the life styles for residents of our 4 villages.

Historically, there has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to build in to their strategic approach the appropriate good quality, secure and safe housing with adequate social services and the correct amount of investment in green open spaces and the infrastructure.

Flood risks - The DMBC continues to grant planning permission for house building and industry expansion on flood plains and known marsh land. The change in our climate with wetter winters and rivers flooding, with no apparent action to harness this wasted water, should be a warning and should be part of any strategic approach to future planning.
Agricultural land: - The historical and present situation, whereby agricultural land is routinely destroyed and used for housing, should be stopped immediately. In the present global climate, strategically, every opportunity should be taken to reverse this situation and actually increase every efforts into reclaiming farming land, green fields and arable land to

a. help reduce the impact on climate change and

b. Produce the food required rather than relying on imports.

Brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required.

Housing/Employment - The mix of housing, business and industry only adds to the negative impact of air pollution and noise pollution and certainly does not help with climate change.

Contamination and unstable land: - We are concerned that if the appropriate strategy is not enforced, policy 56 may not be effective in ensuring that development proposals will include appropriate mitigation to deal with contamination and unstable land.

Brodsworth Pit tip has already been developed for housing. Therefore we are concerned that any future planning could include Bullcroft Pit Tip which is supposed to be an area of “community parkland”. However, although this site is used by residents of Skellow and Carcroft to walk there are a number of ongoing problems associated with it. These include:-

a. As a legacy of its mining past, the site is contaminated
b. Surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club”

Overcrowding and the lack of opens spaces - The latest Covid epidemic should have highlighted the issue of overcrowding and the lack of safe open spaces to allow people to exercise and have access to fresh air. Access for our communities to safe open green land and footpaths, away from the negative impact of the excessive volumes of traffic in the constricted space of the roads running through our villages, should now be a priority and form part of any strategic approach to planning and building.

Health and education facilities - DMBC Policy 51 and Policy 53 in association with housing developments includes a requirement for:-

a. Development to consider and address healthcare infrastructure implications.

b. Requires on or off-site mitigation where significant housing proposals will create or exacerbate a shortfall in the number of local school places.

Health /Traffic - It has been acknowledged for many years that the increase in all traffic and specifically the HGV traffic travelling though our villages from the A1 and A638 has had a negative impact on resident’s health and the environment, however, no action has been taken by any department to mitigate the issue.

Housing developments have been given permission to be built and HGV operating centres have been given permission to expand and provide more space to house HGV’s on a regular basis with no thought or consideration given to the increase in volume of cars or the type of (if any) employment that has been made available to the local residents. The impact of the increase in traffic on the residents of our villages cannot be under-estimated. We are of the opinion that the DMBC, Public Health England and the Police must take full responsibility for the negative health and safety issues the residents of our 4 villages are experiencing.
**Health/Services** - there is over subscription at the local GP's with no prospect of increasing the service. The Doctors surgery on Princess Street has had to merge with the Chestnut Ave., Centre. This is now the Great North Medical Group – at the present time the practise:-

1. Has over 17,000 patients supported by 4.5 FTE GP’s.
2. This Doctors practise has to support residents from Burghwallis, Highfields, Skellow, Carcroft, Adwick and Woodlands.

**Education**: - This year, children living in Skellow could not access a place at the one and only local high school – Outwood Academy at Adwick.

Children are having to travel as far as Cantley to access schools.

Confirmation was received from a school governor that there are no further places available for an influx of children at Outwood Academy.

A family moving from Woodlands to Skellow could not access a place at the Owston Park School in Skellow for their 5 year old child. The child has to be ferried via car/bus to Woodlands.

Confirmation was received from contacts at the schools both in Carcroft and Skellow that they do not have places for a further influx of children.

**Strategic Approach to Sustainable Patterns of development**: - In recent years, without any meaningful investment in our social services and infrastructure, the A1, A638 and B1220, two new building estates have been developed:-

1. Long Lands Lane - BRODSWORTH COLLIERY, Woodlands – 282 private dwellings plus 60 affordable dwellings = 342 houses
2. *Redhouse Interchange - 31 houses (in 2017) – Quote “It has fantastic access from Junction 38 of the A1M and has extensive frontage to the A638 Great North Road that links to Doncaster”.

**Redhouse Interchange**, which is linked via the A1 and B1220 to the proposed development site in Skellow, was previously an undeveloped site of 2 million square feet. This has been developed to facilitate the building of warehouses that are occupied by Next, Asda, B&Q and accommodates DFS’ Head Office. Since the initial development it has now expanded further to include office outlets and further housing.

**This interchange is linked via the A1/B1220 to the proposed developments in Skellow. The residents of these sites access the same social services and infrastructure as residents from Skellow, Carcroft and Adwick.**

**Parking**: - It is becoming a daily occurrence throughout our villages that cars and HGV’s park on the pavements, double yellow Lines and junctions. When vehicles are parked fully on pavements, pedestrians, including disabled scooter riders and cyclists have to step on to or ride on the B1220 which has obvious safety issues.

There are specific dangerous issues on the Carcroft and Adwick industrial estates, particularly on the B1220, where cars, HGV’s and Car transporters have to park fully on pavements because of a lack of appropriate available parking areas to support the amount of industry on the sites and the lack of width on the B1220. Strategically, this is a no win situation. When the vehicles park fully on the pavements, pedestrians, including disabled scooter riders have to step on to the B1220, when the vehicles park half on the pavements
and half on the road, drivers of vehicles on the B1220 have to make dangerous manoeuvres (including mounting central islands) to pass.

**Overnight Parking** It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land for rest periods. This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays. Evidence can be provided of foreign drivers parking up for 2/3 nights on the waste land adjacent to the Asda in Carcroft.

Issue - There are no washing or toilet facilities within this location. In addition, due to the lack of waste bins in the area, bags of rubbish and other waste are often left.

Any strategic approach to planning of housing or employment developments should take into consideration the issue of safe on-site parking and make every effort to ensure that there is adequate safe parking within the villages providing support to any development.

**Historically**, over the past 60 years the DMBC has consistently built on land that was allocated for allotments, green fields, open land and allowed agricultural/private land to be sold and developed to provide social and private housing.

**Present day**, there are many land owners and developers who own land (particularly in Skellow) who will now only offer 1 years lease to farmers or do nothing with the land neglecting it to such an extent that land is overgrown and trees are in a dangerous condition and actually falling on to open footpaths. Their objective is to wait until they can at some point in the future, sell for financial gain to building developers, to the detriment of the communities and environment.

A strategic approach is required by the DMBC to stabilise the ongoing situation. A clear message needs to be sent to land owners and developers within the area that there is a limit to the exploitation and damage that is sustainable and acceptable to the land within Skellow, Carcroft, Adwick and Woodlands.

**Brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required**

- What is the DMBC strategic approach to halt the cycle of deprivation within our 4 villages?
- Are there plans to make safe and improve the existing natural and safe areas for our residents to access safe physical exercise?
- Are there plans in the development strategy to provide any off-site habitat creation/restoration centres?
- What actions are being taken to ensure that all children can access local education?
- Are there any plans to create new/additional school places?
- If so – how many, when and where? If not – why?
- Has the DMBC/Public Health England agreed/implemented plans to provide additional social services

- Is the Plan and strategic approach consistent with national planning policy relating to the mitigation of, and adaptation to, climate change?

- Are there any plans in place to fund improvements to the local highways network (Grange Lane, Green Lane, A1/B1220)? If not – why?

- What are the Developers and DMBC’s plans to mitigate the impact of the increase in HGV traffic to the sites via our villages to the industrial estates?

- What are the Developers and DMBC’s plans to stop pavement parking?

- What are the Developers and DMBC’s plans to stop illegal overnight lorry parking on public land?

- What are the Developers and DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?
Doncaster Local Plan - Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Tuesday 20th October 2020 (9.30) (ATTEND)

Matter 4 Green Belt, Q4.1. Q4.2., Q4.3., Q4.4., Q4.7, Q4.8, Q4.9)

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference: - Employment allocations - Carcroft Common (441)


Please note: - The villages of Skellow, Carcroft, Adwick and Woodlands are intrinsically linked via the old Saxon Road the B1220. The villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually live on the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV's (44 tonne), on the B1220 will without doubt increase:

1. emissions,
2. noise,
3. vibrations,
4. illegal parking
5. flood risk

The build on the land on Crabgate Lane and Green Lane Skellow will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest.

The villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area.

Based on recent environmental and global health issues we would like to stress the concerns that we the residents of the villages Skellow, Carcroft, Adwick and Woodlands feel are appropriate even more so now under the present conditions in which we are living. As a group, we feel very strongly concerning the fact that the DMBC’s planning document appears to include the further destruction of agricultural, green belt land and identified flood risk areas for housing and/or for further industrial development. It would appear that there has been no positive consideration of the ecology, potential concerns around air quality, health and safety of residents or the negative impact on our already stretched social services and infrastructure.

Green Belt purposes NPPF 134 sets out 5 purposes that the Green Belt serves. Four of the proposed purposes are relevant to our submission:

1. To check the unrestricted sprawl of a large built up area,
2. To prevent neighbouring town merging into one another,
3. To assist in safeguarding the countryside from encroachment,
4. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

By developing the two sites on Crabgate Lane and Green Lane none of the 4 purposes listed would be sustainable and the development would prove impractical.

Skellow, Carcroft and Adwick have been identified as being located within a green infrastructure corridor. The DMBC policy seeks to increase the quality, number and connectivity.

Historically there has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing.

**We understand that housing and industrial development is important and required. However, we are of the opinion, that to protect green and agricultural land and to minimise the impact on the environment and any future climate change brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes and employment required.**

It has been noted that Skellow and Carcroft are situated within the South Yorkshire Magnesian Limestone Ridge and we are interested to understand how the Biodiversity plans affect us.

**Retention of Green Belt Land**

Throughout the policy it refers to “appropriate locations”. If this proposed building goes ahead with:

a. by far the biggest development of its' kind in the borough
b. on land that has repeatedly flooded over last winter and for many years prior to this,

t would have a devastating effect on the existing adjacent estate. The land is prone to:-

c. Surface water flooding as it flows down the fields from Barnsdale Bar due to the gradient of the land.
d. On the Gov.uk website for long term flood risk information, site 186 is clearly shown as a medium flood risk.

The DMBC/Environment Office have not yet determined how to manage or harness the flow of water that flooded the agricultural land which is proposed for development and subsequently the properties which are adjacent to the land.

The Council is well aware of the situation and have had numerous complaints from residents who have suffered flooding on Crabgate Lane and into the gardens of the residents beyond.

Based on these facts I would suggest that this location is not appropriate for building, and **should not be removed** from Green Belt within the Local Plan.

The term “demonstration of clear local community support” means there should be a pre-application consultation exercise at the point of submitting a planning application. There was a consultation by the Council back in September 2018, to ascertain the views of the residents in regard to leaving this area of land as proposed building land in the Local Plan.
750 objections were made from the residents of this estate,

It would appear that this was basically a public relations exercise as this land remains in the Local Plan as proposed building land.

**Green Belt boundaries** – we feel that these should only be altered where exceptional circumstances are fully evidenced and justified. The DMBC states that “On examining the areas covered in the paper we do not feel that all reasonable options were met for meeting the identified development in Skellow”. We would like to re-visit the areas covered and request further in depth answers and explanations.

We feel further build in any of our four villages will have severe negative impact on our residents including:-

1. The unrestricted sprawl of a large built up area.
2. neighbouring villages/towns merging into one another.

We feel that assistance is required in safeguarding the countryside from encroachment.

We urge the DMBC to encourage and assist in urban regeneration by encouraging the recycling of derelict and other urban land rather than build on green fields and agricultural land which is paramount to climate change, protecting the environment and at this point in time – self-sufficiency in providing our own food supplies.

**Compensatory improvements** - The planning document states “Compensatory improvements to the Green Belt NPPF 138 advises that where it has been concluded that it is necessary to release Green Belt land for development, plans should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land”. We have seen no evidence as to how this will be achieved and in fact, with the historic removal of green and agricultural land in the surrounding area, we are not sure how this could even be achieved.

**Contamination and unstable land:** - Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land?

Brodsworth Pit tip has already been developed for housing. Therefore we are concerned that any future planning could include Bullcroft Pit Tip which is supposed to an area of “community parkland”. However, although this site is used by residents from Skellow and Carcroft to walk away from the noise and emissions of the B1220 there are a number of ongoing problems associated with it. These include:-

   c. As a legacy of its mining past, the site is contaminated
   d. Surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club”

**Urban Sprawl – Skellow/Carcroft**

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-
a. The proposed plan is to build 300 properties on the land off Crabgate Lane/Green Lane – agricultural land.

b. This land is adjacent to The Grange Park Estate which consists of 600 houses and bungalows (this was built on agricultural land)

c. There are a further two adjacent estates which have only recently been developed - The Oaks and Bridgewater Park - which contain a further 160 houses (These were built on green open fields used for horses/stabling and play areas)

d. The Ea Beck – which has already been vandalised and developed to be an inclusive part of the Bridgewater Park Estate runs in close proximity to the Green Lane site.

Skellow/Carcroft: - The above estates, which have all been built on green/agricultural land, have all merged into the main village of Skellow, which has basically trebled (if not more) than the original/historical village of Saxon Skellow. There are now no clear boundaries between the villages of Skellow and Carcroft. Any person/resident, who are not originally from these two villages are not aware of and do not know where any of the borders start or finish.

To build further houses on yet another green/agricultural field does NOT prevent urban sprawl but exacerbates it. The latest newest builds/estates have already merged. To create a new development of a further 300 houses would only have a further negative impact on the environment and community and create further sprawl.

The DMBC continues to grant planning permission for house building on flood plains and industry on known marsh land. The change in our climate with wetter winters and rivers flooding, with no apparent action to harness this wasted water, should be a warning and actions should be put in place to mitigate any risks.

Furthermore, the historical and present situation, whereby agricultural land is routinely destroyed and used for housing, should be stopped immediately. In the present global climate, every opportunity should be taken to reverse this situation and actually increase every effort into reclaiming farming land, green fields and arable land to produce the food required rather than relying on imports.

Brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required.

Overcrowding and the lack of opens spaces - the villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area.

The latest Covid epidemic should have highlighted the issue of overcrowding and the lack of safe open spaces to allow people to exercise and have access to fresh air. Access for our communities to safe open green belt land and footpaths, away from the negative impact of the excessive volumes of traffic in the constricted space of the roads running through our villages, should now be a priority and form part of any strategic approach to planning and building.

Wider issue and impact - Adwick/Woodlands: - To reiterate the situation with Skellow/Carcroft:-

a. the urban sprawl has been allowed to continue to such an extent that the once “Model Village” of Woodlands has been allowed to completely merge with the Doomsday village of Adwick and

b. The borders between Adwick and Carcroft have disappeared. This has been allowed to happen to such an extent whereby the DMBC will refer to areas of
Carcroft and Woodlands as Adwick.
c. Houses, green land and agricultural land have been demolished to facilitate this action.

Sustainable Patterns of development: - In recent years, without any investment in our social services and the already impossible situation regarding our over-crowded shared infrastructure of the A1, A638 and B1220, two new building estates were developed in the Woodlands area:-

a. Long Lands Lane - BRODSWORTH COLLIERY, Woodlands – 282 private dwellings plus 60 affordable dwellings = 342 houses
b. Redhouse Interchange - 31 houses (in 2017)
   The selling note was: - “It has fantastic access from Junction 38 off the A1M and has extensive frontage to the A638 Great North Road that links to Doncaster” (this also links to the proposed site Skellow)

Redhouse Interchange, which is linked via the A1 and B1220 to the proposed development sites, was previously an undeveloped site of 2 million square feet. This has been developed to facilitate the building of warehouses that are occupied by Next, Asda, B&Q and accommodates DFS’ Head Office. Since the initial development it has now expanded further to include office outlets and further housing.

This interchange is linked via the A1/B1220 to Skellow and the proposed developments in Skellow.

The build of a further 300 houses on agricultural land (green belt land) within this area is not sustainable.

The historical and present issue of urban sprawl and the magnitude of the loss of green and agricultural land though-out the villages of Skellow, Carcroft, Adwick and Woodlands should be taken into consideration when considering any further build on any land in the 4 villages.

To mitigate the issue of flood risks and health and environmental issues, residents of our four villages feel that it is now imperative that the DMBC reverse the present dire environmental situation by refusing further applications for development, specifically when relating to green belt and/or agricultural land.

In today’s climate, we suggest that it is not appropriate to remove any further land from the Green Belt. Furthermore, we request that rather than build on green/agricultural land the DMBC should actively encourages builders and developers to use brown sites and abandoned/empty buildings as a priority to provide housing.

QUESTIONS:-

- **Biodiversity and geodiversity** – Reference the DMBC’s planned action to remove land from the green belt including ecological networks, biodiversity, geodiversity, local wildlife and geological sites, along with particular requirements relating to specific sites. Based on historic acts and location of the proposed development site, we would like an explanation as to actually what this mean and how will it impact on the local community.

- **Contamination and unstable land**: - Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land – bearing in mind that this is a known flood risk area?
- **Contamination and unstable land**: Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land – could we have confirmation that at no time The Bullcroft Pit Tip will be used for the development of housing?

- It has been noted that Skellow and Carcroft are situated within the South Yorkshire Magnesian Limestone Ridge and we are interested to understand how the Biodiversity plans affect us.

- The Plan states that they will readily create recognisable Green Belt boundaries at four of the housing locations, this does not include the area North of A1 Skellow186/165 - Why?

- Agricultural land and soil and water resources – We would appreciate confirmation and clarification of the Council’s response to proposals that involve the significant loss of best and most versatile agricultural land to demonstrate an overriding need for the development?

- What plans and compensatory improvements to the environmental quality and accessibility of remaining Green Belt land are in place for Skellow?

- Will the DMBC provide evidence that their Plan is consistent with national planning policy relating to the mitigation of, and adaptation to, climate change?

- What are classed as exceptional circumstances when changing the status of Green belt land?

- Has the Environment Agency been consulted reference build on land in Skellow and Carcroft?

- What was the outcome?

- What plans do the DMBC have in place to instigate positive investment of green open spaces within Skellow/Carcroft?

- What plans do the DMBC have to support and promote the growth in agriculture to support home grown self-sufficiency?

- What plans do the DMBC have to encourage development of brown field sites and empty buildings?

- What evidence can the builders/developers provide to show that they would reduce the noise, vibrations and emissions by additional traffic on existing residents?

- What evidence can the builders/developers provide to show that there will be the correct/enough safe parking areas?

- What actions are the Builders/developers taking to protect the wildlife in the proposed area of build?

- Has the proposed developer agreed to fund and create an off-site habitat creation/restoration centre? If not – why?
Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Skellow, Carcroft, Adwick, Woodlands

Wednesday 21 October 2020 (9.30) (submission only)

M5 Housing supply (Q6.13 Q6.14 Q6.15)

Reference housing development - Skellow the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference: - Employment allocations - Carcroft Common (441)

Please note: - The villages of Skellow, Carcroft, Adwick and Woodlands are intrinsically linked via the old Saxon Road the B1220. The villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the residents who actually live on the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne), on the B1220 will without doubt increase:
1. emissions,
2. noise,
3. vibrations,
4. illegal parking
5. flood risk issues

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest.

We would like access to the process of site selection methodology and the housing trajectory to determine and identify the DMBC’s approach and plans for our 4 villages.

Present status:-

The villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area.

The A1M Doncaster which runs directly adjacent to properties in the villages of Skellow and Woodlands and acts as a feeder to the B1220 and A638, has been referred to and is confirmed by Highways England as “one of the busiest roads in the UK”

The Left in Left Out Junction on the A1 leading on to the B1220 and Immediately on to Crabgate Lane (and the proposed building site) is classified as a dangerous junction by the Highways England.

Housing supply - The latest plans for Site 165/186, if approved, will see a further 300 homes built on agricultural/green belt land directly adjacent to the A1.
This application to build is one of the biggest applications submitted. Access to this site can only be accessed via the A1/B1220.

We are of the opinion that the DMBC have not implemented the appropriate methodology to deliver good and positive outcomes of any planned building/developments within our villages. The key to the successful delivery of any project is:

1. joined up working,
2. recording risks and issues and
3. Identifying and implementing any mitigating actions to remove the risk of failure or any adverse impact on the agreed outcomes.

Historically there has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing and provide support and maintain positive investment in social services and the infrastructure.

We feel strongly, that any further expansion of any housing supply in Skellow, Carcroft, Adwick and Woodlands should be determined only after agreement has been reached and introduced to implement a safer transport route for residents and the ever expanding HGV industry based on the Enterprise Park and the 2 industrial estates.

We understand that housing and development is important and required however, it is for the reasons stated above that we feel that Brown Field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required

Our four villages are now at a stage where it is imperative that the DMBC reverse the present dire social, economic and environmental situation by halting any further housing development and the expansion of the industrial estate increasing the amount, quality and accessibility of green space, actively encourage a reduction in noise/air pollution and provide positive investment in amenities to support and improve the life styles for residents of our 4 villages

Contamination and unstable land: - Will policy 56 be effective in ensuring that any further development proposals include appropriate mitigation to deal with contamination and unstable land?

Brodsworth Pit tip has already been developed for housing. Therefore we are concerned that any future planning could include Bullcroft Pit Tip which is supposed to an area of “community parkland”. However, although this site is used by residents to walk there are a number of ongoing problems associated with it. These include:-

a. As a legacy of its mining past, the site is contaminated
b. Surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club”

Health and education facilities - DMBC Policy 51 in association with housing developments Policy 51 includes a requirement for:-

3. Development to consider and address healthcare infrastructure implications.
4. Policy 53 requires on- or off-site mitigation where significant housing proposals will create or exacerbate a shortfall in the number of local school places.
Historically, the DMBC and other departments/agencies, have repeatedly failed to acknowledge their responsibilities with regards to the health, safety and well-being of residents residing in our 4 villages which are impacted by the lack of any positive action to halt the deterioration of our environment.

**Health /Traffic** - It has been acknowledged for many years that the increase in all traffic and specifically the HGV traffic travelling through our villages from the A1 and A638 has had a negative impact on resident’s health and the environment, however, no action has been taken by any department to mitigate the issue.

Housing developments have been given permission to be built and HGV operating centres have been given permission to expand and provide more space to house HGV’s on a regular basis with no thought or consideration given to the increase in volume of cars or the type of (if any) employment that has been made available to the local residents. The impact of the increase in traffic on the residents of our villages cannot be under-estimated.

**Health/Services** - there is over subscription at the local GP’s with no prospect of increasing the service. The Doctors surgery on Princess Street has had to merge with the Chestnut Ave., Centre. This is now the Great North Medical Group – at the present time the practise:-

  c. Has over 17,000 patients supported by 4.5 FTE GP’s.
  d. This Doctors practise has to support residents from Burghwallis, Highfields, Skellow, Carcroft, Adwick and Woodlands.

**Education**:-

This year, children living in Skellow could not access a place at the local high school – Outwood Academy based in Adwick (the only high school in the area providing education for the children of Skellow, Carcroft, Adwick and Woodlands). Children are having to travel as far as Cantley to access schools.

A family moving from Woodlands to Skellow could not access a place at the Owston Park School for their 5 year old child. The child has to be ferried via car/bus to Woodlands

Confirmation was received from contacts at the schools both in Carcroft and Skellow that they do not have places for a further influx of children. In addition confirmation was given from a school governor that there are no further places available for an influx of children at Outwood Academy.

**Parking** - It is becoming a daily occurrence throughout our villages that cars and HGV’s park on the pavements, double yellow Lines and junctions. When vehicles are parked fully on pavements, pedestrians, including disabled scooter riders) and cyclists have to step on to or ride on the B1220 which has obvious safety issues.

There are specific dangerous issues on the Carcroft and Adwick industrial estates, particularly on the B1220, where cars, HGV’s and Car transporters have to park fully on pavements because of a lack of appropriate available parking areas to support the heavy engineering industries, warehouses, and motor trade. On the B1220 it is a no win situation whereby when the vehicles park fully on the pavements, pedestrians, including disabled scooter riders) have to step on to the B1220, when they park half the pavements and half on the road, drivers of vehicles on the B1220 have to make dangerous manoeuvres (including mounting central islands) to pass.
Overnight Parking  It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land for rest periods. This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays. As an example, an Eastern European 5 axle tractor and trailer has used the waste land adjacent to the Asda in Carcroft as an over-night stop for at least 2 (probably 3) consecutive nights.

Issue - There are no washing or toilet facilities within this location. In addition, due to the lack of waste bins in the area, bags of rubbish and other waste are often left

Biodiversity and geodiversity – Reference the DMBC’s planned action to remove land from the green belt including ecological networks, biodiversity, geodiversity, local wildlife and geological sites, along with particular requirements relating to specific sites.

Our villages, supported by the present infrastructure, cannot cope with any further expansion or support the present number of HGV vehicles passing through (on the B1220) on a daily basis. Based on the facts and figures, we conclude that the road networks currently in use in the areas mentioned, particularly the B1220, are not fit for purpose.

Questions:-

- How does the site selection methodology work?
- What plans are in place to secure and build on Brown field sites and old/empty buildings?
- The Plan states that they will readily create recognisable Green Belt boundaries at four of the housing locations, this does not include the area North of A1 Skellow186/165 - Why?
- Agricultural land and soil and water resources – how does this fit in with site selection methodology?
- Flood risk areas – how does this fit in with known flood risk sites?
- Will the DMBC provide evidence that their Plan is consistent with national planning policy in relation to site selection methodology?
- Has the Environment Agency been consulted reference build on land in Skellow and Carcroft?
- What was the outcome?
- Contamination and unstable land: - Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land?
- What is the housing trajectory with regards to the villages of Skellow, Carcroft, Adwick and Woodlands?
- What plans do the DMBC have to encourage development of brown field sites and empty buildings?
When considering site selection, what evidence do the builders/developers provide to show that there will be the correct/enough safe parking areas?

Does the process of determining the Housing Supply required take into consideration any off-site habitat creation/restoration centre?

What are the consequences of not demonstrating that a five year supply can be obtained?

Why have the DMBC approved planning applications for various land use throughout our villages without ensuring that the appropriate environmental planning is in place to deliver the economic, social and environmental benefits were in place?

What are the Developers and DMBC’s plans to mitigate the impact of the increase in HGV traffic to the sites on the estates?

What are the Developers and DMBC’s plans to stop pavement parking?

What are the Developers and DMBC’s plans to stop illegal overnight lorry parking on public land?

What are the Developers and DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?
Matter 6 Housing Development Requirements

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-

Reference: - Employment allocations - Carcroft Common (441)

Reference:- The impact on the social services and infrastructure of Skellow, Carcroft, Adwick and Woodlands.

Please note: - The villages of Skellow, Carcroft, Adwick and Woodlands are intrinsically linked via the old Saxon Road the B1220. The four villages are surrounded and enclosed by the A1/A1M and the A638. These roads act as feeders on to the B1220 and ultimately to the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park.

The B1220, has never received the investment to develop it to the extent whereby it can support the increase in traffic that has occurred over the years.

The situation of the ever increasing number of housing developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually live on the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne) travelling to the Industrial Estates, on the B1220 will without doubt increase:
6. emissions,
7. noise,
8. vibrations,
9. illegal parking

will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest.

Historically, the DMBC have not implemented the appropriate methodology to deliver good and positive outcomes of any planned building/developments within our villages. The key to the successful delivery of any project is:-

4. joined up working,
5. recording risks and issues and
6. Identifying and implementing any mitigating actions to remove the risk of failure or any adverse impact on the agreed outcomes.

At this stage, with the historic continuous unrestricted build of housing, warehousing, offices and industry within our villages, including building on green and agricultural land, and the lack of investment in the infrastructure, any further build in any of our four villages will have a severe negative impact on our residents, communities and infrastructure. Issues include:-
1. The unrestricted sprawl of a large built up area.
2. Neighbouring villages/towns merging into one another.
3. Loss of green/agricultural land
4. The impact on resident’s health and property with the further increase in traffic, including noise, emissions, vibrations
5. Further negative impact on the infrastructure
6. Loss of agricultural land
7. Impact on known flood risk areas
8. Further impact on already over stretched social services

Moving forward and taking into consideration the recent floods and the Covid 19 pandemic, the residents of our four villages feel that the DMBC should be more mindful of the decisions made and the impact on the residents of our villages and the environment in which we live.

**Design of Housing development:-**

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-

We feel that the design of any building development application should only ever be agreed and processed where there is clearly going to be no negative impact on residents, social services, infrastructure and certainly nowhere that includes the significant loss of best and most versatile agricultural land which could ultimately impact on soil and water resources.

Throughout the policy it refers to “appropriate locations”. If the proposed building in Skellow is approved it will be:-

- by far the biggest development of its' kind in the borough
- on land that has repeatedly flooded over last winter and for many years prior to this,

The land is prone to:-

- Surface water flooding as it flows down the fields from Barnsdale Bar due to the gradient of the land.
- On the Gov.uk website for long term flood risk information, site 186 is clearly shown as a medium flood risk

The Council is well aware of the situation and have had numerous complaints from residents who have suffered flooding on Crabgate Lane and into the gardens of the residents beyond.

Without doubt, he first requirement of any housing development is that it is safe and that the local social services are adequate to provide the required service.

**Parking**: - It is becoming a daily occurrence throughout our villages that cars and HGV’s park on the pavements, double yellow Lines and junctions. When vehicles are parked fully on pavements, pedestrians, including disabled scooter riders have to step on to or ride on the roads including the B1220 which has obvious safety issues.

Adequate parking facilities are required for each new house built and further investment is required in existing areas of concern e.g. Doctors, Schools, Shops, Industrial Estates, Warehousing
Overnight Parking: - It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land within our villages for rest periods (they slip of the A1/A638). This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays, some have even been witnessed to stay 2 and 3 nights. Plans need to be in place to deter this practise and/or provide the appropriate long term parking areas.

Backland and Tandem Developments:-

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-

The proposed plan is to build 300 properties on the land off Crabgate Lane/Green Lane and adjacent to the A1 and accessed via B1220

This land is adjacent to The Grange Park Estate which consists of 600 houses and bungalows and is accessed via the B1220

There are a further two adjacent estates which have only recently been developed - The Oaks and Bridgewater Park - which contain a further 160 houses. These are accessed via the B1220

All the above developments are situated just of the A1 at a Left in Left Out junction just metres from junction 38 Red House. They all share the same access/egress on the B1220.

To add even further negative impact on the existing impossible situation regarding our overcrowded shared infrastructure of the A1, A638 and B1220, a further two new building estates have recently been developed within the Woodlands area which is situated just of Junction 38 Red House :-

- Long Lands Lane - BRODSWORTH COLLIERY, Woodlands – 282 private dwellings plus 60 affordable dwellings = 342 houses
- Redhouse Interchange - 31 houses (in 2017) – Quote “It has fantastic access from Junction 38 of the A1M and has extensive frontage to the A638 Great North Road that links to Doncaster”.

Redhouse Interchange, which is linked via the A1 and B1220 to the proposed development sites, was previously an undeveloped site of 2 million square feet. This site has been developed to facilitate the building of warehouses that are occupied by Next, Asda, B&Q and accommodates DFS’s Head Office. Since the initial development, it has now been expanded further to include office outlets and further housing.

This interchange is linked via the A1/B1220 to Skellow and the proposed further developments in Skellow.

REQUIREMENTS OF HOUSING DEVELOPMENTS – the examples stated above are a clear example of what to avoid when considering the future requirements of housing developments and we feel is complete justification as to why the application to build on the land adjacent to Crabgate Lane and the A1 should not be passed.

Green infrastructure, open space and landscaping:-
NOTE: - The DMBC Plan states that they will readily create recognisable Green Belt boundaries at four of the housing locations within their plan – Skellow isn’t mentioned

With the present day issues effecting the global climate and the citizens of every country around the world, we are of the opinion that no green belt land/boundary should be altered and no agricultural land should be lost under any circumstances.

Every housing development should provide access to high quality open spaces and opportunities for sport and physical activity.

Historically there has been a failing by both the DMBC and Developers to accept that there is a responsibility on their part to provide good quality, secure and safe housing and provide support and maintain positive investment in green infrastructure open spaces and appropriate landscaping.

We feel that it is imperative at this stage that the DMBC and Developers assist in safeguarding the countryside from encroachment and promote urban regeneration - by encouraging the recycling of derelict and other urban land.

The DMBC and Environment Office should determine and make clear how they will manage or harness the flow of water that flooded the agricultural land which is proposed for development and subsequently the properties which are adjacent to the land.

Health and Education Facilities

This latest viral epidemic and the lessons we have already learned regarding overcrowding and the lack of opens spaces should now be a priority and a key consideration in any planning document.

The latest figures concerning the Covid deaths covering 39 postcodes within the area of Doncaster are really quite concerning. According to the figures released by the Doncaster Public Health, Carcroft has emerged as being one of the villages which has given rise for concern. When the figures are scrutinised, the situation is quite serious. The data shows:

1. Thorne has the highest death rate of 21 out of a population of 17,295
2. Hexthorpe has 15 deaths out of a population of 3,310
3. Balby had 15 deaths out of a population of 15,300
4. New Rossington had 14 deaths out of a population of 13,537
5. Carcroft had 14 deaths out of a population of 4,312

On examination of these statistics, I am sure that you will agree that only Hexthorpe has fared worse than Carcroft.

Dr Suckling states that beneath these figures there are a common link between the areas of recording high death rates.

a. Care homes for the elderly
b. Population density
c. People living in crowded accommodation with no access to a garden
d. Deprivation
e. Key workers

Carcroft has only 1 Care Home – China Cottage.
**Health/Services** - there is over subscription at the local GP’s with no prospect of increasing the service. The Doctors surgery on Princess Street has had to merge with the Chestnut Ave., Centre. This is now the Great North Medical Group – at the present time the practise:- has over 17,000 patients supported by 4.5 FTE GP’s and provides a service to the residents of Burghwallis, Highfields, Skellow, Carcroft, Adwick and Woodlands.

**Education**: - This year, children living in Skellow could not access a place at the one and only local high school – Outwood at Adwick which provides a service for all children living in Skellow, Carcroft, Adwick and Woodlands. Children are having to travel as far as Cantley to access schools.

Confirmation was received from a school governor that there are no further places available for an influx of children at Outwood.

A family moving from Woodlands to Skellow could not access a place at the Owston Park School for their 5 year old child. The child has to be ferried via car/bus to Woodlands

Confirmation was received from contacts at the schools both in Carcroft and Skellow that they do not have places for a further influx of children.

**Health /Traffic**: It has been acknowledged for many years that the increase in all traffic and specifically the HGV traffic travelling though our villages from the A1 and A638 and on to the B1220 has had a negative impact on resident’s health and the environment, however, no action has been taken by any department to mitigate the issue.

Without the agreed necessary improvements/investment in the infrastructure to the wider supporting areas to mitigate the obvious increase in traffic, no housing development should be given permission to be built. The impact of the increase in traffic on existing residents within the area of development cannot be under-estimated.

**Pollution and noise affecting housing developments**

The mix of housing, business and industry only adds to the negative impact of air pollution and noise pollution and certainly does not help with climate change.

We would argue that the historic example within our villages of housing developments being built in close proximity to the Carcroft and Adwick industrial estates would/should in any future development enforce requirements for distinct borders and separate access and egress to each and every development.

DMBC do have policies which sets out the requirements relating to development that may cause or be affected by pollution, specifically with noise pollution. The Council has suggested a minor amendment to clarify the situation setting out specific thresholds stating that they will be applied to determine the acceptability of proposals. However, for many years we have challenged the DMBC, requesting information and plans for mitigating the risks and issues our residents suffer in relation to noise and air quality. In particular, the noise pollution/standards in which many of our residents who live directly adjacent to the A638, B1220 and the A1 have to endure. We have never received any response. These issues should be a major consideration with any housing development.

The land in Skellow, where there are plans to build a further 300 houses is at the moment agricultural land and is situated adjacent to the A1 and the only access will be via the B1220 on to Crabgate Lane or Green Lane. None of these roads/lanes are suitable for heavy building equipment and certainly a further 300 plus cars once residents move in would have
a devastating effect on the privacy, health and well-being of existing residents who live on Crabgate Lane and Green Lane.

The impact on the flora and fauna when building on green belt and agricultural land is immeasurable. The open spaces and landscaping the builders/developers provide when building new developments do not support or mitigate the damage they have caused to the environment. It is imperative at this stage that the DMBC make every effort to reverse the present dire environmental situation by acknowledging that they should be more critical in their approach to the approval of development and requirements.

Questions:-

- The Plan states that they will readily create recognisable Green Belt boundaries at four of the housing locations, however this does not include the area North of A1 Skellow186/165 – why?

- Reference the DMBC’s planned action to remove land from the green belt including ecological networks, biodiversity, geodiversity, local wildlife and geological sites, along with particular requirements relating to specific sites - What does this mean and how does it affect the site in Skellow?

- What does the DMBC and developers feel are the acceptable requirements with regards to improving/upgrading the present infrastructure?

- Are there any requirements for the Developers or the DMBC’s to ensure that in any development the illegal act of pavement parking is stopped?

- What plans/requirement will the Developers and DMBC’s introduce to stop illegal overnight lorry parking on public land?

- We would like the DMBC to make it clear to us how the noise standards in appendix 11 is justified and will the Council ensure that the Plan is clear about how they are intended to be taken into account by decision makers?

- What do the DMBC and Developers feel are the acceptable requirements for a development of 300 houses with regards to school places and the health service?
Matter 8 Economic Development
(Q8.7, Q8.8, Q8.9, Q8.10)

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference Employment development - Carcroft Common (441).

Reference Infrastructure and Social Services – Skellow, Carcroft, Adwick, Woodlands

Please note: - The villages of Skellow, Carcroft, Adwick and Woodlands are intrinsically linked via the old Saxon Road the B1220. The villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually live on the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne), on the B1220 will without doubt increase:
1. emissions,
2. noise,
3. vibrations,
4. illegal parking

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest.

Requirements and standards relating to economic development of the Plan sets out development requirements for three employment allocations that did not have planning permission in 2018. This includes Carcroft Common (441).

Policy 47 sets out requirements for all non-residential, commercial and employment developments aimed at achieving high quality design.

There has certainly been no high quality design procedures implemented to the Carcroft/Adwick Industrial Estates.

As we are moving towards a low carbon future, the DMBC should be actively looking to reduce the number of vehicles using roads. Specific attention should be diverted and concentrated on companies that deal with heavy goods vehicles, car motoring industry and engineering equipment who take over acres of land within the countryside and villages for parking up and operating purposes. These operators/owners should be encouraged to relocate their businesses closer to town/city centres within easy access to rail or motorway links.
Risk - local residents are subject to what could be potential health and safety risks. The ever expanding transport industry on the industrial estates will only add to this risk as more and more vehicles are travelling greater distances to access the sites.

For many years, residents from our 4 villages have raised complaints about the DMBC’s processes, procedures and policies regarding the scrutinizing and assessment of the capacity of our 4 villages when granting planning permission to the operators/owners of HGV, motor car dismantlers and other heavy industries which have been allowed to take over the Carcroft Enterprise Park and the Carcroft and Adwick Industrial Estates. The DMBC’s actions in allowing these types of businesses to expand, without any impact assessments, mitigating actions or continuous monitoring for compliance of the HGV and car businesses, is deplorable and clearly exacerbates the:-

- health and safety issues on residents
- impacts heavily on noise pollution (including during unsocial hours)
- negative impact on the Infrastructure
- encourages dangerous parking
- encourages long term overnight parking
- Environmental issues specifically pollution via emissions including nitrogen oxide and other harmful substances on the 4 villages in which we reside.

The DMBC demolished homes (that were very close knit communities) in both Carcroft and Adwick to make way for industrial units. At that point - they made many promises regarding local employment, improving the infrastructure and improving/protection the environment.

In the 1970’s when the DMBC commenced with their actions of making the land in Carcroft and Adwick an Industrial Estate the Council and Labour Party promised that they would ensure that their priority would be to protect residents and insist that any developer would screen any building/development to diminish the industrial impact on the environment – this did not happen.

In addition, when the Estates started to develop, the DMBC stated that there were plans for a link road from The Red House roundabout (A1) to access the rear of the Carcroft Industrial Estate, removing the requirement for vehicles to travel through the centre of our villages – this did not happen.

The size of Carcroft and Adwick Industrial Estates are not appropriate in relation to the villages and the type of industry is not in keeping or supported appropriately by the present infrastructure. There has been no effort to invest or make any improvements within the 4 local villages of Skellow, Carcroft, Woodlands and Adwick.

It has been noted that Skellow and Carcroft are situated within the South Yorkshire Magnesian Limestone Ridge and we are interested to understand how the Biodiversity plans affect us.

We feel strongly, that any further expansion of the Carcroft and Adwick Industrial Estates and the refusal to determine, agree and implement a safer transport route away from the villages, will have a permanent serious negative impact on the environment, pollution, health and safety, well-being and the quality of life for all residents.

Our villages, supported by the present infrastructure, cannot cope with any further expansion or even carry on supporting the present number of HGV vehicles passing through (on the
B1220) on a daily basis. Based on the facts and figures, we conclude that the road networks currently in use in the areas mentioned, particularly the B1220, are not fit for purpose.

**Local Employment:** - The industries based on the Carcroft Adwick Industrial estates are primarily made up of:-

a. Several Heavy Goods Vehicles Operating Premises,
b. Engineering machinery parking (directly adjacent to residents homes)
c. Motor Repossession site/Auction site,
d. The biggest car dismantlers in the UK (Synetiq/Motor Hog)
e. a wreckers site
f. a dump it site,
g. a motor cycle track
h. HGV training services.

**Local Employment:** - All of these businesses take up vast areas of land whilst delivering very little to our communities or offering local skilled employment.

**Issue:** - Week ending 14th August, there was a fire on the site of Synetiq (Motor Hog) on Bentley Moor Lane, Carcroft. It took approximately 4 hours to get the fire under control and damaged more than 900 vehicles. This company has, as a matter of record, **stated that they process 700 vehicles per week.** This is just one HGV/vehicle site/company on the estates and these vehicles access the sites via the A1/A638 and ultimately the B1220.

**Issue:** There are regular operators licence applications submitted to Hillcrest House to vary the number of HGV’s based on the Carcroft and Adwick Industrial estates increasing the number of HGV’s using the B1220 without any checks or actions by the DMBC.

**Infrastructure:** - Historically, the roads which lead on to the Industrial Estate in Skellow, Carcroft, Adwick and Woodlands were not designed for heavy vehicles. In particular, the B1220 which runs through the villages of Skellow, Carcroft, Adwick and Woodlands and is the main/only feeder from the A1 and A638 to the estates, has never been developed or changed from it’s Saxon origin to support the increase in volume or weight of vehicles. In some areas, the road is so narrow that vehicles are only a matter of feet from resident’s homes. It is unable to cope with the volume of huge lorries travelling through our villages from the A1 and A638 24 hours a day 7 day a week.

We have requested from the DMBC evidence of any risks/issues that have been raised, any impact assessments or of any positive investment planned which would benefit the residents of the area. We’ve never received a response to this request.

**HGV Parking and facilities (B1220)**

It is becoming a daily occurrence throughout the Carcroft and Adwick industrial estates, particularly on the B1220, where HGV’s and Car transporters have to park fully on pavements because of a lack of appropriate available parking areas. When vehicles are parked fully on pavements, pedestrians and cyclists have to step on to or ride on the B1220 which has obvious safety issues. When the vehicles park half on the pavements, drivers of vehicles on the B1220 have to make dangerous manoeuvres (including mounting central islands) to pass.
Cars have no other options but to park on pavements and green verges particularly on Bentley Moor Lane, Carcroft Industrial Estate. This is particularly dangerous on the junctions in the area of the B1220 and the Synetiq/Motor Hog Vehicle Dismantlers.

**Overnight Parking** It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land throughout our villages for rest periods. This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays in fact we have identified drivers who have parked up for 2 and 3 days.

There are no authorised HGV stopping areas in our villages. We accept that it is important/imperative that HGV drivers have their rest period and comply with the law. However, to comply with the law, the DMBC and Developers surely must have an obligation to provide appropriate facilities.

**Risk** - local residents are subject to what could be potential health and safety risks. The ever expanding transport industry on the industrial estates will only add to this risk as more and more vehicles are travelling greater distances to access the sites.

**Issue** - There are no washing or toilet facilities within the locations where drivers stop. In addition, due to the lack of waste bins in the area, bags of rubbish and other waste are often left.

**Redhouse Interchange:**

LOCATION AND SITUATION - This previously undeveloped site is located at Redhouse Interchange, just off the A1/A1M motorway at Adwick-le-Street near Doncaster.

The frontage is located on the A638 Great North Road.

Redhouse Interchange is one of South Yorkshire’s premier distribution locations providing around 2 million square feet of space that is occupied by Next, Asda, B&Q and accommodates DFS’ Head Office.

Adjacent to this site is a new development of two, three and four bedroom luxury homes. On the west is the Chase Park office scheme and to the north an extremely popular McDonalds drive through outlet and the police offices.

The company who initiated this development is now advertising the fact that there is now a further site extending to approximately 2.81 acres (1.14 hectares) and is ready for immediate development.

This site has an obvious impact on all resident of the 4 villages and ultimately the Carcroft and Adwick Industrial Estates. Since this development has been completed it has caused many issues for residents and the work force on this site including:-

1. Illegal Parking - requests have been made to reinstate the double yellow lines in front of the police station next to the MacDonald's to stop dangerous parking
2. Parking on pavements and double parking
3. Lunchtimes and evening – the area resembles a car park and is very dangerous trying to pull out of the junctions.
4. access to the A638 at any point of the day
Many complaints have been forwarded to the DMBC without any response or action. Local residents are subject to what could be potential health and safety risks. The ever expanding transport industry on all the industrial estates will only add to this risk as more and more vehicles are travelling greater distances to access the sites.

Questions:-

- What are the DMBC’s plans with regards to the Carcroft Common Industrial Estate?
- Is there sufficient detail in the Plan to provide clarity to developers, local communities and other interested parties about the nature and scale of development proposed on all employment allocations?
- What are the DMBC’s plans to mitigate the impact of the latest increase in HGV traffic to all of the sites on the estates?
- What are the DMBC’s plan to mitigate the impact of building on marsh land?
- What are the DMBC’s plans to stop pavement (dangerous) parking?
- What are the DMBC’s plans to introduce long term over-night parking?
- What are the DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?
- Why isn’t the DMBC moving towards a low carbon future and actively looking to reduce the number of vehicles using roads - diverting/encouraging the companies that deal with heavy goods vehicles, car motoring industry and engineering equipment to re-locate their businesses closer to town/city centres within easy access to rail or motorway links?
- What are the Developers and DMBC’s plans to stop pavement parking?
- What are the Developers and DMBC’s plans to stop illegal overnight lorry parking on public land?
- What are the Developers and DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?
- It has been noted that Skellow and Carcroft are situated within the South Yorkshire Magnesian Limestone Ridge and we are interested to understand how the Biodiversity plans affect us?
Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Thursday 5th November 2020 (9.30) (submission only)

Matter 12 Transport and Access
(Q12.1)

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):-

Reference:.- Employment allocations - Carcroft Common (441)

Reference:- Impact on the villages Skellow, Crocoft, Adwick and Woodlands

Please note: - The villages of Skellow, Carcroft, Adwick and Woodlands are intrinsically linked via the old Saxon Road the B1220. The villages are surrounded by the A1/A1M and the A638. These roads act as feeders on to the B1220 and ultimately the Industrial Estates at Carcroft and Adwick and the Carcroft Enterprise Park. The B1220, has never received the investment to develop it to the extent whereby it can support the increase in traffic that has occurred over the years. The situation of the ever increasing number of developments which requires access via the B1220 and the issue of the volume of traffic in the constricted space of this road, particularly for the resident who actually live on the road, cannot be underestimated. Any further increase in the volume of traffic, particularly by the heavier HGV’s (44 tonne), on the B1220 will without doubt increase:

- emissions,
- noise,
- vibrations,
- illegal parking

This will certainly impact further on the health, safety and wellbeing of residents and have a considerable negative impact on the environment, conservation areas and on areas of historical interest.

The A1M Doncaster which provides access to the villages of Skellow, Carcroft, Adwick and Woodlands has been referred to as “one of the busiest roads in the UK” (Daily Mail 15th August, 2020)

The Left in Left Out Junction on the A1 (Skellow) leading directly on to the B1220 and immediately on to Crabgate lane (the proposed site for 300 houses) is classified as a dangerous junction by the Highways England

Houses in Skellow are built directly adjacent to this road with no trees/hedgerow to mitigate noise or harmful emissions.

Houses in Woodlands back on to an Industrial Estate/Warehousing and the A1M and have historically lodged complaints regarding noise during unsocial hours

Transport and Access National policy aims to promote sustainable transport and advises that strategic policies should make sufficient provision for transport infrastructure. Proposed road improvements Policy 13 part A supports proposals to improve key routes and
connections and effectively manage traffic and relieve congestion and lists eleven specific routes. This includes North Doncaster A1-A19.

The Continuous expansion of the Carcroft and Adwick Industrial Estates - the nature of the majority of the industry located there and the obvious increase in new housing in all our villages, has facilitated an unprecedented increase in traffic volumes, in particular, heavy vehicles driving through our villages. Our roads and villages are struggling to support the present number of vehicles passing through (on the B1220 and A638 fed from the A1) on a daily basis.

Issue:- Residents are struggling to cope with the 24 hours a day 7 days a week impact of noise, vibrations and emissions from vehicles passing in close proximity to their homes. Many residents have submitted complaints to the DMBC

Our villages, supported by the present infrastructure, cannot cope with any further expansion of housing or any development on the industrial estates.

For many years our residents have been promised the build/development of the Red House roundabout (A1) link to the Carcroft/Adwick Industrial Estates and A19. This was promised at the onset of the development of the Carcroft and Adwick Industrial Estates.

Issues the residents of Skellow, Carcroft, and Adwick and Woodlands have raised over the years:-

1. Number of accidents over the past year of which we are aware off and which includes two young children actually being knocked down on the B1220.
2. The increase in traffic on the B1220 from the A1 (Skellow)
3. The increase in pavement parking- pushing pedestrians and wheelchair/scooter users on to the B1220
4. The damaged pavements caused by pavement parking – particularly HGV’s
5. The condition of the surface of the railway bridge – B1220/Station Road
6. HGV’s reversing onto the B1220 (Repossessions – Synetiq)
7. Overnight/Tachograph rules parking of HGV drivers on the B1220/A638

There are real dangers of pavement parking pushing pedestrians to access busy roads to pass parked vehicles

Infrastructure - B1220. This road is the main (only) link between the villages of Skellow, Carcroft, Adwick and Woodlands and was initially classified as a C road and has never been developed or updated to warrant the present B status. In places, this road is so narrow that traffic (including 44 tonne vehicles) travel in unacceptable close proximity to resident’s homes. In particular, on Cross Hill, Skellow, vehicles travel only feet from resident’s windows/doors.

Furthermore, 2 HGV’s cannot pass/cross at the same time on the brow of this hill and have to park up to wait for access. The B1220, on all sections, is totally unsuitable for large volumes of traffic particularly the heavy goods vehicles which are increasing in numbers as specific businesses on the Carcroft/Adwick Industrial estate expand and increase their business base.

There are regular operators licence applications submitted to Hillcrest House to vary the number of HGV’s based on the Carcroft and Adwick Industrial estates increasing the number of HGV’s using the B1220 without any checks or actions by the DMBC

The villages of Skellow, Carcroft, Adwick and Woodlands were residential areas long before any industrialisation took place. It is clearly evident that the industrialisation of our villages
has taken place with little or no infrastructure improvement with planners relying on the existing road networks which were originally (and still are) roads feeding local residential areas. The B1220, which provides the main access to/from the A1 and A638 to the Carcroft Enterprise Park and the Carcroft and Adwick Industrial Estates runs directly through the villages of Skellow, Carcroft, Adwick and Woodlands in close proximity to resident’s homes.

Week ending 14th August, there was a fire on the site of Synetiq (Motor Hog) on Bentley Moor Lane, Carcroft, which took approximately 4 hours to get under control and damaged more than 900 vehicles.

This company has, as a matter of record, stated that they process 700 vehicles per week. This is just one of many HGV/vehicle sites/company based on the estates and these vehicles access the sites via the A1/A638 and ultimately the B1220

Parking: - It is becoming a daily occurrence throughout our villages that cars and HGV’s park on the pavements, double yellow Lines and junctions. When vehicles are parked fully on pavements, pedestrians, including disabled scooter riders) and cyclists have to step on to or ride on the B1220 which has obvious safety issues.

There are specific dangerous issues on the Carcroft and Adwick industrial estates, particularly on the B1220, where cars, HGV’s and Car transporters have to park fully on pavements because of a lack of appropriate available parking areas to support the heavy engineering industries, warehouses, and motor trade. On the B1220 it is a no win situation whereby when the vehicles park fully on the pavements, pedestrians, including disabled scooter riders) have to step on to the B1220, when they park half the pavements and half on the road, drivers of vehicles on the B1220 have to make dangerous manoeuvres (including mounting central islands) to pass.

Overnight Parking It has become accepted practise that drivers of HGV’s, in an effort to comply with tacho and driving regulations, now park up on any available land for rest periods. This could be tolerated for short periods, however, it is now common practise for vehicles to be parked up on overnight stays. In fact drivers have been witnessed staying for 2/3) consecutive nights.

Issue - There are no washing or toilet facilities within this location. In addition, due to the lack of waste bins in the area, bags of rubbish and other waste are often left

Redhouse Interchange - A1/A1M - This previously undeveloped site at Redhouse Interchange, just off the A1/A1M motorway at Adwick-le-Street near Doncaster has just seen the development of around 2 million square feet of – they are now looking develop a further approximately 2.81 acres (1.14 hectares)

Since this development has been completed it has caused many issues for residents and the work force on this site including:-

1. Parking - requests have been made to reinstate the double yellow lines in front of the police station next to the MacDonald’s to stop illegal and double parking
2. Parking on pavements and double parking
3. Lunchtimes and evening – the area resembles a car park and is very dangerous trying to pull out of the junctions.
4. access to the A638 at any point of the day
5. HGV parking in the Red House Layby – vehicles often protrude onto the A638
causing obstruction to other road users. – There are no toilet facilities

Many complaints have been forwarded to the DMBC without any response or action.

Risks/Issues concerning Freight transport, Access and lorry parking:-

1. Suitability of the road network for HGV’s serving the Carcroft Enterprise Park and the Carcroft and Adwick Industrial Estates.
2. The volume, weight and type of HGV’s travelling through Skellow, Carcroft, Adwick and Woodlands villages via the B1220 to access the Industrial Estates.
3. The proximity of vehicles travelling on the B1220 to residents' premises.
4. The time of day that the HGV’s travel on the B1220.
5. Weight of Vehicles - in 1980 the maximum permitted weight for vehicles was 32 tonne, it is now 44 tonne. The obvious damage to surface/bridges/drainage reflects this change.
6. Length of vehicles/trailers – the maximum length allowed has increased from 16.5 metres to 18.75 metres. Both of the legislations relating to weight and length have caused safety issues when 44 tonne vehicles and units and trailers are overtaking, taking bends, turning right/left and manoeuvring parked vehicles.
7. There appears to be no restriction on the number of companies or vehicles that are allowed access to the Industrial Estates via the B1220.
8. The B1220 road cannot be widened and in some areas is very narrow with only room for a footpath on one side of the road.
9. The increase in the population, additional traffic and lack of allocated parking areas on all areas of the B1220 has encouraged illegal parking – short and long term.
10. The long term parking by foreign and domestic vehicles in unauthorised areas with no washing and toilet facilities.
11. The short term parking of all vehicle types who park on pavements with the end result that pedestrians are forced to step onto the road to manoeuvre passage therefore further endangering lives.
12. Cyclists – when riding on the road, the cyclists are in danger of being knocked off their bicycles, when riding on the pavements, they are in danger of running into pedestrians.
13. The further expansion of the Carcroft Enterprise Park and The Carcroft and Adwick Industrial Estates particularly for the HGV/Transport Industry.
14. National and international research which highlights the negative impact of high levels of Nitrogen dioxide, particles and other toxic emissions on the population and environment.

Many of the risk and issues raised by our residents could be resolved if the promised improvement link/access from the A1(M) to the Industrial Estates and ultimately the A19 was developed/built.

QUESTIONS:-

- What are the DMBC Plans to deliver the promised link road between the (A1/M) Redhouse roundabout into the rear of the Carcroft Industrial Estate and subsequently the A19?
- What plans are in place to stop pavement parking?
- What are the DMBC’s plans to stop illegal overnight lorry parking on public land?
- What are the Developers and DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?
➢ What are the Developers and DMBC’s plans to mitigate the impact of the increase in HGV traffic to the sites on the estates?

➢ What are the Developers and DMBC’s plans to stop pavement parking?

➢ What are the Developers and DMBC’s plans to stop illegal overnight lorry parking on public land?

➢ What are the Developers and DMBC’s plans to insist that Operators screen their business and introduce processes to mitigate the impact of their businesses on the environment and residents?

➢ Does this policy include the Red House roundabout (A1) link to the Carcroft/Adwick Industrial Estates and A19 which was promised at the onset of the development of the Industrial Estates?
Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOWS, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Wednesday 11th November 2020 (9.30am) (submission only)

Matter 13 Natural and Built Environment
(Q13.1, Q13.2, Q13.5)

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference: - Employment allocations - Carcroft Common (441)

As we understand it the Council has a statutory duty to publish, from time to time, proposals for the preservation and enhancement of all its conservation areas.

We are not aware of any appraisals that have been carried out to ascertain what is special about the character and appearance of our areas. Therefore, at what point and what action has been taken to consider any special, management proposals to prepare and set out any measures to help preserve or enhance the conservation area within our villages?

Green infrastructure, open space and landscaping in housing developments:-

The DMBC’s Policy 27 aims to protect, improve, and create new green infrastructure and includes particular requirements for developers to provide green infrastructure masterplans. The Council has suggested a change so that the requirement would apply to non-residential development on sites of one hectare or more. They require all non-residential development on sites of one hectare or more to provide green infrastructure masterplans necessary to make the Plan sound and the policy 55 sets out requirements relating to development that may cause or be affected by pollution. Part B deals specifically with noise pollution.

The policy also aims to protect, improve, and create new green infrastructure and includes particular requirements for developments of 30 or more family homes.

Biodiversity and geodiversity: -

Reference the DMBC’s planned action to remove land from the green belt including ecological networks, biodiversity, geodiversity, local wildlife and geological sites, along with particular requirements relating to specific sites

Over the past 60 years the DMBC has consistently built on land that was allocated for allotments, green fields, open land and allowed agricultural/private land to be sold and developed to provide social and private housing.

Families identified as having “problems” were moved into the village of Carcroft into areas of the newly built council houses. These areas have, over the years, suffered from the cycle of deprivation and evidence would suggest that the situation has not improved over the years.

Land (Owsten – north/adjacent to Skellow) that was historically an area for local villagers to walk and cycle away from the roads and vehicles was sold to a business man. The DMBC granted him permission to build a golf course on this land even though it accommodated public foot paths. There are still signs identifying the paths but now there also signs warning the public of flying golf balls.
**Natural/Historical** - Skellow, which is mentioned in the Domesday Book as a rural settlement has expanded massively with suburban developments from the twentieth century. There are very few conservation areas left within Skellow, however, there are at least 3 areas based on and around the B1220 leading on to the proposed development site in Skellow A1 Site 165/186 (green belt land). These include:-

1. The old Buttercross situated on Cross Hills, Skellow. This has been desecrated over the years by the DMBC who appropriated some of the land which the cross was positioned on to widen the road leading from Crossfield Lane onto the B1220 to allow buses to enter/pass. They also removed the cross and failed to return it to its historical stand/position.

2. In the middle of the conservation area is the scheduled monument of ‘Cromwell batteries’ which is in fact a motte and bailey castle from the Norman period and through which the main road (B1220) rises just north of Skellow Hall and is situated on the B1220/Crabgate Lane which leads to the proposed site 165/186 (green belt land). This site is now encircled by housing and/or busy roads.

3. The Skellow Hall which was built in 1642 is situated on Cross Hills, Skellow B1220. Oliver Cromwell stayed there just after it was build. This building was sold by the DMBC to a private developer. The building is now stood empty.

**Agricultural land and soil and water resources**:-

The intention is to build a further 300 homes in Skellow on Agricultural land which is a known flood risk. The change in our climate with wetter winters and rivers flooding, with no apparent action to harness this wasted water should be a warning to authorities to introduce mitigating actions to protect the environment and to take every available action to reduce climate change.

Over the years, the residents of Skellow, Carcroft, Adwick and Woodlands have witnessed the land grab and disappearance of so many fields/common land for housing/factories/HGV operating sites to such an extent that there are no boundaries or borders to identify each of our 4 individual villages.

The impact on the flora and fauna when building on green belt and agricultural land is immeasurable. The open spaces and landscaping the builders/developers provide when building new developments do not support or mitigate the damage they have caused to the environment. It is imperative at this stage that the DMBC make every effort to reverse the present dire environmental situation by acknowledging that they should be more critical in their approach to the approval of development and requirements.

Furthermore, the historical and present situation, whereby agricultural land is routinely destroyed and used for housing, should be stopped immediately. In the present global climate, every opportunity should be taken to reverse this situation and actually increase every effort into reclaiming farming land, green fields and arable land to produce the food required rather than relying on imports.

Brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required.
How could they implement any open space and landscaping in an area which is already surrounded by housing?

In this instance, how will the DMBC policy be effective in protecting and enhancing biodiversity and geodiversity?

How will this number of build/housing (300) deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough’s ecological networks?

Could we have sight of these documents/plans or could someone give a reasonable explanation as to why our 4 villages have now merged?

What actions/plans are in place to protect, improve, and create new green infrastructure and includes particular requirements for developments of 30 or more family homes?

How do the DMBC/Developers set out an effective and positive strategy for the conservation and enjoyment of the Borough’s historic environment?

The DMBC policy 27 require all non-residential development on sites of one hectare or more to provide green infrastructure masterplans necessary to make the Plan sound and the policy 55 sets out requirements relating to development that may cause or be affected by pollution. Part B deals specifically with noise pollution – how does this impact on the proposed site in Skellow?

Agricultural land and soil and water resources – We request the DMBC confirm and clarify the Council’s response to proposals that involve the significant loss of best and most versatile agricultural land to demonstrate an overriding need for the development?

Contamination and unstable land: - Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land?
Doncaster Local Plan- Examination in Public, Matters, Issues and Questions.

SUBMISSION BY LINDA MITCHELL ON BEHALF OF THE SKELLOW, CARCROFT, ADWICK AND WOODLANDS ACTION GROUP

Wednesday 11th November (2pm) (SUBMISSION ONLY)

Matter 14 Other environment issues
(Q14.3, Q14.4)

Reference: - the application for building on agricultural land on Crabgate Lane/Green Lane, Skellow adjacent to the A1 Site 165/186 (green belt land):

Reference: - Employment allocations - Carcroft Common (441)

Reference: - Infrastructure and Social Services impact on – Skellow, Carcroft, Adwick, Woodlands

Note:-

- The villages of Skellow, Carcroft, Adwick and Woodlands fall into the category which is identified as the most deprived areas within the Doncaster area.

- Flood risk - Over 40% of the Borough is at medium to high risk of flooding, including parts of Adwick, Carcroft, and Skellow.

- The Council’s response to PQ11 provides information about the planning for areas which are wholly or partly in flood zones 2 or 3: This includes Employment allocations - Carcroft Common (441)

- It is now an accepted fact that the mix of housing, business and industry only adds to the negative impact on air, noise pollution, the carbon footprint and certainly does not help with climate change.

Pollution:-

Residents living within our villages have to live with and endure:-

- A Landfill site
- A DMBC waste/recycling site
- Heavy Engineering site which is directly adjacent to houses and covers a once large open field
- At least 3 HGV operating centres – with regular increases in their operators licences
- The UK’s biggest car dismantlers and auction house– based on two separate sites
- A scrap yard
- A motor cycle park

All of the above are served/accessed by the B1220 which runs though and links our 4 villages.

For many years, residents from our 4 villages have raised complaints about the DMBC’s processes, procedures and policies regarding the scrutinizing and assessment of the capacity of our 4 villages when granting planning permission to builders/developers and the operators/owners of HGV, motor car dismantlers and other heavy industries which have
been allowed to take over the Carcroft Enterprise Park and the Carcroft and Adwick Industrial Estates. The DMBC’s actions in allowing further developments and these types of businesses to expand, without any impact assessments, mitigating actions or continuous monitoring for compliance of the HGV and car businesses, is deplorable and clearly exacerbates the: -

- health and safety issues on residents
- impacts heavily on noise pollution (including during unsocial hours)
- negative impact on the Infrastructure
- encourages dangerous parking
- encourages long term overnight parking
- Environmental issues specifically pollution via emissions including nitrogen oxide and other harmful substances on the 4 villages in which we reside.

Contamination and unstable land: - Policy 56

There are many land owners and developers who own land (particularly in Skellow) who will now only offer 1 years lease to farmers or do nothing with the land they have purchased/own.

Green land situated directly to the rear and adjacent to The Skellow Hall and South Farm Drive, in Skellow in a conservation area was purchased with the sole intention of developing for housing. This land was offered up for development in the DMBC’s “Call for Housing”.

Historically this land, which is a mix of open green land and a wooded area, and surrounded by agricultural land, the Ea Beck and the South Farm Development, was used by the local community for play (there were goal posts for the children) and walking. The land has been neglected to such an extent that the goal posts have fallen and left to rot, the land is so overgrown that it is basically over grown scrub land and dangerous to walk on and the trees are now in a dangerous condition.

Next to this land is an un-adopted footpath running between this site and one of the agricultural fields. This path is used by the Environment Agency to access the Ea Beck via the B1220 and South Farm Drive. They have confirmed that they need access to this path 24 hours a day 7 days a week. The ill, elderly and disabled residents of Skellow use this path for exercise and to walk their pets. For the healthier residents, it is access to the Bullcroft Pit Tip whereby they can walk away from the B1220 and the associated noise and emissions. This is the only area residents can walk in peace and safety.

In recent years, the trees from this land have occasionally fallen on to the path and have been removed either by the farmer or the Environment agency. However, on Saturday, 29th August, 3 mature trees had fallen on to this path. The DMBC were called and had to use chain saws to clear the path.

Access to the Bullcroft Pit Tip via this un-adopted footpath is available to all residents within the Skellow village without having to access via a vehicle.

Contact with the owner of this site has proven to be very difficult. It would appear that the objective of the majority of landowners is to wait until they can at some point in the future, sell for financial gain to building developers, to the detriment of the communities and environment.

A strategic approach is required by the DMBC to stabilise the ongoing situation. A clear message needs to be sent to land owners and developers within the area that there is a limit
to the exploitation and damage that is sustainable and acceptable to the land within Skellow, Carcroft, Adwick and Woodlands.

**Brown field sites and empty buildings should be the priority for build and renovation to provide the necessary homes required**

**Bullcroft Pit Tip** – This area is situated in Skellow and Carcroft and used by residents as a place to walk – it is the only area in the villages where residents can walk away from the noise and emissions of the B1220.

The Bullcroft Colliery Company was formed in 1908. When the Coal Board took over there were 1300 underground workers and 350 people working on the surface. The colliery was closed for coal production in September, 1970 and demolition of the surface was finally completed in 1974.

A DMBC report states that the pit tip has been reclaimed and grassed and is used for grazing cattle. However, this is totally incorrect. The report also states that the site is currently used as an area of “community parkland”, again this is incorrect – only the pit can access the pit tip as there are no organised foot paths. However, the DMBC also states and we do accept that there are a number of ongoing problems associated with it. These include:-

1. As a legacy of its mining past, the site is contaminated
2. Surface water run-off from the tip mound causes localised flooding to adjoining areas, including the “Bullcroft Colliery Officials Club”
3. The current layout of the site is conducive to anti-social behaviour
4. There is a low level risk that the coal deposits within the tip may combust.
5. People use the site as a fly tip and dump a range of items including doors, windows, prams and soiled nappies
6. Dead animals and hyper-dermic syringes have had to be retrieved/removed

The pit tip mound is comprised of the mining waste generated during the operational life of the Bullcroft Colliery. The ground is now covered with a mixture of gorse and grass and bushes. The land has been left to deteriorate to such an extent that it is basically an overgrown scrubland with no footpaths other than tracks caused by dog walkers or quad bikes. The entrance is usually flooded and it is used as a fly tip.

It is likely that the tip may contain residual coal deposits but it was thought that these would not be sufficiently large to make their recovery a viable proposition. Ownership of the coal deposits, and the rights to extract them, were transferred to the Council although the coal may only be extracted with the consent of the Coal Authority and the payment of a royalty to them. With the closure of all mines and local power stations, coal extraction is not a viable option.

If this land was developed to the extent of others pit in the area, it would offer all residents of Skellow and Carcroft the opportunity to walk/play/cycle away from the noise/emissions of the traffic.

In addition, quite a few residents of Skellow, Carcroft visit the Red House Cemetery (which sits adjacent to the pit tip) but due to the existing state of the Pit Tip and the fact a railway line runs through the site, residents have to access the B1220 and use vehicles to visit the cemetery. If the DMBC were forward thinking and made a conscious effort to mitigate pollution, they could build a bridge over the railway line linking the two sites, therefore encouraging residents to exercise and reducing the impact of various levels of pollution.
Developing this site would reduce pollution, limit the contamination, make stable and safe the land and mitigate the known flood and water runoff.

**Flood risk and Drainage:** The DMBC has historically and repeatedly given permission to build on known flood risk areas. Permission has just been given to build houses on:-

Adwick Lane in Toll Bar – sits adjacent to Adwick Le Street and a known flood risk area.

Toll Bar flooded in 2007, (Bentley flooded 2019) and:-

The area in Skellow (Crabgate Lane) which is under discussion for development flooded in November 2019 and was still flooded in March 2020.

In addition, the land on Carcroft Common, identified for economic development is a known marsh land with the flood table underground at 5ft.

To compound the issue, the DMBC are proposing to remove the land in Skellow, which is agricultural and is/was a green belt land and to allow a build of 300 houses. The change in our climate with wetter winters and rivers flooding with no apparent action to harness this wasted water, or any consideration given to the loss of prime farming land which provides the means to deliver home grown food in the present day global climate, should be a warning to our council.

**QUESTIONS:**

- **Contamination and unstable land:** Will policy 56 be effective in ensuring that development proposals include appropriate mitigation to deal with contamination and unstable land?

- **Flood risk and drainage** – Taking into account the Council’s response explaining why policy 58 part C confines the sequential test area of search for housing, business and industrial development on windfall sites to the settlement in question, rather than a wider area or the Borough as a whole we would like confirmation that their actions are consistent with national policy and would they be effective in ensuring that any development within our 4 villages is safe from the risk of flooding and would not increase flood risk elsewhere?

- **Carbon Foot Print:** What are the DMBC’s plans moving forward to mitigate the impact on the environment and residents of the increase in traffic, specifically the HGV traffic who travel through our villages to the Industrial estates?

- **Pollution** - When is the Bullcroft Pit Tip going to be developed to the extent of others in the area to allow Carcroft and Skellow residents to be able to walk/play/cycle away from the noise/emissions of the traffic?

- We understand that changes are needed to the Plan so that it is effective in securing compensatory improvements to the Green Belt at a proposed country park at the former Rossington colliery and on land close to each of the eight housing allocations that are removed from the Green Belt – how does this effect the area North of A1 Skellow 186/165?

- What plans are in place to halt this cycle of deprivation and install or make safe the natural and safe areas for our residents to cycle/walk?
How do the DMBC set out an effective and positive strategy for the conservation and enjoyment of the Borough’s historic environment?