Matter 8 Statement – Economic Development

Issued  September 2020

1.1 This Hearing Statement has been prepared on behalf of Mr Donald Parkinson, Mr Kim Parkinson and Wilton (Thorne) Ltd (ID 05293). The Statement responds to Questions Q8.1A, Q8.4, Q8.5 and Q8.7 only.

1.2 Donald and Kim Parkinson are the majority landowners of draft employment allocation 001: J6 M18, Thorne North and Wilton (Thorne) Ltd are their development partner. Wilton (Thorne) Ltd is part of Wilton Developments Ltd, who has a long established track record of delivering employment sites in the region.

1.3 The Thorne North site comprises 73.63ha of land and is located off Selby Road to the north west of Thorne, to the west of the M18 and to the north of M18 Junction 6.

1.4 The site also is the subject of a pending outline planning application (ref. 16/02136/OUTM) for the development of employment uses. A comprehensive suite of updated plans and documents was submitted to DMBC in April 2020. This information is currently undergoing assessment and the application remains before DMBC for consideration. Key elements of this application are referred to below.

Matter 8: Economic Development

Q8.1A: Do policies 4 or 5, or associated reasoned justification, need to be modified to reflect the changes to the Use Classes Order that will come into effect on 1 September 2020?

1.5 In light of the changes to the Use Classes Order as introduced by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, it is considered that references to Use Class B1 b/c within Policy 4 and paragraphs 4.62 and 4.63 of the associated reasoned justification will need to be deleted or amended to reflect that Use Class B1 will no longer exist once the transitional arrangements end.

1.6 It is suggested that Part A of Policy 4 is therefore amended to provide a more descriptive nature of the types of employment uses which are deemed acceptable in such locations. It should be amended to state:

   “A) Only research and development, light industrial, general industrial and storage and distribution uses will be permitted on these sites unless the proposal is ancillary to the employment use.”

1.7 Such uses could then be secured by way of appropriately worded planning conditions / legal agreements on any subsequent planning permissions granted on these allocated sites.
In its current form, the Local Plan is not prescriptive about particular employment uses and the draft employment allocations, Policy 4 text and associated reasoned justification relate to all existing employment use classes (i.e. B1, B2 and B8). The proposed amendments will still provide flexibility for a range of employment uses to come forward on the proposed allocations to reflect market demand in line with the current approach.

Further, in respect of Site 001: Thorne North, it should be recognised that the current planning application (ref: 16/02136/OUTM) specifies its proposed uses as B1c, B2 and B8 within its description of development. As an application submitted prior to 1st September 2020, it will still be subject to those uses once determined and therefore capable of being appropriately controlled as such. Article 4 of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 states that “where a relevant planning application was submitted, or was deemed to be submitted, to the local planning authority which referred to uses or use classes which applied in relation to England and were specified in the Schedule to the Use Classes Order on 31st August 2020, that application must be determined by reference to those uses or use classes.”

No comments are made in respect of policy 5.

Question 8.4: Are each of the employment allocations without planning permission listed in Table 4 suitably located and likely to be developed during the Plan period as assumed in the Plan?

- Thorne North, M18 junction 6 (001)

The comments below relate to employment allocation 001: J6, M18, Thorne North. This employment allocation is suitably located and will deliver economic development during the plan period as assumed in the Plan for the reasons set out below. Appended to this submission are the following:

1. Site Overview and Market Demand Reports (prepared by Commercial Property Partners (‘CPP’), prepared 25th September 2019 and 2nd April 2020)
2. Parameter Plan, Indicative Masterplan and Phasing Plan accompanying the planning application
3. Flood Risk and Drainage Statement (JPG - September 2020)

Availability

The site is available for immediate development.

The site falls within the ownership of three parties, all of whom actively support the proposed allocation and future development of the site. All landowners have appointed Wilton (Thorne) Ltd ("Wilton") as their development partner to bring the site forward for development in accordance with the proposed allocation. Wilton (Thorne) Ltd is a subsidiary of Wilton Developments Ltd and comprises a reputable delivery partner with a long established track record in the delivery of large-scale employment sites within the region. Wilton is committed to bringing forward development of the site at the earliest opportunity.
1.14 On this basis, the entirety of the draft employment allocation is immediately available for development in order to deliver Doncaster’s objectively assessed needs for employment land, and there are no ownership issues which would prevent development of the site.

**Suitability**

1.15 The site is suitable for the development of the range of employment uses as proposed by the draft employment allocation. The pending outline planning application proposes up to 349,650 sqm (GEA) of employment development consisting of light industrial (Use Class B1c), general industry (Use Class B2) and storage and distribution (Use Class B2) uses and associated service roads, car parking, landscaping and pedestrian and cycleways. All matters are reserved other than vehicular access into the site.

1.16 The pending outline planning application is supported by advice from CPP a local agent who is particularly active in the industrial and logistics sector across the Yorkshire region (see **Appendix 1**). This confirms that there is demand for the type and scale of development proposed. It identifies that the site provides a number of significant and site-specific advantages, specifically its level nature and its direct access to and visibility from the M18. The site is also well located relative to the strategic road network in the “triangle” of the M18/M62/A1, all of which give tachograph single trip access to approximately 80% of the UK population. These factors will help to ensure the timely delivery of the draft employment allocation and the associated investment, job creation and regeneration.

1.17 The development of the site for employment uses comprises sustainable development in social, economic and environmental terms, and will deliver a number of significant and site-specific benefits. The site is a sustainable location for a major employment allocation, being located adjacent, and with direct access to the strategic motorway network. It is accessible by a range of transport means, provides opportunities for sustainable travel and has good access to a local and regional workforce. The development of the site will also widen access to learning and training opportunities.

1.18 The Transport Statement, Framework Travel Plan and Environmental Statement which support the outline planning application also propose further new sustainable transport measures, including a pedestrian footway and crossing to the northern side of the Junction 6 roundabout, new uncontrolled pedestrian crossings across the southern exist and northbound entry slip roads and Paddock Lane. A pedestrian access point will also be provided in the south west corner of the site. A commitment is made to providing enhanced public transport connections to the site through implementation of the proposed Framework Travel Plan.

1.19 In the context of the above, development of the site will stimulate employment opportunities and regeneration in the Thorne area of the District as identified by the Local Plan.

1.20 An illustrative masterplan reflecting a wider development parameters plan has been prepared for the site as part of the pending outline planning application (**Appendix 2**). This shows how a mix of different employment uses of a range of sizes in accordance with the requirements of Policy 4 can be appropriately accommodated on the full extent of the allocation alongside known site constraints and required mitigation measures.

1.21 There are no technical constraints that would prevent the site coming forward for development.

1.22 As referred to above, a significant amount of technical assessment work has been undertaken as part of the current planning application on the site (including the production of an
Environmental Impact Assessment). Considerable progress has been made in agreeing all technical and environmental issues with DMBC and other relevant statutory consultees.

1.23 In terms of flood risk and drainage matters, the application is supported by an updated Flood Risk and Drainage Assessment, dated September 2020 which has been formulated in consultation with the Environment Agency. This is contained at Appendix 3. The Assessment takes account of the most up to date flood modelling for this part of the River Don as agreed with the Environment Agency. It concludes that flood risk from the River Don in the vicinity of the site is dominated by fluvial events and although the site is located in Flood Zone 3, it benefits from extensive Environment Agency maintained defences on the River Don (unlike other locations around Thorne), which provide protection from flooding for the 1% Annual Exceedance Probability (AEP) event including climate change. Furthermore, the site was not subject to flooding as a result of the November 2019 event, which was estimated by the Environment Agency to have been an AEP of between 0.4% and 0.7%, i.e. between 150 and 250 year ‘return period’. Given the standard of protection provided by the Environment Agency defences, it further concludes that the actual risk to the site from the 1% AEP event including climate change is low. Notwithstanding this level of risk, it proposes a series of mitigation measures which take account of a modelled breach of the defences, including the provision of a Flood Management and Evacuation Plan, signing up to the Environment Agency flood warning service and also setting minimum floor levels for buildings.

1.24 All of the above has been formulated in consultation with the Environment Agency and they have confirmed their agreement with the proposed mitigation measures, subject to planning conditions, in a letter dated 8th September 2020 and enclosed at Appendix 5.

1.25 With regard to the ability for the site to be accommodated on the highway network, the Transport Assessment submitted in support of the planning application concludes that the existing highway network would satisfactorily be able to accommodate the predicted development traffic. The development will also be accessible by sustainable modes of transport and specific improvements are proposed to existing footway infrastructure and public transport connections to the site will be provided through implementation of a Framework Travel Plan. Highways England has further confirmed by way of a letter dated 15th September 2020 (Appendix 4) that they do not object to the proposals and confirm that they are in dialogue with our clients and Doncaster MBC to agree the wording of any planning conditions needed to secure any necessary mitigation measures to the Strategic Road Network.

1.26 There are a number of other detailed matters that are relevant to the Development Management process which will be dealt with through the application of Local Plan polices when the application is determined. These include landscape and visual impacts, ground conditions, Habitat Regulation Assessment, ecological assessment, land quality, air quality and heritage. None of these detailed matters pose a constraint to development.

1.27 Overall, draft employment allocation 001: J6, M18, Thorne North is suitable for the development of a broad range of employment uses within the plan period in line with the proposed allocation.

**Achievability**

1.28 The site is straightforward to develop. There are no technical difficulties which would make development of the site excessively expensive, and no significant abnormal costs which would impact on the viability or deliverability of the proposals; this includes creating the required
finished floor levels to meet the requirements of the Environment Agency. The absence of any major upfront infrastructure costs prevents any potential uncertainty or delay to delivery.

1.29 The site is attractive to commercial occupiers and, importantly, can accommodate a wide range of market requirements, including those for increasingly large floorplates and cross-docked facilities, as well as UK-wide footloose requirements.

1.30 A Delivery Statement was submitted in support of the proposed allocation in earlier representations at Publication Draft (Regulation 19) stage. This confirms that the site is sufficiently served by existing utilities infrastructure, or these can be reinforced, in order to serve the development with power, telecommunications and other services.

**Deliverability**

1.31 The entirety of the site is immediately available for development and there are no ownership issues which would prevent its development. The three land owners are supportive of the proposed allocation and future development of the site by Wilton.

1.32 Wilton comprises a reputable developer with a track record in the delivery of large-scale employment developments in the region.

1.33 There are no major upfront infrastructure costs associated with development of the site for employment uses, such as the requirement for a major new access junction or significant service upgrades, which could delay or otherwise preclude delivery of the site. Similarly, Wilton is not reliant upon third parties undertaking such works which could result in uncertainty over delivery and/or potential delays.

**Timescales for Delivery**

1.34 The site is subject to a live outline planning application and is likely to be determined upon conclusion of the Local Plan examination process.

1.35 Given the commercial attraction of the site, Wilton expects to proceed with detailed proposals for a first phase of development within a period of six to 12 months of obtaining outline planning permission. Wilton has appointed a full design team with an extensive track record in delivering manufacturing and logistics. Detailed design work has commenced on a first phase, including the roundabout and incoming services, and this will facilitate an early first application for Reserved Matters Approval. Whilst the phasing of development will be dependent upon the exact nature of occupier interest, an indicative phasing plan has been submitted with the outline planning application and anticipates the delivery of the main access into the site within such a first phase, which would then open up the remainder of the site to development in subsequent phases. The phasing plan is appended to this statement (Appendix 2).

1.36 Whilst subject to specific occupier interest and future market interest, based on the current indicative masterplan, it is anticipated that the site will be developed over an approximate 10 – 15 year period, with the majority, if not all, of the site developed out during the plan period. There is confidence that at least 51.54 hectares of the draft employment allocation can be delivered during the plan period as set out in Policy 4.

1.37 Overall, draft employment allocation 001: J6, M18, Thorne North is available for immediate development; is suitable for the development of employment uses as proposed by the allocation; and comprises a viable development site for which there is evident commercial interest and
market demand. The development of employment uses on the site is deliverable within the plan period in line with its employment allocation proposed by the Doncaster Local Plan.

**Question 8.5: Collectively, will the employment allocations and employment policy areas be sufficient to meet anticipated development needs over the Plan period and provide enough flexibility to accommodate needs not anticipated?**

1.38 The requirement for *at least* 481 hectares of employment land within the Borough over the plan period is an appropriate target and is derived from current and future market demand and need in the logistics and storage and distribution sector. Our position on this matter is set out in full in our separate Statement in respect of Matter 2.

1.39 Site 001: Thorne North will play an integral role in accommodating this identified need. The site will provide flexibility to accommodate a range of employment needs subject to market demand. The allocation also provides a large scale site which can accommodate requirements of a regional/national nature (potentially generating significant inward investment opportunities) accessible to the local population of the Main Town of Thorne and Moorends and its associated population/workforce, whilst also comprising a well located site with excellent access to the strategic road network and in a location that is attractive to the market. As demonstrated in the above answer to question 8.4, the site is available, suitable, achievable and deliverable within the plan period to meet the identified need.

1.40 No further comments are made in relation to this question at this stage.

**Question 8.7: Are the site specific requirements for employment allocations set out in Appendix 2 justified? 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?**

1.41 The comments below relate solely to employment allocation 001: J6, M18, Thorne North.

1.42 A number of amendments to the site-specific development requirements set out in Appendix 2 are recommended in order to reflect the work undertaken and agreed to date on the current planning application on draft employment allocation 001: J6, M18, Thorne North, and to ensure that the site’s development and employment opportunities presented can be maximised in line with emerging market demand and the regeneration objectives established by the Doncaster Local Plan.

1.43 A response to the site specific matters outlined in Appendix 2 is provided below. We comment only where revisions are sought to this appendix.

**Archaeology**

1.44 A desk-based archaeological assessment submitted with the pending planning application has established that there is a **low** potential for archaeological remains within the proposed development site. Neither are there any above ground designated heritage assets located within the site or within 250m of the site boundary.

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1 PPG ID:61-002-20190315
1.45 Given the outcome of this assessment and the low potential for adverse impacts on above or below ground heritage assets arising from development of the site, it is not considered that explicit reference needs to be made to matters of archaeology within the Development Requirements for Site 001. Adequate protection is afforded to below (and above) ground assets by way of wider Local Plan policies, notably Policy 36: Understanding and Recording the Historic Environment and Policy 40: Development Affecting Archaeology, both of which provide sufficient protection to below ground heritage assets and will ensure the inclusion of appropriate mitigation measures should these be required.

1.46 Reference to archaeological considerations from the Development Requirements for Site 001 should therefore be removed in order to provide a more justified and appropriate approach based on the evidence available and consistent with national planning policy.

**Biodiversity**

1.47 The illustrative masterplan submitted with the pending planning application shows how Site 001 can be developed alongside new structural landscaping to the site’s boundaries, which offers the opportunity for habitat creation and ecological habitat in accordance with this principle.

1.48 Importantly, however, survey work undertaken in respect of the pending planning application demonstrates that the site is not suitable foraging habitat for nightjar. As such, reference to the provision of habitats attractive to foraging nightjar should be removed from the Development Requirements for Site 001 in order to ensure a proportionate and justified approach consistent with national planning policy and the requirements of other relevant environmental legislation. Indeed, it is not recommended that habitat attractive to nightjar be included on this site due to the close proximity of the M18 motorway and high risk of collision. The River Don is located to the west of Site 001, rather than the east as stated in Appendix 2.
Appendix 1: Commercial Property Partners - Site Overview and Market Demand Reports prepared 25th September 2019 and 2nd April 2020
Site Overview and Market Demand Report

Land at Thorne North, Doncaster, Junction 6 M18

Prepared by CPP for:
Barmston Developments Ltd

Private & Confidential
25 September 2019
1. Report Brief

Commercial Property Partners LLP (CPP) has been instructed by Barmston Development Ltd to prepare a report which provides a site overview for the land at Thorne North and considers the market demand for a new industrial/logistics development site in this location.

The report will look at recent trends in the market and considers take-up rates, supply and current demand of industrial/warehouse space. The report will also review the subject site itself and consider its suitability for the proposed development.

2. National industrial/logistics market

Despite the ongoing political and economic uncertainty, occupational demand for industrial and logistics space has remained reasonably strong. 2018 was an exceptional year for take-up across the UK with the need for larger scale and better quality units driving demand. National take-up in 2018 amounted to approximately 32 million sq ft, circa 18% up on the year-on-year average. As a result, the national supply of buildings remains tight.

The uncertainty generated by Brexit is inevitably having an impact on confidence and decision making in 2019, however, the general view across the market is that this is a temporary issue and that the underlying appetite for logistics space remains strong.

One of the primary drivers of demand for warehouse space has been the growth in online retail. Take-up is driven predominantly by the retail and 3rd party logistics sectors as they continue to build and adapt their supply chains to accommodate the underlying and fundamental change in their business models caused by online retail activities. Organisations adapting their supply chains to cater for omni-channel retail, the need for returns centres, and ever shorter delivery times, are all fuelling demand in the logistics sector. In addition, growth from budget retailers such as The Range, Aldi and Lidl, B&M Bargains etc, all of whom continue to expand their distribution networks across the UK, adds further demand. Furthermore, the explosion in online retailing is also generating more requirements within the parcel delivery sector which has also seen significant growth in the past number of years.

There continues to be a trend towards larger facilities as occupiers strive for greater operational efficiency. Amazon have continued to dominate the logistics market and account for a substantial proportion of market take-up. Requirements from the leading retailers (both online and high street) typically require building footprints in excess of 500,000 sq ft, and in some cases up to 1 million sq ft.

3. Yorkshire industrial market – Over 100,000 sq ft

The following section considers industrial and logistics buildings in excess of 100,000 sq ft.

Demand

The Yorkshire logistics sub-market has largely followed the same patterns as the national market with above average take-up rates and sustained occupier demand which is primarily driven by the growth in online retail. In 2018, the Yorkshire take-up of buildings in excess of 100,000 sq ft amounted to 3,226,509 sq ft, 17% ahead of the 5 year average of 2,750,000 sq ft.
Annual take-up rates for Yorkshire have been as follows:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TAKE-UP in SQ FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>3,226,509</td>
</tr>
<tr>
<td>2017</td>
<td>1,451,829</td>
</tr>
<tr>
<td>2016</td>
<td>4,040,000</td>
</tr>
<tr>
<td>2015</td>
<td>3,062,900</td>
</tr>
<tr>
<td>2014</td>
<td>1,976,000</td>
</tr>
<tr>
<td>5 year average</td>
<td>2,751,478</td>
</tr>
</tbody>
</table>

The following table shows the 2018 industrial/logistics property take-up across Yorkshire and immediate surrounds:

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>LOCATION</th>
<th>SIZE (sq ft)</th>
<th>OCCUPIER</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logic</td>
<td>Leeds, J45 M1</td>
<td>370,000 on 33 acres</td>
<td>Amazon</td>
<td>Pre-let</td>
</tr>
<tr>
<td>Euroway</td>
<td>M606, Bradford</td>
<td>193,000</td>
<td>Expect</td>
<td>2nd hand, grade B. Requiring refurb</td>
</tr>
<tr>
<td>Aspect</td>
<td>Doncaster, J4 M18</td>
<td>123,000</td>
<td>MH Star</td>
<td>2nd hand, grade A</td>
</tr>
<tr>
<td>Normanton 108</td>
<td>Normanton, Wakefield</td>
<td>108,518</td>
<td>Leman Logistics</td>
<td>2nd hand. Recently refurbished</td>
</tr>
<tr>
<td>Park Road *</td>
<td>Holmewood, J29 M1</td>
<td>108,051</td>
<td>Strata Products</td>
<td>Grade B, fully fitted. Build 1991</td>
</tr>
<tr>
<td>Axis 62</td>
<td>Normaton, Wakefield</td>
<td>215,000</td>
<td>Panther Logistics</td>
<td>2nd hand. Modern spec</td>
</tr>
<tr>
<td>Sheffield 615</td>
<td>J 34 M1, Sheffield</td>
<td>615,000</td>
<td>Clipper</td>
<td>2nd hand, fully refurbished</td>
</tr>
<tr>
<td>Westmoor Park</td>
<td>J 4 M18, Doncaster</td>
<td>190,000</td>
<td>ASOS</td>
<td>2nd hand, grade B</td>
</tr>
<tr>
<td>Barlborough Links *</td>
<td>Junction 30 M1</td>
<td>500,000</td>
<td>Amazon</td>
<td>2nd hand, grade B</td>
</tr>
</tbody>
</table>
Take-up for 2019 to date is summarised as follows:

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>LOCATION</th>
<th>SIZE (sq ft)</th>
<th>OCCUPIER</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bessemer Park</td>
<td>Sheffield</td>
<td>134,000</td>
<td>ITM Power</td>
<td>New build, spec unit. Exchanged</td>
</tr>
<tr>
<td>Goole</td>
<td>Goole, M62</td>
<td>232,000</td>
<td>Croda</td>
<td>Pre-let</td>
</tr>
<tr>
<td>Super G</td>
<td>Glasshoughton, M62</td>
<td>261,000</td>
<td>Puma</td>
<td>New build, spec unit</td>
</tr>
<tr>
<td>iPort</td>
<td>Doncaster</td>
<td>731,000</td>
<td>Amazon</td>
<td>Pre-let</td>
</tr>
<tr>
<td>Tri-Link</td>
<td>Wakefield Europort</td>
<td>142,000</td>
<td>CMS</td>
<td>New build, grade A</td>
</tr>
<tr>
<td>Wakefield 31</td>
<td>Wakefield Europort</td>
<td>176,018</td>
<td>Torque Logistics</td>
<td>2nd hand, grade B</td>
</tr>
</tbody>
</table>

Just outside the region, DHL acquired a 67 acre site at Manton Wood in Worksop in August 2019. They have subsequently agreed a forward sale of a 538,000 sq ft multi-user warehouse facility which they will occupy by way of a 20 year lease-back.

To date in 2019, total take-up in Yorkshire amounts to 1,676,018 sq ft. This currently stands at approximately 40% below the 5 year average annual take-up figure. Whilst we expect the year end figures to be below previous years, demand across the region is generally buoyant.

**Supply**

Speculative development across this region has been relatively scarce (particularly 100,000 sq ft +), although we are beginning to see more pipeline schemes coming through as confidence in the sector has improved. Total building supply (100,000 sq ft +) currently stands at 3,058,973 sq ft which is provided across 14 buildings. This is a 45% increase since January 2019. The increase is the result of the speculative developments at Nimbus Park and G Park Doncaster both completing and also the second-hand former Argos unit at Normanton, Wakefield coming to the market.

The below table shows the current supply of buildings (100,000 sq ft+):
## Immediate Availability:

<table>
<thead>
<tr>
<th>Building</th>
<th>Location</th>
<th>Size (Sq Ft)</th>
<th>Owner</th>
<th>Type</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>NP106</td>
<td>Nimbus Park, Doncaster</td>
<td>106,202</td>
<td>AIG</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>NP164</td>
<td>Nimbus Park, Doncaster</td>
<td>164,000</td>
<td>AIG</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>G Park</td>
<td>J4 M18, Doncaster</td>
<td>278,000</td>
<td>Gazeley</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>IP2e</td>
<td>iPort, Doncaster</td>
<td>195,000</td>
<td>Verdion</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>IP2c</td>
<td>iPort, Doncaster</td>
<td>123,000</td>
<td>Verdion</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>SIRFT Unit 1</td>
<td>Sheffield</td>
<td>336,000</td>
<td>Exeter</td>
<td>2nd hand Grade A</td>
<td>Available</td>
</tr>
<tr>
<td>Premier Way</td>
<td>Normanton, Wakefield</td>
<td>547,000</td>
<td>Exeter</td>
<td>2nd hand Grade A</td>
<td>Available</td>
</tr>
<tr>
<td>Symmetry Park</td>
<td>Harworth, A1 (M)</td>
<td>150,000</td>
<td>DB Symmetry</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>Maverick 31</td>
<td>Wakefield Europort</td>
<td>400,000</td>
<td>Argos</td>
<td>Grade B</td>
<td>Available</td>
</tr>
<tr>
<td>Ex Maplin Electronics</td>
<td>Manvers, Rotherham</td>
<td>197,000</td>
<td>Acendas</td>
<td>2nd hand. Inc 20,000 sf office</td>
<td>Available</td>
</tr>
<tr>
<td>Gillcar Way</td>
<td>Wakefield Europort</td>
<td>111,600</td>
<td>Private prop co</td>
<td>2nd hand. Sub-let. 4 yrs remaining</td>
<td>Available</td>
</tr>
<tr>
<td>Rotherham 125</td>
<td>Junction 1 M18 Rotherham</td>
<td>125,965</td>
<td>Goodman</td>
<td>Former cold store</td>
<td>Available</td>
</tr>
</tbody>
</table>

## Pipeline:

<table>
<thead>
<tr>
<th>Building</th>
<th>Location</th>
<th>Size (Sq Ft)</th>
<th>Owner</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateway 4</td>
<td>Doncaster, J4 M18</td>
<td>409,000</td>
<td>Trebor / Hillwood</td>
<td>Planning granted. PC expected Q2/Q3 2020</td>
</tr>
<tr>
<td>Sherburn 667</td>
<td>Sherburn</td>
<td>667,000</td>
<td>Logicor</td>
<td>Mid 2020 or sooner</td>
</tr>
<tr>
<td>Wakefield 515</td>
<td>Knottingley</td>
<td>515,000</td>
<td>Panatonni</td>
<td>Subject to planning. End 2020?</td>
</tr>
</tbody>
</table>
4. South Yorkshire industrial market – Below 100,000 sq ft

For the smaller, sub 100,000 sq ft market we have narrowed our commentary down to the South Yorkshire sub region as demand tends to be more localised.

The industrial market throughout the South Yorkshire region continues to perform well and we are witnessing a good level of enquiries across all sizes ranges and from a broad range of sectors, including general warehousing and manufacturing.

Warehousing continues to drive the majority of demand for units of sub 100,000 sq ft, from both general warehousing operators and also from parcel carrier operators. Notwithstanding this, we have seen a resurgence of demand from manufacturing based businesses. For instance, the Advanced Manufacturing Park (AMP) in Rotherham has proved a great success and has attracted a range of high profile manufacturing occupiers such as Rolls Royce, Boeing, McLaren and X-Cel Superturn to name a few. Outside the AMP, we have seen other non-warehouse based take-up such as Thornhill Engineering (61,000 sq ft at Parkside, Doncaster), Kingsbury Press (60,000 sq ft at iPort), DURA-ID (41,000 sq ft at Enterprise 36, Barnsley) and Technicut (96,000 sq ft at Shepcote Business Park, Sheffield).

Occupiers are generally seeking modern accommodation with good eaves height to allow for efficient racking, dedicated car parking, and good sized external secure yards for increased vehicle movement. We are finding that modern accommodation is more desirable, as it offers better build quality, energy performance and aesthetic appeal.

Location continues to be paramount to occupier’s requirements, with easy access to the road network and availability of labour being key factors.

The amount of sub 100,000 sq ft speculative development across South Yorkshire is relatively limited, albeit is increasing, with a number of schemes underway or due to begin shortly. Where schemes have been completed, take-up has been very strong with several units being taken before completion of the development.

Summarised below are some recent transactions for sub 100,000 sq ft across the sub region. These are new build and modern properties only and have been transacted within the last 18 months:

<table>
<thead>
<tr>
<th>SITE</th>
<th>LOCATION</th>
<th>SIZE (sq ft)</th>
<th>OCCUPIER</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enterprise 36</td>
<td>Tankersley J36 M1</td>
<td>58,000</td>
<td>William Rowland</td>
<td>Pre-sale</td>
</tr>
<tr>
<td>Enterprise 36</td>
<td>Tankersley J36 M1</td>
<td>41,000</td>
<td>Dura ID</td>
<td>Pre-sale</td>
</tr>
<tr>
<td>Shepcote Business Park</td>
<td>Sheffield</td>
<td>96,000</td>
<td>Technicut</td>
<td>2nd hand modern unit</td>
</tr>
</tbody>
</table>
5. The Site

The subject site provides a total gross site area of approximately 180 acres. The site is predominantly flat and relatively regular in shape. This provides a great deal of flexibility and enables the developer to cater for a wide range of occupier requirements. This is particularly important in the current logistics market where occupiers’ needs are continually evolving as a result of the shift to online retailing.

The scale of the subject site is key as this provides maximum flexibility and enables the developer to cater for all unit sizes. At 180 acres, the site can accommodate very large, single building footprints, potentially up to circa 1,300,000 sq ft. Sites that can accommodate such large building are rare across the UK and therefore the subject site will appeal to occupiers on a national basis. This scale enables the site to accommodate larger requirements which we have seen from the likes of Amazon, Lidl, Ikea, Pretty Little Thing, Great Bear, DHL amongst others. Within Yorkshire, sites which can accommodate such large buildings are particularly scarce which further adds to the appeal of this site. Smaller requirements can also be accommodated, satisfying the sub regional and local Doncaster demand as summarised above. New build product in this location would improve the quality of product available for local businesses enabling growth and local expansion.

The site is positioned very close to Junction 6 of the M18. Junction 6 is not heavily used and therefore comparatively congestion free which would enable occupiers to have fast and unfettered access to the Motorway. This is a key search criteria for most industrial/warehouse occupiers and sites which offer closer links to the motorway are normally favourable.
The site is close to the towns of Moorends and Thorne and to the north of Doncaster. The M18 and A1(M) corridors around Doncaster have become one of Yorkshire’s primary distribution locations with an established critical mass of large scale occupiers. The key attractions to Doncaster have been:

- Motorway connections - North/South via the A1(M)/M1 and East/West via the M18/M62 corridors
- Labour availability. Access to a suitably skilled workforce
- The availability of large tracts of consented development land which can accommodate large footprint buildings

Access to skilled labour is becoming increasingly important to occupiers and is often now the main search criteria when selecting a new site. Established logistics locations such as Northampton and Milton Keynes are currently suffering from an acute shortage of available labour which is pushing occupiers into other regions.

Doncaster’s labour offering is attractive. Gross weekly and hourly wage rates in Doncaster are competitive relative to the UK national average. Over 785,000 people live within a 45 minute drive time of the subject site (Source: drivetimemaps.co.uk). These statistics are a primary reason for Doncaster’s success in the logistics and industrial sector.

The site is also very visible from the M18 which would offer occupiers prominent signage opportunities. Whilst this is unlikely to be the main determining factor for occupiers, it would enhance the site’s appeal to some businesses who wish to promote their brand.

For the reasons set out above, we consider the subject site to be suitable for industrial/logistics development. In particular, the site will particularly appeal to occupiers seeking large footprint warehouse facilities.

6. Occupier Specification Requirements

Occupier requirements vary according to the specific use of a building. Set out below are a number of current requirement trends:

- Building Size
  There continues to be a trend towards larger footprint buildings. We have witnessed several requirements for buildings in excess of 500,000 sq ft and sites which are capable of accommodating these are relatively scarce.

- Building Height
  The height of buildings is increasing. The institutional standard for a warehouse of say 200 – 500,000 sq ft would be circa 15m to 18m to eaves. However, we have seen bespoke units providing high bays sections of up to 30m to accommodate multi-deck mezzanines or bespoke automated racking systems. For example, DHL at Manton Wood has a 28m high section. Amazon at Summit Park Mansfield will be 18m to eaves.
• Cross Docking
Some occupiers would require a cross dock configuration which involves loading yards along both building elevations. This entails a higher site area and lower build density. A cross dock building is more typical for buildings in excess of 500,000 sq ft and tend to be procured via a built to suit development.

• Power
Warehouse facilities are becoming more power hungry as a result of increased building sizes and a greater emphasis on automation. The new Amazon development at Summit Park Mansfield which will provide a 3 deck warehouse totaling 1.8m sq ft has a power allocation of 4 MVa. The new DHL site at Worksop which will eventually provide up to 1 million sq ft, has an application for 8 MVa.

• Larger yards
Occupiers will almost always favour larger yards to provide ample circulation and HGV trailer parking. The institutional standard site density is 40%, however, many bespoke schemes are closer to 30% site cover. Cross docked units and parcel delivery hubs are particularly land hungry.

• Carbon footprint reduction measures
Many occupiers are seeking to reduce the environmental impact of their warehouse operations. Typical measures introduced to new build developments are:
  o BREEAM ‘very good’
  o LED lighting
  o EPC A rating
  o Smart meters
  o Solar thermal water heating
  o Increased natural light to warehouse
  o Rainwater harvesting

7. Market Enquiries

Listed below is a selection of specific occupier requirements which could potentially be suited to the proposed development at Thorne:

<table>
<thead>
<tr>
<th>Occupier Name</th>
<th>Search area</th>
<th>Size required</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schenker</td>
<td>Doncaster</td>
<td>120,000 sq ft</td>
<td>New contract led search. Warehouse use</td>
</tr>
<tr>
<td>St Gobain</td>
<td>Goole &amp; surrounds</td>
<td>50 – 100,000 sq ft</td>
<td>Storage of glass</td>
</tr>
<tr>
<td>Superdrug</td>
<td>M18</td>
<td>Approx 500,000 sq ft</td>
<td>Expected to come live in 2022/23. Will seek a site for bespoke development close to Doncaster</td>
</tr>
<tr>
<td>Wirquin</td>
<td>Doncaster</td>
<td>40,000 sq ft</td>
<td>Doncaster specific search</td>
</tr>
<tr>
<td>Stoneacre</td>
<td>Doncaster</td>
<td>50,000 sq ft</td>
<td>Storage and distribution use</td>
</tr>
<tr>
<td>Company</td>
<td>Location</td>
<td>Size</td>
<td>Requirement</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>-----------------------------------------------------------</td>
</tr>
<tr>
<td>Great Bear</td>
<td>South Yorkshire</td>
<td>500,000 sq ft</td>
<td>Potentially looking for a site of up to 500,000.</td>
</tr>
<tr>
<td>Ceva Logistics</td>
<td>South Yorkshire</td>
<td>300,000 sq ft</td>
<td>A new contract led search for a warehouse facility</td>
</tr>
<tr>
<td>Ocado</td>
<td>Yorkshire or North West</td>
<td>500,000 sq ft plus</td>
<td>Long standing requirement looking across the North</td>
</tr>
<tr>
<td>DTI</td>
<td>Yorkshire</td>
<td>300 – 500,000 sq ft</td>
<td>On behalf of Saudi based manufacturer</td>
</tr>
<tr>
<td>Kelkay/Ames</td>
<td>M18</td>
<td>Up to 200,000 sq ft</td>
<td>Consolidation exercise. Feasibility study</td>
</tr>
<tr>
<td>Wincanton</td>
<td>South Yorkshire</td>
<td>Up to 300,000 sq ft</td>
<td>Various contract tenders underway</td>
</tr>
<tr>
<td>ABP</td>
<td>Doncaster</td>
<td>100,000 sq ft</td>
<td>Potential expansion</td>
</tr>
<tr>
<td>CBRE</td>
<td>South Yorkshire</td>
<td>300,000 sq ft</td>
<td>For an unknown occupier</td>
</tr>
</tbody>
</table>
Site Overview and Market Demand Report

Land at Thorne North, Doncaster, Junction 6 M18

Prepared by CPP for: Wilton (Thorne) Ltd

Private & Confidential 2 April 2020
1. Report Brief

Commercial Property Partners LLP (CPP) has been instructed by Wilton (Thorne) Ltd to prepare a report which provides a site overview for the land at Thorne North and considers the market demand for a new industrial/logistics development site in this location.

The report will look at recent trends in the market and considers take-up rates, supply and current demand of industrial/warehouse space. The report will also review the subject site itself and consider its suitability for the proposed development.

2. National industrial/logistics market

Despite the ongoing political and economic uncertainty, occupational demand for industrial and logistics space has remained reasonably strong. 2018 was an exceptional year for take-up across the UK with the need for larger scale and better quality units driving demand. National take-up in 2018 amounted to approximately 32 million sq ft, circa 18% up on the year-on-year average. As a result, the national supply of buildings remains tight.

The uncertainty generated by Brexit inevitably had an impact on confidence and decision making in 2019, however, the general view across the market is that this is a temporary issue and that the underlying appetite for logistics space remains strong.

One of the primary drivers of demand for warehouse space has been the growth in online retail. Take-up is driven predominantly by the retail and 3rd party logistics sectors as they continue to build and adapt their supply chains to accommodate the underlying and fundamental change in their business models caused by online retail activities. Organisations adapting their supply chains to cater for omni-channel retail, the need for returns centres, and ever shorter delivery times, are all fuelling demand in the logistics sector. In addition, growth from budget retailers such as The Range, Aldi and Lidl, B&M Bargains etc, all of whom continue to expand their distribution networks across the UK, adds further demand. Furthermore, the explosion in online retailing is also generating more requirements within the parcel delivery sector which has also seen significant growth in the past number of years.

There continues to be a trend towards larger facilities as occupiers strive for greater operational efficiency. Amazon have continued to dominate the logistics market and account for a substantial proportion of market take-up. Requirements from the leading retailers (both online and high street) typically require building footprints in excess of 500,000 sq ft and in some cases up to 1 million sq ft.

3. Yorkshire industrial market – Over 100,000 sq ft

The following section considers industrial and logistics buildings in excess of 100,000 sq ft only.

Demand

The Yorkshire logistics sub-market has largely followed the same patterns as the national market with above average take-up rates and sustained occupier demand which is primarily driven by the growth in online retail. In 2018, the Yorkshire take-up of buildings in excess of 100,000 sq ft amounted to 3,226,509 sq ft, 17% ahead of the 5 year average of 2,750,000 sq ft.
Annual take-up rates for Yorkshire have been as follows:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TAKE-UP in SQ FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>3,014,206</td>
</tr>
<tr>
<td>2018</td>
<td>3,226,509</td>
</tr>
<tr>
<td>2017</td>
<td>1,451,829</td>
</tr>
<tr>
<td>2016</td>
<td>4,040,000</td>
</tr>
<tr>
<td>2015</td>
<td>3,062,900</td>
</tr>
<tr>
<td><em>5 year average</em></td>
<td><em>2,959,089</em></td>
</tr>
</tbody>
</table>

The following table shows the 2018 industrial/logistics property take-up across Yorkshire and immediate surrounds:

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>LOCATION</th>
<th>SIZE (sq ft)</th>
<th>OCCUPIER</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logic</td>
<td>Leeds, J45 M1</td>
<td>370,000 on 33 acres</td>
<td>Amazon</td>
<td>Pre-let</td>
</tr>
<tr>
<td>Euroway</td>
<td>M606, Bradford</td>
<td>193,000</td>
<td>Expect</td>
<td>Distribution</td>
</tr>
<tr>
<td>Aspect</td>
<td>Doncaster, J4 M18</td>
<td>123,000</td>
<td>MH Star</td>
<td>2nd hand, grade A</td>
</tr>
<tr>
<td>Normanton 108</td>
<td>Normanton, Wakefield</td>
<td>108,518</td>
<td>Leman Logistics</td>
<td>2nd hand, Recently refurbished</td>
</tr>
<tr>
<td>Park Road *</td>
<td>Holmewood, J29 M1</td>
<td>108,051</td>
<td>Strata Products</td>
<td>Grade B , fully fitted. Build 1991</td>
</tr>
<tr>
<td>Axis 62</td>
<td>Normaton, Wakefield</td>
<td>215,000</td>
<td>Panther Logistics</td>
<td>2nd hand. Modern spec</td>
</tr>
<tr>
<td>Sheffield 615</td>
<td>J 34 M1, Sheffield</td>
<td>615,000</td>
<td>Clipper</td>
<td>2nd hand, fully refurbished</td>
</tr>
<tr>
<td>Westmoor Park</td>
<td>J 4 M18, Doncaster</td>
<td>190,000</td>
<td>ASOS</td>
<td>2nd hand, grade B</td>
</tr>
<tr>
<td>Barlborough Links *</td>
<td>Junction 30 M1</td>
<td>500,000</td>
<td>Amazon</td>
<td>2nd hand, grade B</td>
</tr>
</tbody>
</table>
Take-up for 2019 is summarised as follows:

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>LOCATION</th>
<th>SIZE (sq ft)</th>
<th>OCCUPIER</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bessemer Park</td>
<td>Sheffield</td>
<td>134,000</td>
<td>ITM Power</td>
<td>New build, spec unit. Exchanged</td>
</tr>
<tr>
<td>Manton Wood</td>
<td>Worksop</td>
<td>538,000</td>
<td>DHL</td>
<td>New build, pre-let</td>
</tr>
<tr>
<td>M190</td>
<td>Barnsley</td>
<td>190,382</td>
<td>Integrated 2rd Party Logistics</td>
<td>Grade B</td>
</tr>
<tr>
<td>Wakefield 41</td>
<td>Wakefield</td>
<td>134,824</td>
<td>The Card Factory</td>
<td>Grade B</td>
</tr>
<tr>
<td>The Red Rose</td>
<td>Wakefield</td>
<td>115,000</td>
<td>We-Link</td>
<td>Grade B</td>
</tr>
<tr>
<td>Goole</td>
<td>Goole, M62</td>
<td>232,000</td>
<td>Croda</td>
<td>Pre-let</td>
</tr>
<tr>
<td>Super G</td>
<td>Glasshoughton, M62</td>
<td>261,000</td>
<td>Puma</td>
<td>New build, spec unit</td>
</tr>
<tr>
<td>iPort</td>
<td>Doncaster</td>
<td>731,000</td>
<td>Amazon</td>
<td>Pre-let</td>
</tr>
<tr>
<td>Tri-Link</td>
<td>Wakefield Europort</td>
<td>142,000</td>
<td>CMS</td>
<td>New build, grade A</td>
</tr>
<tr>
<td>Wakefield 31</td>
<td>Wakefield Europort</td>
<td>176,018</td>
<td>Torque Logistics</td>
<td>2nd hand, grade B</td>
</tr>
<tr>
<td>Logic Plot B</td>
<td>Leeds J45 M1</td>
<td>360,000</td>
<td>Amazon</td>
<td>New build, pre-let</td>
</tr>
</tbody>
</table>

* These deals are just outside the Yorkshire border but considered to be the same market/demand catchment area

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Company Registration No. 0C387887
Just outside the region, DHL acquired an 67 acre site at Manton Wood in Worksop in August 2019. They have subsequently agreed a forward sale of a 538,000 sq ft, multi-user warehouse facility which they will occupy by way of a 20 year lease-back.

In 2019, total take-up in Yorkshire amounted to 3,014,206 sq ft. This stood at 1.9% above the 5 year average annual take-up figure.

**Supply**

Speculative development across this region has been relatively scarce (particularly 100,000 sq ft +), although we are beginning to see more pipeline schemes coming through as confidence in the sector has improved. Total building supply (100,000 sq ft +) currently stands at 2,186,767 sq ft which is provided across 11 buildings.

The below table shows the current supply of buildings (100,000 sq ft+):

<table>
<thead>
<tr>
<th>Building</th>
<th>Location</th>
<th>Size (Sq Ft)</th>
<th>Owner</th>
<th>Type</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>NP106</td>
<td>Nimbus Park, Doncaster</td>
<td>106,202</td>
<td>AIG</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>NP164</td>
<td>Nimbus Park, Doncaster</td>
<td>164,000</td>
<td>AIG</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>G Park</td>
<td>J4 M18, Doncaster</td>
<td>278,000</td>
<td>Gazeley</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>IP2e</td>
<td>iPort, Doncaster</td>
<td>195,000</td>
<td>Verdion</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>IP2c</td>
<td>iPort, Doncaster</td>
<td>123,000</td>
<td>Verdion</td>
<td>New</td>
<td>Available</td>
</tr>
<tr>
<td>SIRFT Unit 1</td>
<td>Sheffield</td>
<td>336,000</td>
<td>Exeter</td>
<td>2nd hand</td>
<td>Grade A</td>
</tr>
<tr>
<td>Symmetry Park</td>
<td>Harworth, A1 (M)</td>
<td>150,000</td>
<td>DB Symmetry</td>
<td>New</td>
<td>U/O</td>
</tr>
<tr>
<td>Maverick 31</td>
<td>Wakefield Europort</td>
<td>400,000</td>
<td>Argos</td>
<td>Grade B</td>
<td>Available</td>
</tr>
<tr>
<td>Ex Maplin Electronics</td>
<td>Manvers, Rotherham</td>
<td>197,000</td>
<td>Acendas</td>
<td>2nd hand. Inc 20,000 sf office</td>
<td>U/O</td>
</tr>
<tr>
<td>Gilcar Way</td>
<td>Wakefield Europort</td>
<td>111,600</td>
<td>Private prop co</td>
<td>2nd hand. Sub-let. 4 yrs remaining</td>
<td>U/O</td>
</tr>
<tr>
<td>Rotherham 125</td>
<td>Junction 1 M18 Rotherham</td>
<td>125,965</td>
<td>Goodman</td>
<td>Former cold store</td>
<td>Available</td>
</tr>
</tbody>
</table>
## Pipeline:

<table>
<thead>
<tr>
<th>Building</th>
<th>Location</th>
<th>Size (Sq Ft)</th>
<th>Owner</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateway 4</td>
<td>Doncaster, J4 M18</td>
<td>409,000</td>
<td>Trebor / Hillwood</td>
<td>Planning granted. PC expected summer 2020</td>
</tr>
<tr>
<td>Wakefield 515</td>
<td>Knottingley</td>
<td>515,000</td>
<td>Panatonni</td>
<td>Subject to planning. Delivery expected early 2021</td>
</tr>
<tr>
<td>PLP Smithywood</td>
<td>Sheffield J35 M1</td>
<td>343,000</td>
<td>PLP</td>
<td>On site. PC expected summer 2020</td>
</tr>
</tbody>
</table>

### 4. South Yorkshire industrial market – Below 100,000 sq ft

For the smaller, sub 100,000 sq ft market we have narrowed our commentary down to the South Yorkshire sub region as demand tends to be more localised.

The industrial market throughout the South Yorkshire region continues to perform well and we are witnessing a good level of enquiries across all sizes ranges and from a broad range of sectors, including general warehousing and manufacturing.

Warehousing continues to drive the majority of demand for units of sub 100,000 sq ft, from both general warehousing operators and also from parcel carrier operators. Notwithstanding this, we have seen a resurgence of demand from manufacturing based businesses. For instance, the Advanced Manufacturing Park in Rotherham has proved a great success and has attracted a range of high profile manufacturing occupiers such as Rolls Royce, Boeing, McLaren and X-Cel Superturn to name a few. Outside the AMP, we have seen other non-warehouse based take-up such as Thornhill Engineering (61,000 sq ft at Parkside, Doncaster), Kingsbury Press (60,000 sq ft at iPort), DURA-ID (41,000 sq ft at Enterprise 36, Barnsley) and Technicut (96,000 sq ft at Shepcote Business Park, Sheffield).

Recent transactions on new build space are as follows:

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Location</th>
<th>Size</th>
<th>Tenant</th>
<th>Rent/Price</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bessemer Park</td>
<td>J34 M1 Sheffield</td>
<td>134,000</td>
<td>ITM Power</td>
<td>£5.95</td>
<td>New build, spec. Let before PC</td>
</tr>
<tr>
<td>Bessemer Park</td>
<td>J34 M1 Sheffield</td>
<td>45,000</td>
<td>Arthrex</td>
<td>£6.25</td>
<td>New build, spec. Let before PC</td>
</tr>
<tr>
<td>iPort</td>
<td>J4 M18, Doncaster</td>
<td>44,000</td>
<td>Kingsbury Press</td>
<td>£6.25</td>
<td>New build, spec unit</td>
</tr>
<tr>
<td>Enterprise 36</td>
<td>J36 M1, Barnsley</td>
<td>58,000</td>
<td>William Rowland</td>
<td>£85.00</td>
<td>Pre-sale</td>
</tr>
</tbody>
</table>

Company Registration No: OC387887
<table>
<thead>
<tr>
<th>Occupier Name</th>
<th>Location</th>
<th>Available Area</th>
<th>ID</th>
<th>Unit Size</th>
<th>Unit Price</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enterprise 36 J36 M1, Barnsley</td>
<td>38,750</td>
<td>Dura</td>
<td>£85.00</td>
<td>Pre-sale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unit B Parkside Business Park Doncaster</td>
<td>41,096</td>
<td>Schenker</td>
<td>£5.50</td>
<td>Spec, new build</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unit A Parkside Business Park Doncaster</td>
<td>38,846</td>
<td>Bosch</td>
<td>£5.50</td>
<td>Spec, new build</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unit C&amp;D Parkside Business Park Doncaster</td>
<td>61,000</td>
<td>Thornhill Engineering</td>
<td>£5.75</td>
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Occupiers are generally seeking modern accommodation with good eaves height to allow for efficient racking, dedicated car parking, and good sized external secure yards for increased vehicle movement. We are finding that modern accommodation is more desirable, as it offers better build quality, energy performance and aesthetic appeal.

Location continues to be paramount to occupier’s requirements, with easy access to the road network and availability of labour being key factors.

The amount of sub 100,000 sq ft speculative development across South Yorkshire is relatively limited, albeit, is increasing with a number of schemes underway or due to begin shortly. Where schemes have been completed, take-up has been very strong with several units being taken before completion of the development.

5. The Site

The subject site provides a total, gross site area of approximately 180 acres. The site is predominantly flat and relatively regular in shape. This provides a great deal of flexibility and enables the developer to cater for a wide range of occupier requirements. This is particularly important in the current logistics market where occupiers’ needs are continually evolving as a result of the shift to online retailing.

The scale of the subject site is key as this provides maximum flexibility and enables the developer to cater for all unit sizes. At 180 acres, the site can accommodate very large, single building footprints, potentially up to circa 1,300,000 sq ft. Sites that can accommodate such large building are rare across the UK and therefore the subject site will appeal to occupiers on a national basis. This scale
enables the site to accommodate lager requirements which we have seen from the likes of Amazon, Lidl, Ikea, Pretty Little Thing, Great Bear, DHL amongst others. Within Yorkshire, sites which can accommodate such large buildings are particularly scarce which further adds to the appeal of this site. Smaller requirements can also be satisfied satisfying the sub regional and local Doncaster demand as summarized above. New build product in this location would improve the quality of product available for local businesses enabling growth and local expansion.

The site is positioned very close to Junction 6 of the M18. Junction 6 is not heavily used and therefore comparatively congestion free which would enable occupiers to have fast and unfettered access to the Motorway. This is a key search criteria for most industrial/warehouse occupiers and sites which offer closer links to the motorway are normally favourable.

The site is close to the towns of Moorends and Thorne and to the north of Doncaster. The M18 and A1(M) corridors around Doncaster have become one of Yorkshire’s primary distribution locations with an established critical mass of large-scale occupiers. The key attractions to Doncaster have been:

- Motorway connections - North/South via the A1(M)/M1 and East/West via the M18/M62 corridors
- Labour availability. Access to a suitably skilled workforce
- The availability of large tracts of consented development land which can accommodate large footprint buildings

Access to skilled labour is becoming increasingly important to occupiers and is often now the main search criteria when selecting a new site. Established logistics locations such as Northampton and Milton Keynes are currently suffering from an acute shortage of available labour which is pushing occupiers into other regions.

Doncaster’s labour offering is attractive. Gross weekly and hourly wage rates in Doncaster are competitive relative to the UK national average. Over 785,000 people live within a 45-minute drive-time of the subject site (Source: drivetimemaps.co.uk). These statistics are a primary reason for Doncaster’s success in the logistics and industrial sector.

The site is also very visible from the M18 which would offer occupiers prominent signage opportunities. Whilst this is unlikely to be the main determining factor for occupiers, it would enhance the site’s appeal to some businesses who wish to promote their brand.

For the reasons set out above, we consider the subject site to be suitable for industrial/logistics development. In particular, the site will particularly appeal to occupiers seeking large footprint warehouse facilities.

6. Occupier Specification Requirements

Occupier requirements vary according to the specific use of a building. Set out below are a number of current requirement trends:
• Building Size
There continues to be a trend towards larger footprint buildings. We have witnessed several requirements for buildings in excess of 500,000 sq ft and sites which are capable of accommodating these are relatively scarce.

• Building Height
The height of buildings is increasing. The institutional standard for a warehouse of say 200 – 500,000 sq ft would be circa 15m to 18m to eaves. However, we have seen bespoke units providing high bays sections of up to 30m to accommodate multi-deck mezzanines or bespoke automated racking systems. For example, DHL at Manton Wood has a 28m high section. Amazon at Summit Park Mansfield will be 18m to eaves.

• Cross Docking
Some occupiers would require a cross dock configuration which involves loading yards along both building elevations. This entails a higher site area and lower build density. A cross dock building is more typical for buildings in excess of 500,000 sq ft and tend to be procured via a built to suit development.

• Power
Warehouse facilities are becoming more power hungry as a result of increased building sizes and a greater emphasis on automation. The new Amazon development at Summit Park Mansfield which will provide a 3 deck warehouse totaling 1.8m sq ft has a power allocation of 4 MVa. The new DHL site at Worksop which will eventually provide up to 1 million sq ft, has an application for 8 MVa.

• Larger yards
Occupiers will almost always favour larger yards to provide ample circulation and HGV trailer parking. The institutional standard site density is 40%, however, many bespoke schemes are closer to 30% site cover. Cross docked units and parcel delivery hubs are particularly land hungry.

• Carbon footprint reduction measures
Many occupiers are seeking to reduce the environmental impact of their warehouse operations. Typical measures introduced to new build developments are:
  o BREEAM ‘very good’
  o LED lighting
  o EPC A rating
  o Smart meters
  o Solar thermal water heating
  o Increased natural light to warehouse
  o Rainwater harvesting

7. Market Enquiries

Listed below is a selection of specific occupier requirements which could potentially be suited to the proposed development at Thorne:
<table>
<thead>
<tr>
<th>Occupier Name</th>
<th>Search area</th>
<th>Size required</th>
<th>Comments</th>
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<td>Schenker</td>
<td>Doncaster</td>
<td>120,000 sq ft</td>
<td>New contract led search. Warehouse use</td>
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<td>St Gobain</td>
<td>Goole &amp; surrounds</td>
<td>50 – 100,000 sq ft</td>
<td>Storage of glass</td>
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<td>Superdrug</td>
<td>M18</td>
<td>Approx 500,000 sq ft</td>
<td>Expected to come live in 2022/23. Will seek a site for bespoke development close to Doncaster</td>
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<td>Wirquin</td>
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<td>Stoneacre</td>
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<td>Great Bear</td>
<td>South Yorkshire</td>
<td>500,000 sq ft</td>
<td>Potentially looking for a site of up to 500,000.</td>
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<td>Ceva Logistics</td>
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<td>300,000 sq ft</td>
<td>A new contract led search for a warehouse facility</td>
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<td>Ocado</td>
<td>Yorkshire or North West</td>
<td>500,000 sq ft plus</td>
<td>Long standing requirement looking across the North</td>
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<tr>
<td>DTI</td>
<td>Yorkshire</td>
<td>300 – 500,000 sq ft</td>
<td>On behalf of Saudi based can manufacturer</td>
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<tr>
<td>Kelkay/Ames</td>
<td>M18</td>
<td>Up to 200,000 sq ft</td>
<td>Consolidation exercise. Feasibility study</td>
</tr>
<tr>
<td>Wincanton</td>
<td>South Yorkshire</td>
<td>Up to 300,000 sq ft</td>
<td>Various contract tenders underway</td>
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<tr>
<td>ABP</td>
<td>Doncaster</td>
<td>100,000 sq ft</td>
<td>Potential expansion</td>
</tr>
<tr>
<td>CBRE</td>
<td>South Yorkshire</td>
<td>300,000 sq ft</td>
<td>For an unknown occupier</td>
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Appendix 2: Parameter Plan, Indicative Masterplan and Phasing Plan accompanying the outline planning application
4.1 Indicative Masterplan Principles

4. Feature entrance landscaping.
5. Hedgerows, greenways & wildlife connections.
6. Tree lined / structured planting to spine road.
7. Active building frontage.
8. Wet / dry attenuation basins in restricted build zone.
10. Perimeter landscape buffer to site boundary.
11. Main proposed vehicular access into development.
12. Public rights of way access onto site.
13. Emergency vehicle access onto site.

Masterplan Principles

- The concept layout indicates up to 285,700m² footprint of commercial space (excluding ancillary offices, mezzanines, etc), with a range of building sizes, scale, and orientation. The buildings could be designed for a range of uses, such as logistics, storage, manufacturing, including ancillary offices.
- The material palette would be simple, reflecting materials sympathetic to the rural location, whilst being mindful of delivering high quality, practical and sustainable working environments. The palette would be consistent throughout, to produce a harmonious development, whilst cleverly playing with the materials to create interesting identities.
- There is opportunity for a range of unit sizes and building heights (up to maximum ridge height approximately 39.4m AOD) which would respond to current market enquiries for new office, industrial and manufacturing space.
4.5 Indicative Urban Grain & Phasing

Built Development
Application Site
Appendix 3: Flood Risk and Drainage Statement (JPG - September 2020)
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APPENDICES

Appendix A Site Location Plan and Aerial Photograph
Appendix B Topographic Survey
Appendix C Environment Agency Data and Mapping
Appendix D Indicative Parameters Plan
Appendix E Preliminary Surface Water Storage Calculations
Appendix F Environment Agency Correspondence
CONFIDENTIALITY STATEMENT

This report is addressed to and may be relied upon by the following:

Wilton (Thorne) Ltd
10 South Parade
Leeds
LS1 5QS

and

Mr Don Parkinson
Moorends
Doncaster

and

Mr Kim Parkinson
Moorends
Doncaster

This report has been prepared for the sole use and reliance of the above-named parties. This report shall not be relied upon or transferred to any other parties without the express written authorisation of JPG (Leeds) Limited. No responsibility will be accepted where this report is used, either in its entirety or in part, by any other party.

DOCUMENT HISTORY

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1.0 INTRODUCTION

JPG (Leeds) Limited has been instructed by Wilton (Thorne) Ltd and Messrs Don and Kim Parkinson to prepare a Drainage and Flood Risk Statement for a proposed commercial development for land at Selby Road, Thorne.

The development is subject to a planning application submitted in August 2016 (Ref 16/02136/OUT) which was subject to amendments and a suite of updated documentation submitted to Doncaster Council in April 2020.

This report is an update addendum to the Cooper Consulting Engineers Flood Risk Assessment Report dated July 2015. This report updates the 2015 FRA using the latest Environment Agency modelled flood data and updates the preliminary drainage strategy for the current Doncaster Council and Internal Drainage Board planning policy and standing advice.

The July 2015 FRA was reviewed by the Environment Agency who accepted its conclusions, reference Environment Agency consultation response dated 26 September 2016, ref FRA/2016/135329/01-L01.

Following further discussions with the Environment Agency, it has been agreed that this addendum should take account of the latest available Environment Agency models and studies that have been produced subsequent to the preparation of the original Flood Risk Assessment.

This document is prepared in accordance with the requirements of and in response to the Planning Practice Guidance & National Planning Policy Framework (NPPF) which states that those proposing particular developments are responsible for:

- Providing an assessment of whether any proposed development is likely to be affected by flooding and whether it will increase the flood risk elsewhere and of the measures proposed to deal with these effects and risks; and
- Satisfying the local planning authority that any flood risk to the development or additional risk arising from the proposal will be successfully managed with the minimum environmental effect, to ensure that the site can be developed and occupied safely.

NPPF defines flood zones as follows:

- **Zone 1** - Low Probability – less than 1 in 1000 annual probability (<0.1%) of river or sea flooding in any year.
- **Zone 2** - Medium Probability – between a 1 in 100 and 1 in 1000 annual probability (1% - 0.1%) of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% - 0.1%) in any year.
- **Zone 3a** - High Probability – 1 in 100 or greater annual probability (>1%) of river flooding or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
• Zone 3b – Functional Floodplain – 1 in 20 or greater annual probability (5%) of river flooding in any year. This is land on which water must flow or be stored in times of flood.

A Flood Risk Assessment is required for all sites in excess of 1 ha within Zone 1 and all sites within Zones 2 and 3.

2.0 THE SITE

The application site comprises 73.63ha of agricultural land in arable use. The centre of the site is located approximately 500m north of junction 6 of the M18 motorway. The approximate centre of the site is located at NGR 467868, 415142.

The site is bound to the:

• North by North Common Road, beyond which lies agricultural land.
• East by the M18. Beyond this is a warehouse development and residential areas associated with Thorne. A BMW Distribution Centre is located to the south east of the site beyond the M18. A vehicle storage area is located between the site and the M18 in the south east corner of the site.
• South by Lands End Road. Beyond this is a treatment plant and several residential properties; and
• West by the A614 (Selby Road). Beyond this is the wider countryside. A small-scale commercial use and residential property are located directly off the A614.

Levels at the site typically range from 3m in the south west to 2m in the north east.

A topographic survey is provided in Appendix B.

3.0 EXISTING DRAINAGE AND SEWER NETWORK

Yorkshire Water sewer record plans do not show any public sewers crossing the site. There is a wastewater treatment works immediately south of the site.

The law regarding responsibility for drains and sewers changed on the 1st October 2011. From this date the Government transferred the majority of drainage pipes that are either outside a property’s boundary or are shared with other buildings to the sewage/water companies. The sewer records may not show all of the transferred sewers.

The western boundary of the site is located approximately 100m east of the River Don. The site is drained by a series of watercourse ditches and is within the Black Drain Internal Drainage Board (IDB) area.
Two drainage ditches cross the site from west to east, connecting into the local land drainage system. The site drains in an easterly direction, and then north to Hadds Lane Drain. Hadds Lane Drain drains under the M18 to Marsh Drain, through an inlet pumping station along Durhams Warping Drain and through the outlet pumping station to the River Don.

4.0 DEVELOPMENT PROPOSALS

It is proposed to develop the site for commercial, warehousing, and industrial uses. The description of development, as amended in April 2020 is as follows:

Outline application for the demolition of the existing building on site and proposed employment development consisting of light industrial (Use Class B1c), general industrial (Use Class B2) and storage and distribution (Use Class B8) units and associated service roads, parking areas, landscaping and pedestrian and cycle ways on approx. 74ha of land (Approval being sought for access.

As an outline application, it is accompanied by a parameters plan and it is this plan upon which the environmental effects of the proposal have been assessed. This is referenced below and is presented in Appendix D.

5.0 FLOOD RISK ASSESSMENT

Data was received from the Environment Agency which included their current predicted flood modelling data and information on historical flooding. Pertinent extracts from the information is included in Appendix C.

The Environment Agency Flood Map for Planning shows that the site is in Flood Zone 3, an area with a high probability of flooding that benefits from flood defences.

NPPF Technical Guidance states that industrial and commercial development is a less vulnerable use and is appropriate in Flood Zone 3, subject to the application of a sequential test. Matters relating the application of the sequential test have been separately addressed by Lichfields as the applicant’s planning consultant.

NPPF Technical Guidance states that flood risk should be considered from all sources, including:

- Fluvial and tidal.
- Adjoining land/surface water overland flow.
- Groundwater.
- Flooding from sewers.
- Flooding from reservoirs, canals, and other artificial sources.

5.1 Historical Flooding

Review of mapping from the Environment Agency and Doncaster Council Strategic Flood Risk Assessment indicates that localised areas in the south and north west of the site were flooded for the June 2007 event. However, anecdotal evidence shows that the flooding on site for this event related to surface water flooding.

More recently, it is important to note that no part of the site was subject to fluvial flooding as a result of the November 2019 flood event.

Whilst areas around Fishlake were subject to flooding, this was a result of the design of the flood defences, i.e., defences on the left bank are designed to spill into flood storage reservoirs. Unfortunately, the extreme nature of the flood event meant that the flood storage reservoirs were overwhelmed.

The Environment Agency provided an Interim Hydrology Report for the November 2019 event, which estimates the flood event to have an AEP of between 0.4% and 07%, i.e. between 150 and 250 year ‘return period’.

5.2 Flooding from Tidal and Fluvial Sources

The Upper Humber Flood Risk Mapping Study 2018 included a joint probability analysis to establish how tidal, fluvial, and combined flood events impact the Humber Estuary.
The Humber Mapping Study Report states that “there is relatively limited overtopping of embankments on the River Don catchment at the 1% AEP either from a fluvial, tidal, or combined scenario, (Annual Exceedance Probability - the likelihood of occurrence of a flood of given size or larger occurring in any one year). The overtopping that does occur is located at the very upstream extent of the model domain around the Ea Beck confluence. Both the River Don and Ea Beck overtop on the left bank in this area, with water flowing into the floodplains at Thorpe in Balne. From here the water conveys in the low-lying floodplain areas near Kirk Bramwith and Fishlake roughly parallel to the course of the River Don. No flooding is seen from tidal sources at this event for most of the reach given the extensive defence network alongside the lower Don and at Goole”.

The Humber Mapping Study data provided by the Environment Agency included predicted defended flood levels with climate change (20%) for the 1% fluvial and 0.5% tidal scenarios (refer to Appendix C).

The Environment Agency has confirmed that the predicted defended flood levels for the River Don in the vicinity of the site, with the current climate change allowances, are only approximately 10mm higher than the levels in the Humber Mapping Study and therefore the levels in the Humber Mapping Study can be used.

Comparison of predicted defended flood levels with the levels of raised defences confirms flood levels with current climate change allowances would remain within the defences.

The Environment Agency Flood Risk from Rivers or Sea mapping shows that 90% of the site to be at low risk from flooding, i.e., each year the area has a chance of flooding of between 0.1% and 1%. A localised area on the eastern boundary is shown to be a medium risk, i.e. has a chance of flooding of between 1% and 3.3%.

In summary, the flood risk from the River Don in the vicinity of the site is dominated by fluvial events and there is an extensive defence network which provides protection from flooding for the 1% AEP event including climate change. Environment Agency mapping studies and modelling data shows that there is no overtopping of the embankments on the right bank of the River Don for the 1% AEP including climate change.

With the Environment Agency maintained defences in place, flood risk to the site from the River Don is low. However, there is a residual risk from a breach of defences as discussed in Section 5.7.

5.3 Flooding from Adjoining Land/Surface Water Overland Flow

Review of the Environment Agency Risk of Flooding from Surface Water mapping indicates that there are localised areas of flood risk associated with low areas in the topography. The extent of the surface water flood risk is more prevalent towards the north east of the site, where the topography is lower. Such matters would be addressed through an appropriate surface water drainage scheme as part of the development of the site and is discussed in Section 7 of this Addendum.

There are no overland flow paths shown passing through the site.
Flood risk from surface water overland flow is low, with localised areas of medium risk on the site.

Refer to Appendix E for surface water flood risk mapping.

5.4 Flooding from Groundwater

The Doncaster MBC Strategic Flood Risk Assessment Level 1 includes the Environment Agency’s Areas Susceptible to Groundwater Flooding (AStGWF), mapping. The AStGWF map uses four susceptibility categories to show the proportion of each 1 km grid square where geological and hydrogeological conditions show that groundwater might emerge. It does not show the likelihood of groundwater flooding occurring.

The majority of the site is in a 1km grid square where less than 25% of the area could be susceptible to groundwater flooding. The southern part of the site is in a 1km grid square where between 25% and 50% of the area could be susceptible to groundwater flooding.

The Doncaster Council Preliminary FRA, states that the council has no records of any past groundwater flooding. Both the Don and Trent CFMPS’s which cover the study area, do not identify any specific groundwater flooding incidents, however there is always a risk of groundwater flooding in the study area.

The Preliminary PFRA, states that there are no historic groundwater flooding records with significant consequences.

The risk of flooding from groundwater is considered low.

5.5 Flooding from Sewers

The sewers in close proximity to the site are public sewers maintained by Yorkshire Water and will be subject to regular inspection and maintenance, therefore blockage of these sewers is unlikely.

The risk of flooding from sewers is considered to be low.

The measures to mitigate the risks of flooding from new drainage are as detailed in Section 7.0.

5.6 Flooding from Reservoirs, Canals and Other Artificial Sources

The site is not in an area at risk from failure of a reservoir and there are no other flood risks to the site associated with canals or artificial sources.

Flood risk from reservoirs, canals and artificial sources is low.
5.7 **Residual Flood Risk**

**Isle of Axholme**
The North Lincolnshire Strategic Flood Risk Assessment designated a critical flood level for the area based on a major failure of pumping and defences. A critical flood level is the water level, at a particular location, assessed as having a 1 in 100-year probability of fluvial flooding or a 1 in 200-year probability of tidal flooding including climate change.

Based on information derived from the North Lincolnshire Strategic Flood Risk Assessment, the Environment Agency state a critical flood level of 4.1 m for the Isle of Axholme including the Thorne area of Doncaster. The 4.1m level was reassessed as part of the Doncaster Council Strategic Flood Risk Assessment and confirmed to be representative of the area.

**Breach of Defences on the River Don**
The Upper Humber Flood Risk Mapping Study, 2018 included breach assessments at 18 locations across the study area. The study was extended to include a further 14 locations, eight of which were on the River Don.

The Environment Agency have confirmed that their records indicate that the flood barrier to the Jubilee Bridge was deployed in all flood warnings since its installation in 2012. The breach locations for modelling along this section of the River Don are on soft defences i.e., earth embankments, as these are deemed to have a greater risk of a breach compared to the hard defence of the flood barrier on Jubilee Bridge.

Breach Location I is located opposite the north western corner of the site. Mapping data received from the Environment Agency for the breach assessment at Location I, indicate flood depths of up to 2.7m and to a level of 4.93m, (refer to Appendix C).

If a significant breach of the raised defences in the vicinity of the site were to occur, Environment Agency model data shows that flood depths at the site would be approximately 500mm within 1 hour. Within nine hours the majority of the site would have been flooded to 2m deep. The extent of the flood outline from such a breach reaches from the Dutch River to the north-west, over Goole Fields to the north-east, and south to the Stainforth and Keadby Canal, covering much of Moorends.

It should be noted that the likelihood of a breach occurring on Environment Agency defences is extremely low, however the severity of the flooding due to the depth would be significant.

Given the standard of protection provided by the Environment Agency defences, the actual risk to the site from the 1% AEP event including climate change is low, however residual risk remains in the event of a breach.
6.0 MITIGATION MEASURES

Flood risk from all sources is low, with the exception of localised areas of medium risk from surface water overland flows.

A residual risk remains in the event of a major failure and breach of defences.

6.1 Surface Water Overland Flow - Mitigation

There are no overland flow routes draining into the site and the localised surface water flood risk areas relate to site generated flows associated with low areas in the topography.

Provision of a positive surface water drainage system for the proposed development will manage surface water run-off and restrict flows to the existing greenfield rates (refer to Section 7 below).

Careful design of external levels and topography will ensure that flows from exceedance events are channelled towards the on-site drainage and storage system so as not to increase flood risk off site.

6.2 Failure and Breach of Defences - mitigation

A flood management and evacuation plan for the site and each building will be prepared which will set down procedures for evacuation and management in the event of an imminent flood. Each proposed plot/building occupier will be required to sign up to the Environment Agency flood warning service. This measure could be secured by planning condition to ensure that such a plan was in place prior to the occupation of any of the units on the site.

Based on the critical flood levels discussed in Section 5.7, the minimum required floor levels at the site would be 4.1m + 300mm freeboard = 4.4m, plus a further 900mm of flood resilient construction to provide mitigation in the event of a major breach of the defences on the River Don.

For any proposed development and buildings where commercial and operational requirements dictate, floor levels would be set at a level of 4.93m plus 300mm freeboard = 5.23m.

Offices within the proposed industrial and warehouse units will be set at a minimum floor level of 5.23m. All proposed units will have a safe place of refuge at a minimum level of 5.23m, which will be large enough to accommodate all staff on site.

6.3 Impact on Other Land - Mitigation

Appendix E shows the extent of the flood outline for a breach at Location I (Moorends). Flood waters overtop the A614 and then extend over a large area. The flood outline reaches from the Dutch River to the north-west, over Goole Fields to the north-east, and south to the Stainforth and Keadby Canal, covering much of Moorends.
The extent of the flood outline for a breach at Location H (Thorne), covers an area from north of Moorends and south to Hatfield. Flood water also travels east between the canal and M180 before spilling over the canal north to surround Thorne entirely.

Review of the breach animations provided by the Environment Agency shows that flood waters from breach Location H (Thorne) and Location I (Moorends) travel in a north and north easterly direction (following local topography). Flood waters are constrained by the M18 motorway and Durham’s Warping drain resulting in flood depths on the site and on land immediately to the north east of over 2m within eight hours. Within 24 hours flood waters have reached the Dutch River to the north, with flood depths on site and on land to the north east still over 2m in depth and 1.6m to 1.8m deep elsewhere.

The merged breach mapping shows a hazard rating of greater than 2 “Danger to All” for the site, land to the north and much of the land to the south of the site. The waste water treatment works and traveller camp immediately south of the site is shown to have a hazard rating of “Danger to Most”.

Given the flow direction from a breach adjacent to the site, i.e. flows travel to the north east, the development would not significantly increase the flood risk to other land as it is already classed as “Danger to All”.

For a breach south of the site, some flood waters flow in a north and easterly direction across the site.

Provision of flood flow paths through the development and setting perimeter landscape areas through the site at existing ground levels and having external areas, yards, car parks and access roads set as low as reasonably practicable, will ensure that flood flows from a breach south and adjacent to the site, can continue to pass through the development, thereby not affecting the waste water treatment works and traveller camp immediately south of the site.

Egress from the site would be via the A614 Selby Road, to junction 6 and the M18. Discussion with Doncaster Council Flood Risk Management has confirmed that proposed on-site highways do not need to be set above the breach flood levels as the Flood Evacuation and Management Plan would be implemented prior to a flood event occurring, i.e. occupiers would be required to leave the site in the event of an imminent flood.
7.0 SURFACE AND FOUL WATER DRAINAGE

The proposed site drainage will consist of a separate surface and foul water drainage system.

The following summarises the requirements for the discharge of surface and foul water from the site.

7.1 Sustainable Urban Drainage Systems (SuDS)

The viability of the disposal of surface water by infiltration techniques will be assessed by a detailed intrusive site investigation. However, based on available information on ground conditions and the fact that the site is within an IDB area, disposal of surface water run-off by infiltration methods is unlikely to be viable.

Sustainable Urban Drainage System (SuDS) may be used in conjunction with conventional drainage systems to improve water quality as well as manage surface water discharge. This should be considered at the detailed design stage of the project.

The following audit has been carried out relating to suitability of SUDS systems:

<table>
<thead>
<tr>
<th>Drainage Method</th>
<th>Description/Suitability</th>
<th>Proposal/Feasibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Infiltration.</td>
<td>Methods unlikely due to ground conditions</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>2. Ponds and wetlands</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>3. Infiltration Basins.</td>
<td>Methods unlikely due to ground conditions</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>4. Detention Basins.</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>5. Swale.</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>6. French/Filter drain.</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>7. Pervious/Permeable Pavement.</td>
<td>May be utilised - subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>8. Geocellular Systems/Tank systems</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>10. Box culverts.</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
<tr>
<td>11. Purpose designed tanks.</td>
<td>Suitable – subject to detailed design</td>
<td>Applicable.</td>
</tr>
</tbody>
</table>

7.2 Surface Water Drainage

The disposal of surface water shall be in accordance with the Requirement H3 of Building Regulations 2000. This establishes a preferred hierarchy for surface water disposal. Consideration should firstly be given to discharge to soakaway/infiltration system, watercourse, and public sewer in that priority order.

As noted in Section 7.1, the discharge of surface water drainage via infiltration methods will be assessed by detailed intrusive site investigation. However, based on available information on ground conditions, disposal of surface water run-off by infiltration methods unlikely to be viable.
If infiltration techniques are confirmed as being viable by the detailed site investigation, the detailed surface water drainage design and storage volumes will be amended accordingly.

The proposal is to restrict flows to greenfield rates and discharge to the existing watercourse ditches that cross the site.

The concept drainage strategy and preliminary calculations have been prepared in accordance with Doncaster Council Development and Flood Risk SPD, South Yorkshire Interim Local Guidance for Sustainable Drainage and the Yorkshire and Humber Drainage Boards, Planning Policy and Standing Advice (consultation version).

A copy of the preliminary surface water storage calculations is provided in Appendix E.

Given the discharge rate and current design requirements, on-plot surface water attenuation will be required. The following provides a brief calculation of the approximate volume of attenuation using the ‘Quick Storage Estimate’ element of Windes Microdrainage:

**Attenuation Calculation**

- Total site area = 74.02 ha.
- Impermeable area = 50.58 ha + detention basins approx 3.93 ha = 54.51 ha.
- Restricted rate - IH124 1-year greenfield run-off = 3.15 l/s/ha.
- Therefore, restricted discharge = 54.51 x 3.15 = 171.7 l/s
- 1:30 Year Return Period = circa 20,769 m$^3$.
- 1:100 Year Return Period (+40% cc) = circa 42,825 m$^3$.

The proposed on-site drainage system shall be designed in accordance with the requirements of Sewerage Sector Guidance Appendix C – Design and Construction Guidance and national non-statutory technical SuDS standards and shall demonstrate that:

- No surcharge of pipes occurs in the 1 in 2-year rainfall event.
- No surface flooding occurs in 1 in 30-year rainfall event.
- No flooding to buildings and adjacent properties occurs in 1 in 100-year rainfall event (including an allowance of for the effects of future climate change), as defined in NPPF Technical Guidance.

### 7.3 Adoption and Maintenance

Proposed public highways on site will require an adoptable surface water system, either a highway drainage system adopted by the highway authority or as part of a S104 surface water system adopted by Yorkshire Water.
As much of the surface water storage as possible is proposed to be adopted by Yorkshire Water, however this will depend on the phasing and layout of the development plots. Surface water storage provided on development plots serving single plots would be privately maintained.

A management company will be used to manage and maintain external landscaping areas and any privately maintained drainage infrastructure. An inspection and maintenance regime will be put in place for all the proposed private drainage on the site. The management company will be funded by monies levied on occupiers’ leases and/or land sale agreements and such funding will be legally incorporated into land leasing and sale agreements to ensure that infrastructure is maintained throughout the lifetime of the development.

7.4 Foul Water Drainage

Foul drainage proposals are as per the Cooper Consulting Engineers 2015 report, i.e. discharge to the wastewater treatment works immediately to the south of the site.

Given the size and topography at the site it is anticipated that a foul pumping station will be required. Yorkshire Water has stated that pumped flows should be restricted to 5l/s.
8.0 CONCLUSIONS

Flood risk to the site from all sources is low, with the exception of site generated, localised areas of medium surface water flood risk.

The site is in Flood Zone 3, but benefits from extensive Environment Agency maintained defences on the River Don, which provide protection from flooding for the 1% AEP event including climate change. The site was not subject to flooding as a result of the November 2019 event and was estimated to have been an AEP of between 0.4% and 0.7%, i.e. between 150 and 250 year ‘return period’.

Given the standard of protection provided by the Environment Agency defences, the actual risk to the site from the 1% AEP event including climate change is low, however residual risk remains in the event of a breach or failure of the defences.

Provision of a positive surface water drainage system for the proposed development will manage surface water run-off and provide mitigation for the localised medium risk surface water flooding areas.

Mitigation for residual flood risk will include the provision of a Flood Management and Evacuation Plan, signing up to the Environment Agency flood warning service and setting minimum floor levels for buildings.

The surface water drainage strategy is to restrict run-off to greenfield rates as required by the IDB and discharge to the existing land drainage / ditches crossing the site. Surface water storage will be provided on site.

Tim Morley
For and behalf of JPG (Leeds) Limited

September 2020
Appendix A  Site Location Plan and Aerial Photograph
Site Location Plan

<table>
<thead>
<tr>
<th>Site</th>
<th>Selby Road, Thorne</th>
</tr>
</thead>
<tbody>
<tr>
<td>Client</td>
<td>Wilton (Thorne) Ltd, Don Parkinson and Kim Parkinson</td>
</tr>
<tr>
<td>Job Number</td>
<td>5714</td>
</tr>
<tr>
<td>Scale</td>
<td>NTS</td>
</tr>
</tbody>
</table>
### Aerial Photograph

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site</strong></td>
<td>Selby Road, Thorne</td>
</tr>
<tr>
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<td><strong>Job Number</strong></td>
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<tr>
<td><strong>Scale</strong></td>
<td>NTS</td>
</tr>
</tbody>
</table>
Appendix B  Topographic Survey
Appendix C  Environment Agency Data and Mapping
being relatively flat then steepening sharply at the longer return periods around 500 years and beyond. This may result from issues identified in achieving a suitable calibration for the Dearne model, which comes in upstream of Doncaster.

Arriving at a preferred estimate for Doncaster has been problematic. There is consistent evidence for over-estimation of flow by the ultrasonic gauge when compared to check gaugings over many years. However there is also some evidence for drawdown in the stilling well, suggesting the instrument may be under-recording the peak level and therefore some under-estimation of peak flows by the rating curve. Detailed investigation of the station hydrometry is required to try to resolve these issues and increase confidence in the true peak flow record. For now it seems likely the true peak flows lie somewhere between the rated flow and the ultrasonic gauge measurement. For the purpose of this assessment a pragmatic approach is taken and the event return period will be given as 150-250 years.

Table 3: Peak Flow & Return Periods for 7th to 13th November 2019 in the Rother, Dearne and Don Catchments

<table>
<thead>
<tr>
<th>Catchment</th>
<th>Station Name</th>
<th>Peak Flow (m³/sec)</th>
<th>Time &amp; Date</th>
<th>Rank in Record</th>
<th>AEP (%)</th>
<th>Return Period (years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rother</td>
<td>Staveley</td>
<td>21.8</td>
<td>8th November at 03:15</td>
<td>2</td>
<td>2.0 - 2.5%</td>
<td>40 - 50</td>
</tr>
<tr>
<td></td>
<td>Sheepbridge</td>
<td>50</td>
<td>8th November at 00:45</td>
<td>2</td>
<td>1.25 – 1.67%</td>
<td>60 - 80</td>
</tr>
<tr>
<td></td>
<td>Whittington</td>
<td>100</td>
<td>8th November at 03:00</td>
<td>2</td>
<td>1.8 – 2.2%</td>
<td>45 - 55</td>
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<tr>
<td>Dearne</td>
<td>Barnsley</td>
<td>63.6</td>
<td>8th November at 01:30</td>
<td>3</td>
<td>4.0 - 6.7%</td>
<td>15 - 25</td>
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<tr>
<td></td>
<td>Adwick</td>
<td>70</td>
<td>8th November at 03:15</td>
<td>2</td>
<td>3.3 – 5.0%</td>
<td>20 - 30</td>
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<tr>
<td>Don</td>
<td>Sheffield Hadfields</td>
<td>249</td>
<td>7th November at 22:00</td>
<td>2</td>
<td>0.7 – 1.0%</td>
<td>100 - 150</td>
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<tr>
<td></td>
<td>Rotherham</td>
<td>594</td>
<td>8th November at 00:30</td>
<td>1</td>
<td>0.4 – 0.7%</td>
<td>150 - 250</td>
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<td></td>
<td>Doncaster</td>
<td>339 - 395</td>
<td>8th November at 03:00</td>
<td>1</td>
<td>0.4 – 0.7%</td>
<td>150 - 250</td>
</tr>
<tr>
<td>Node point</td>
<td>1 % AEP (1 in 100) + 20% CC (Fluvial)</td>
<td>0.5 % AEP (1 in 200) + 20% CC (Tidal)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------</td>
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<tr>
<td></td>
<td>Level</td>
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<td>Flow</td>
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<td>ASSET ID</td>
<td>DESCRIPTION</td>
<td>ASSET MAINTAINER</td>
<td>ASSETS TYPE</td>
<td>LENGTH (m)</td>
<td>ACTUAL Downstream Crest Level (mAOD)</td>
<td>ACTUAL Upstream Crest Level (mAOD)</td>
</tr>
<tr>
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<td>6.75</td>
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<td>flood_risk_management</td>
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<td>6.90</td>
<td>7.10</td>
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<td>flood_risk_management</td>
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<td>6.71</td>
<td>6.53</td>
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<td>flood_risk_management</td>
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<td>28392</td>
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<td>environment_agency</td>
<td>flood_risk_management</td>
<td>228.99</td>
<td>7.09</td>
<td>7.21</td>
</tr>
</tbody>
</table>
PROPOSED DEVELOPMENT, SELBY ROAD, THORNE
EXTRACT FROM ENVIRONMENT AGENCY MAPPING
FLOOD RISK FROM SURFACE WATER – LOW RISK
NOT TO SCALE
Estimated site wide flood level is 4.93m.
4.1.8 Thorne (Breach H)

Breach H is located near Thorne on the right bank of the River Don, where the dominant flood mechanism is fluvial. The 1% AEP fluvial scenario creates a much larger flood outline than the 0.5% AEP tidal scenario.

In the tidal event, flooding is partially held back behind the canal and motorway (M18), with some water getting under the motorway to flood the industrial site. This is a similar but slightly larger outline to Breach G. The fluvial scenario creates a much larger flood outline, covering an area from north of Moorends and south to Hatfield. Water also travels east between the canal and M180 before spilling over the canal north to surround Thorne entirely. As in Breach G there is potential that some flooding could extend south under the M180, which is out of the area modelled in this study.

Figure 4-8: Breach results at Thorne
4.1.9 Moorends (Breach I)

The 1% AEP fluvial scenario creates a much larger flood outline than the 0.5% AEP tidal event. The tidal scenario only floods a limited area between the Don and the A614, which runs on an embankment around 5.5mAOD, higher than the peak level in the tidal scenario. The fluvial scenario overtops the A614 and then extends over a large area. The flood outline reaches from the Dutch River in the north-west, over Goole Fields in the north-east, and south to the Stainforth and Keadby Canal, covering much of Moorends.

Figure 4-9: Breach results at Moorends
Appendix D  Indicative Parameters Plan
Appendix E  Preliminary Surface Water Storage Calculations
Grid ref 468 415

Design Parameters

M5-60 = 19.0
Ratio R = 0.407
SAAR 600
SOIL 0.45

Attenuation Calculation

- Total site area = 74.02 ha.
- Impervious area = 50.58 ha + detention basins approx 3.93 ha = 54.51 ha
- Restricted rate - IH124 1 year greenfield run-off = 3.15 l/s/ha.
  Therefore, restricted discharge = 54.51 x 3.15 = 171.7 l/s
- 1:30 Year Return Period = circa 20,769 m³.
- 1:100 Year Return Period (+40% cc) = circa 42,825 m³.

Design Configuration and Layout

A final development master plan is not available at this stage and the final layout will depend on demand for plots, phasing and occupier requirements.

A concept surface water strategy sketch is attached to these calculations which shows impervious areas, areas allocated for detention basins, proposed points of connection to existing watercourses and a high level concept surface water strategy.

It is anticipated that storage will be provided in a combination of below ground storage and detention basins. Sustainable drainage features will be incorporated into the drainage system where reasonably practicable, however it is anticipated that disposal of surface water by infiltration techniques will not be possible due to ground conditions.

The configuration and layout of the storage would be determined at the detailed design stage taking into account the development phasing, site layout, final master plan and detailed intrusive ground investigation.
Surface Water Storage Estimate – 1 in 100 year plus climate change

Global Variables require approximate storage of between 36758 m³ and 48892 m³.

These values are estimates only and should not be used for design purposes.
Adoption and Maintenance

Proposed public highways on site will require an adoptable surface water system, either a highway drainage system adopted by the highway authority or as part of a S104 surface water system adopted by Yorkshire Water.

As much of the surface water storage as possible is proposed to be adopted by Yorkshire Water, however this will depend on the phasing and layout of the development plots. Surface water storage provided on development plots serving single plots would be privately maintained.

A management company will be used to manage and maintain external landscaping areas and any privately maintained drainage infrastructure. An inspection and maintenance regime will be put in place for all the proposed private drainage on the site. The management company will be funded by monies levied on occupiers’ leases and/or land sale agreements and such funding will be legally incorporated into land leasing and sale agreements to ensure that infrastructure is maintained throughout the lifetime of the development.
### IH 124 Mean Annual Flood

**Input**

<table>
<thead>
<tr>
<th>Return Period (years)</th>
<th>Soil</th>
<th>Area (ha)</th>
<th>Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>50,000</td>
<td>0,000</td>
</tr>
<tr>
<td>SAAR (mm)</td>
<td>600</td>
<td>Region</td>
<td>Region 3</td>
</tr>
</tbody>
</table>

**Results 1/s**

- QBAR Rural 183.4
- QBAR Urban 183.4
- Q1 year 157.7
- Q2 years 173.1
- Q5 years 229.3
- Q10 years 265.9
- Q20 years 301.2
- Q25 years 312.9
- Q30 years 322.4
- Q50 years 347.4
- Q100 years 381.5
- Q200 years 432.8
- Q250 years 449.3
- Q1000 years 557.6
### SUSTAINABLE DRAINAGE INFORMATION

This form and the associated guidance is provided to assist developers so they might prepare adequate information so the ODE is better able to comment on planning applications within its district/catchment area. There is no statutory requirement to complete this form or provide the suggested supporting information, however failure to provide relevant information in an appropriate form or level of detail may result in the ODE objecting to the application on grounds of insufficient information. Determination of planning applications remains a matter for the Local Planning Authority (LPA).

Regardless of the LPA decision, if any part of a development is found to be constructed contrary to the Land Drainage Act 1991 or Local Land Drainage Bylaws this may be an offence.

As well as planning consent the development may require land drainage consent, please see our website for further information.

### PART A - BASIC INFORMATION

Fill the box in marked "VALUE" with a number or response. Refer to the accompanying Guidance Sheet about how to complete this form and ensure all supporting information is included.

<table>
<thead>
<tr>
<th>LINE</th>
<th>INFORMATION REQUIRED</th>
<th>VALUE</th>
<th>UNIT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Total area of proposed development</td>
<td>140216</td>
<td>m²</td>
<td>As shown on the redline area. Include everything within the redline regardless of surface type. Enter this value.</td>
</tr>
<tr>
<td>A2</td>
<td>Existing impervious area</td>
<td>0</td>
<td>m²</td>
<td>Enter existing Impervious Area. Enter this value.</td>
</tr>
<tr>
<td>A3</td>
<td>Total new impervious area</td>
<td>545100</td>
<td>m²</td>
<td>Enter New Impervious Area. Enter this value.</td>
</tr>
<tr>
<td>A4</td>
<td>Urban Catchment Allowance</td>
<td>NA</td>
<td>m²</td>
<td>This is for residential development only. Enter NA if this development is non-residential. This is the value on Line A2 multiplied by 0.1 or 10%. Enter this value = (A2 x 0.1).</td>
</tr>
<tr>
<td>A5</td>
<td>Design Impervious Area</td>
<td>545100</td>
<td>m²</td>
<td>This is the value on Line A2 added to the value on Line A4. Enter this value = (A2 + A4).</td>
</tr>
<tr>
<td>A6</td>
<td>Is the design impervious area greater than 250m²?</td>
<td>YES</td>
<td></td>
<td>If the answer is NO then STOP. The board does not require any further information. If the answer is YES then proceed to the next line. Enter this value = (YES or NO).</td>
</tr>
<tr>
<td>A7</td>
<td>Design Discharge Rate</td>
<td>171.71</td>
<td>l/s</td>
<td>Enter this value = (Greenfield Rate) OR (Brownfield Rate) OR (Greenfield x Brownfield Rate).</td>
</tr>
<tr>
<td>A8</td>
<td>Peak Flow Control Area</td>
<td>171.71</td>
<td>l/s</td>
<td>Enter this value = (Greenfield) OR (Brownfield).</td>
</tr>
<tr>
<td>A9</td>
<td>Surface water disposal method</td>
<td>W</td>
<td>U/W/S/C</td>
<td>Enter for infiltration, W for Watercourse, S for Surface Water Sewer or C for Combined Water Sewer. If discharge is to infiltration go to Line A1, otherwise go to Line C1. Enter this value = (W) or (S) or (C).</td>
</tr>
</tbody>
</table>
PART D - DISCHARGE TO WATERCOURSE, CULVERT, SURFACE WATER SEWER or COMBINED SEWER - COMPLEX METHOD
Refer to the accompanying Guidance Sheet about how to complete this form and ensure all supporting information is included

| D1 | Complex Method - Design Attenuation Volume | 42,825 m³ |
| D2 | Complex Method - Critical Storm Duration | 1440 min |

Go to Line E1

PART E - DESIGN AND SUBMISSION
Refer to the accompanying Guidance Sheet about how to complete this form and ensure all supporting information is included

| E1 | Have you provided a suitable engineering design? | YES / NO |
| E2 | Do you have a long-term maintenance plan in place? | YES / NO / NA |
| E3 | Have you prepared all of the supplementary documents and evidence requested in the guidance document? | YES / NO |

The applicant understands that by following the advice given, the Internal Drainage Boards (IDBs) shall enter no responsibilities whatsoever be liable to the applicant, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, for any loss of profit, or any indirect or consequential loss arising under or in connection with advice given or procedures followed.

Name of Applicant / Business Name of Developer
Wilton Thorne Ltd, Don Parkinson and Kim Parkinson

Address of Applicant
10 South Parade, Leeds LS1 5QS

Name of Agent (If authorised to act on behalf of applicant)
JGP

Telephone Number(s) of Applicant
0113 386 3380

Email Address of Applicant
richard.squire@wiltondevelopments.co.uk

Address of Agent
5 John Charles Way, Leeds, LS12 6QA

Agent Telephone Number(s)
0113 263 1155

Agent Email Address
Gary.Howarth@jpg.group

Signed on Behalf of Developer

Name
Gary Howarth

Position
Consultant

Date
27-8-20
Proposed connection point to existing open watercourse

Areas assigned for detention basins approx 39,000 sq m in total

Restricted discharge to open watercourse calculated pro rata contributing area. Total maximum discharge to be 171.1 l/s

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Restricted discharge to open watercourse calculated pro rata contributing area. Total maximum discharge to be 171.1 l/s

Total area of proposed development (redline area) 74.02 ha

Proposed impermeable area (including detention basins) 54.51 ha

Concept Surface Water Drainage Strategy based on KPP Parameters Plan ref 2232 - 2001
Appendix F  Environment Agency Correspondence
Dear Mr Sewell

OUTLINE APPLICATION FOR PROPOSED EMPLOYMENT DEVELOPMENT CONSISTING OF WAREHOUSING, DISTRIBUTION AND LIGHT MANUFACTURING UNITS AND ASSOCIATED SERVICE ROADS, PARKING AREAS, LANDSCAPING AND PEDESTRIAN AND CYCLE WAYS ON APPROX. 74HA OF LAND (APPROVAL BEING SOUGHT FOR ACCESS) – LAND ON THE NORTH EAST SIDE OF SELBY ROAD, THORNE, DONCASTER

Thank you for consulting us on this application which we received on 6 September 2016.

Environment Agency position
We have no objection to the proposed development, however, it will only meet the requirements of the National Planning Policy Framework if the following measures as detailed in the flood risk assessment submitted with this application are implemented and secured by way of a planning condition on any planning permission.

Condition
The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) by Cooper Consulting Engineers (First Draft) dated 24 July 2015, and the following mitigation measures detailed within the FRA:

- Finished floor levels are set no lower than 4.4m above Ordnance Datum (AOD).
- Flood resilience and resistance measures will be incorporated into the proposed development as stated in the FRA.
- Overland flow routes must be maintained with no increase in flood risk to 3rd parties.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason
To reduce the risk of flooding to the proposed development and future occupants.

We support the suggestion in the FRA that future occupants sign up to Floodline
Warnings Direct to receive advance warning of flooding. This can be done online at [https://www.gov.uk/sign-up-for-flood-warnings](https://www.gov.uk/sign-up-for-flood-warnings) or by phoning Floodline Warnings Direct on 0345 988 1188.

The NPPF places responsibilities on local authorities to consult their Emergency Planners and the Emergency Services with regard to specific emergency planning issues relating to new development.

It is not our role to comment on or approve the adequacy of these plans and we would expect local planning authorities, through their Emergency Planners, to formally consider the implication of this in making their decision.

Please note that the Local Planning Authority must be satisfied with regard to the safety of people (including those with restricted mobility), the ability of such people to reach places of safety including safe refuges within buildings and the ability of the emergency services to access such buildings to rescue and evacuate those people.

**Sequential Test**

You must also satisfy yourselves that the flood risk Sequential Test has been undertaken in an open and transparent way, in full accordance with the National Planning Policy Framework and the National Planning Practice Guidance, and the Council's adopted Flood Risk SPD and that it has been passed. Evidence to support the Sequential Test should also be added to the planning file for the public record.

Yours sincerely

Mrs Beverley Lambert  
Sustainable Places - Planning Advisor

Direct dial 020 302 57982  
Direct e-mail bev.lambert@environment-agency.gov.uk
5 John Charles Way
LEEDS
LS12 6QA
Tel: 0113 263 1155
admin@jpg.group
www.jpg.group
Appendix 4: Letter from Highways England dated 15th September 2020
Dear Anna

Land on the North East Side of Selby Road, Thorne – Proposed Employment Development Reference 16/02136/OUTM

Highways England has been consulted on the proposals for the employment site at land on the North East side of Selby Road, Thorne, planning application reference 16/02136/OUTM.

In response to this application, we have issued formal recommendations which recommend that planning permission not be granted for specified periods. The purpose of these recommendations has been to allow us to carry out a comprehensive and robust assessment of the impact of the development proposals on the Strategic Road Network (SRN), in order to maintain its safe and efficient operation.

The current formal recommendation relating to these proposals was issued on 13th August 2020, and is due to expire on 12th October 2020. I understand the plans for Selby Road Thorne are due to be considered at the Doncaster Local Plan Examination, therefore I provide this letter to confirm Highways England’s current position on the Selby Road Thorne Plans for the Examination.

In principle we are happy that no objection to the plans for the employment site at Selby Road Thorne can be raised subject to appropriate controls. Highways England are working with the Local Authority and the applicant to agree appropriate wording of planning conditions to attach to any planning permission that may be granted for the development proposals and expect that the application will be able to be determined in due course.
I trust this makes our current position clear on the matter.

Yours sincerely

Elisa Atkinson
NDD Yrks & NE Asset Development
Email: elisa.atkinson@highwaysengland.co.uk
Appendix 5: Letter from the Environment Agency dated 8th September 2020
Dear Mr Morley

DRAFT REVISED FRA – OUTLINE APPLICATION FOR PROPOSED EMPLOYMENT DEVELOPMENT CONSISTING OF WAREHOUSING, DISTRIBUTION AND LIGHT MANUFACTURING UNITS AND ASSOCIATED SERVICE ROADS, PARKING AREAS, LANDSCAPING AND PEDESTRIAN AND CYCLE WAYS ON APPROX. 74HA OF LAND (APPROVAL BEING SOUGHT FOR ACCESS) – LAND ON THE NORTH EAST SIDE OF SELBY ROAD, THORNE, DONCASTER

Thank you for sending us a copy of the draft revised FRA for the above site which we received on 27 August 2020.

We are satisfied with the flood mitigation for flood risk from the River Don as proposed in the flood risk assessment (Flood Risk Assessment Ref: 5714-JPG-XX-XX-RP-0620-S2-P02 rev 02 Dated August 2020). We would look to condition the finished floor levels, safe refuge and the preservation of flow routes. We also support the statement that all occupants will sign up to the Environment Agency’s Flood Warnings Direct Service.

Flood resistance and resilience
We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. If you’d like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance. Further guidance on flood resistance and resilience measures can also be found in the following documents:

Government guidance on flood resilient construction

CIRIA Code of Practice for property flood resilience

Environment Agency
Kings Pool Peasholme Green, York, North Yorkshire, YO1 7PX.
Customer services line: 03708 506 506
www.gov.uk/environment-agency
Cont/d..
Flood warning and emergency response – advice to LPA
We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. The planning practice guidance (PPG) to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to ‘Flood risk emergency plans for new development’ and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 163 of the NPPF and the guiding principles of the PPG.

You should now submit the statement to the council and they will consult us on it in due course, at which time we can issue a formal response to the planning application.

Yours sincerely

Mrs Beverley Lambert
Sustainable Places - Planning Advisor

Direct dial 020 302 57982
Direct e-mail bev.lambert@environment-agency.gov.uk
Team e-mail sp-yorkshire@environment-agency.gov.uk