



Doncaster Council

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tsi@doncaster.gov.uk*

Applicants are requested to remove any site notices related to this application from outside the property to which the application relates.

20/01774/TIPA

Scott Cardwell
Assistant Director for Economy & Development

THE DEVELOPMENT HEREBY GRANTED SHALL BE CARRIED OUT IN ACCORDANCE WITH THESE CONDITIONS AND THE DETAILS SHOWN ON THE APPROVED PLANS. YOU ARE REMINDED THAT THE COUNCIL HAS THE STATUTORY AUTHORITY TO TAKE ANY NECESSARY ACTIONS TO ENSURE COMPLIANCE WITH THE TERMS OF THIS DECISION. PLEASE VISIT THE FOLLOWING WEBPAGE "POST DECISION GUIDANCE NOTES" AT www.doncaster.gov.uk TO VIEW GUIDANCE NOTES TO SUPPORT THE DECISION NOTICE. YOU WILL NEED TO CONTACT BUILDING CONTROL TO DISCUSS THIS PROJECT – PLEASE TELEPHONE 01302 734848



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TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING PERMISSION GRANTED

Application **20/01774/TIPA**

Proposal **The construction of an energy recovery facility involving the thermal treatment of residual waste and associated infrastructure including engineering, access, landscape, ground and landscaping works**

Location **Land North West Of Sandall Stones Road Kirk Sandall Doncaster**

Dated **16th August 2022**

Doncaster Metropolitan Borough Council acting as the Local Planning Authority, has considered your application described above and has decided to **GRANT PERMISSION** subject to the following **CONDITIONS/DIRECTIVES** as set out below. Your further attention is drawn to any informatives attached thereafter.

THIS DECISION IS SUBJECT TO THE TERMS OF THE AGREEMENT MADE UNDER SECTION 106, OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED).

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Further information has been provided to justify the need for the facility and assessment against the Barnsley, Rotherham and Doncaster Joint Waste Plan.

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Doncaster Metropolitan Borough Council, Civic Office, Waterdale, Doncaster, DN1 3BU



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01. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON

Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.

02. The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:

AMENDED Proposed Site layout Dwg 1388-PL101-Rev A

AMENDED Fencing Plan Dwg 1388-PL103-Rev A

AMENDED Landscape Plan Dwg 1388-PL102-Rev B

AMENDED Roof Plan Dwg 1388-PL110 Rev A

REASON

To ensure that the development is carried out in accordance with the application as approved.

03. The development hereby permitted shall be carried out in accordance with the details contained in planning application Ref. 20/01774/TIPA - and the mitigation measures contained in the submitted Environmental Statement dated June 2020 compiled by YWG (Tetra Tech), and the additional information received on 28 June 2021 and 31 March 2021, unless otherwise set out in the conditions stated below which shall in all cases take precedence.

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Reason

To ensure that the development is carried out in accordance with the submitted details.

04. Prior to the commencement of the development of the facility hereby permitted, details verifying that the facility has achieved R1 status (energy efficiency equal to or above 0.65) from the Environment Agency at Stage 1 (i.e. the design information stage) of the R1 status application process shall be submitted to and approved in writing by the County Planning Authority.

Within 24 months of the first operation of the facility hereby permitted details verifying that the operating facility has achieved R1 status through certification from the Environment Agency shall be submitted to the County Planning Authority. The facility shall be configured and operated such that R1 status is maintained throughout its operation.

REASON

To ensure that the facility operates only as an energy recovery facility.

05. The facility shall not exceed the maximum throughput of 300,000 tonnes per annum.

REASON

In order to reflect the current outstanding need for the facility.

06. Prior to the development commencing, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by the Local Planning Authority.

REASON

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To ensure that the development does not prejudice the local amenity in accordance with Local Plan Policy 54.

07. Details of intended piling activities (including time frames) shall be submitted to and approved by the Local Planning Authority prior to the development commencing. The approved details shall be adhered to for the lifetime of the development.

REASON

To ensure that the development does not prejudice the local amenity in accordance with Local Plan Policy 54.

08. The doors to the waste reception hall shall remain closed at all times other than for access and egress.

REASON

To ensure that the development does not prejudice the local amenity in accordance with Local Plan Policy 54.

09. Prior to development commencing a Construction Traffic Management Plan shall be submitted to and agreed in writing. The development shall be carried out in accordance with the agreed details and cover the following points,

- Volumes and types of construction vehicles
- identification of delivery routes, including any Abnormal load routing.
Doncaster Council contacts for abnormal loads are Steve Larkin (Network Management) and Mark Watson (Structures)
- Identification of agreed access point

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- Contractors method for controlling construction traffic and adherence to routes
- Size, route and numbers of abnormal loads
- Swept path analysis (as required)
- Construction Period
- Temporary signage
- Wheel Wash facilities
- Timing of deliveries

REASON

In the interests of road safety in accordance with Policy 13 of the Doncaster Local Plan.

10. Before the development hereby permitted is brought into use, the designated private car parking spaces as shown on the approved plans shall be provided. The parking area shall not be used otherwise than for the parking of private motor vehicles belonging to the occupants of and visitors to the development hereby approved.

REASON

To ensure that adequate parking provision is retained on site.

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

REASON

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

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12. The proposed access shall be constructed to the satisfaction of the Local Planning Authority before the development is brought into use. Adequate measures shall be designed to avoid the discharge of surface water from the site onto the public highway.
REASON
In the interests of road safety in accordance with Policy 13 of the Doncaster Local Plan.
13. Gates to the vehicular access, if provided, shall not be less than 20m from the edge of the carriageway of the public highway and hung as to open inwards.
REASON
To provide adequate space to allow an arriving vehicle to be driven clear of the carriageway of the highway before the driver alights to open the gate.
14. The development hereby granted approval shall be carried out in accordance with the details contained within Appendix 2.2 of the Environmental Statement, Transport Assessment Report No. RT111857-01 compiled by WYG Transport Planning and Dated June 2020 and Appendix 2.2, Travel Plan Report No. RT111857-02 compiled by WYG Transport Planning and Dated June 2020
REASON
In the interests of road safety in accordance with Policy 13 of the Doncaster Local Plan.

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15. Unless otherwise approved in writing by the Local Planning Authority, the maximum number of HGVs leaving the site per day shall not exceed 78.

REASON

To ensure that the number of vehicles passing through local residential areas are within acceptable limits having regard to local amenity (noise, dust and vibration).

16. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

REASON

In the interest of satisfactory and sustainable drainage.

17. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:-
- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical;
 - b) evidence of existing positive drainage to public sewer and the current points of connection; and
 - c) the means of restricting the discharge to public sewer to the existing rate less a minimum 30% reduction, based on the existing peak discharge rate during a 1 in 1 year storm event, to allow for climate change.

REASON

To ensure that no surface water discharges take place until proper provision has been made for its disposal and in the interest of sustainable drainage.

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18. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being accepted and approved by the Local Planning Authority (LPA), unless otherwise approved in writing with the LPA.
- a) The Phase I desktop study, site walkover and initial assessment must be submitted to the LPA for approval. Potential risks to human health, property (existing or proposed) including buildings, livestock, pets, crops, woodland, service lines and pipes, adjoining ground, groundwater, surface water, ecological systems, archaeological sites and ancient monuments must be considered. The Phase 1 shall include a full site history, details of a site walkover and initial risk assessment. The Phase 1 shall propose further Phase 2 site investigation and risk assessment works, if appropriate, based on the relevant information discovered during the initial Phase 1 assessment.
- b) The Phase 2 site investigation and risk assessment, if appropriate, must be approved by the LPA prior to investigations commencing on site. The Phase 2 investigation shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice. All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.
- c) If as a consequence of the Phase 2 Site investigation a Phase 3 remediation report is required, then this shall be approved by the LPA prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters, the site must not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.

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d) The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

e) Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Doncaster's Local Plan Policy 54 & 55.

19. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and be approved in writing by the LPA prior to any soil or soil forming materials being brought onto site. The approved contamination testing shall then be carried out and verification evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site.

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REASON

To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Doncaster's Local Plan Policy 54 & 55.

20. There shall be no outside storage or stockpiling of waste.

REASON

In the interest of health and safety, visual amenity and to prevent dust and litter on the highway.

21. Prior to the operation/opening of the development hereby approved, an air quality mitigation plan shall be submitted to and approved in writing by the local planning authority. This plan should demonstrate how the damage costs have been applied to develop mitigation that specifically and quantifiably offsets vehicle emissions, particularly HGVs, during the lifetime of the development. As a minimum the following will be submitted -

- A detailed travel plan;
- A plan for encouraging use of public transport;
- Aiding and facilitation of walking and cycling to the site
- Car sharing
- Electric car charging points
- HGV emissions reduction plan including baseline vehicle standards, retrofitting programme, fleet turn-over commitments and commitment to ULEV

This list is not exhaustive and should show that the damage costs have been off-set.

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Vehicles operating at the development should have the same or better standard Euro engines than those used in the modelling assessment, this will ensure that the predictions from the air quality assessment are representative of the real operating conditions

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with Doncaster Local Plan Policies 13 and 54.

22. Before the development commences, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met. Unless otherwise agreed, the development must take place in accordance with the approved assessment. Prior to the occupation of any building, a post construction review should be carried out by a licensed assessor and submitted for approval. This will enable the planning condition to be fully discharged.

Advice should be sought from a licensed BREEAM assessor at an early stage to ensure that the required performance rating can be achieved. A list of licensed assessors can be found at www.breeam.org.

REASON

In the interests of sustainability and to minimise the impact of the development on the effects of climate change.

23. No built development shall commence (excluding site clearance and excavation, demolition, ground investigations, installation of foundations), until details, including the colours and materials, of the proposed external façade have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved materials and colours.

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REASON

To ensure that the materials are appropriate to the area in accordance with Policy 46 of the Doncaster Local Plan.

24. No development shall take place in implementation of this permission until a report (the initial SAP report carried out as part of Building Regulations will be sufficient information in many cases) has been submitted to the local planning authority and approved in writing from them, explaining how CO2 emissions from the development will be reduced by providing at least 10 Percent of the development's operational energy through on-site renewable energy equipment or improvements to the fabric efficiency of the building. The carbon savings, which result from proposed measures, will be above and beyond what is required to comply with Part L of Building Regulations. Unless otherwise agreed in writing by the Local Planning Authority, the development shall then proceed in accordance with the approved report. Before any building is occupied or sold, the local planning authority shall be satisfied that the measures have been installed, which will enable the planning condition to be fully discharged.

REASON

In the interests of sustainability and to minimize the impact of the development on the effects of climate change. This condition is required to be discharged prior to commencement as the approved detail may have an impact on the design and fabric of the building during construction or the appearance of the development.

25. The operator shall maintain records of all HGVs and collection vehicles entering the site and these records shall be made available for inspection by the Local Planning Authority within two working days of a verbal or written request.

REASON

To assist in the monitoring and compliance with the above condition.

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26. The development shall be carried out in accordance with the submitted flood risk assessment addendum (ref 784-A111857-L01, dated 16 February 2021 by Tetra Tech) and the following mitigation measures it details:

- Critical Equipment shall be protected up to 8.98 metres above Ordnance Datum (AOD)

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

REASON

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

27. During the operations of the development, for the first three years, annual noise monitoring for compliance or at any time as requested by the Local Planning Authority following a complaint, the operator shall submit a noise report to the Local Planning Authority. The noise report shall be conducted by a competent noise consultant whilst the site is in operation and cover daytime/night-time periods. The monitoring positions shall reflect the sensitive receptors as identified in chapter 6 Noise and Vibration (page 6-5 to 6-7) of the White Young Green Environmental Statement Volume dated June 2020. The first report shall be submitted within 3-4 months of the process receiving waste material (and 12 months after to demonstrate that the plant noise does not exceed the existing background levels). Should the actual noise levels not meet the identified background levels at the sensitive receptors location mitigation measures shall be agreed with the Local Planning Authority and implemented within three months of the date of the noise report subject to the source of any increase in noise level being as a result of the operations of the development.

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REASON

To protect the amenities of the locality from noise in accordance with Local Plan Policy 54.

28. Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to the LPA for approval, such CEMP shall include:
- A risk assessment of the potentially damaging construction activities in relation to wildlife and habitats.
 - A method statement for the protection of reptiles and other terrestrial fauna that may be encountered on site.
 - Measures to protect the adjacent ecological receptors and impact pathways
 - The use of protective fencing, exclusion barriers, and wildlife safety measures.

The CEMP shall be implemented in accordance with the approved details prior to commencement of the development.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan Policy 30.

29. During the construction phase of the development, the hours of operation and deliveries to and from and the loading or unloading of raw materials shall be restricted to the hours of 06:00 to 19:00 and 07:00 to 17:00 on Saturdays, except as may otherwise be agreed in writing with the Local Planning Authority. No deliveries or construction work on Sundays and Bank Holidays.

REASON

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30. Prior to development commencing, an ecological enhancement plan shall be submitted to the local planning authority for approval in writing. This plan shall include details of the measures outlined in Section 7.7 to 7.9 of Chapter 7 Ecology of the Environmental Statement. All measures shall be implemented on a timescale to be approved in writing with the local planning authority:

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan Policies 29 and 30.

31. Prior to the operation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The use shall not commence operation until the approved connection has been installed and is operational and shall be retained for the lifetime of the development. The development shall be carried out in accordance with the approved details.

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with Doncaster Local Plan Policies 13 and 54.

32. Part A (pre-commencement)

No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of

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Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Part B (pre-occupation/use)

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

REASON

To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

33. Where vibro-compaction machinery is to be used in the development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway

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undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

REASON

To safeguard the stability of the nearby railway line.

34. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

REASON

To safeguard the stability of the nearby railway line.

35. Prior to the commencement of the relevant works. Detail of any external lighting should be submitted and approved in writing by the Local Planning Authority.

REASON

In the interests of safeguarding the nearby railway line.

36. All vehicles leaving the site carrying material shall be securely sheeted and appropriately covered.

REASON

In the interests of local amenity, the protection of the public highway and highway safety.

01. INFORMATIVE

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We recommend that the developer uses this opportunity to reduce the potential impact of flooding by raising floor levels wherever possible and incorporating flood proofing and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways to help reduce flood damage.

Guidance on how to reduce flood damage can be found at the following websites:-

Communities and Local Government: 'Improving the flood performance of new buildings' -
<http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>;

Environment Agency: How to reduce flood damage -
www.environment-agency.gov.uk/homeandleisure/floods/105963.aspx;

Department for Communities and Local Government: Preparing for floods -
www.communities.gov.uk/publications/planningandbuilding/improvingflood;

Ciria: What to do if your property is flooded and how to minimise the damage from flooding - www.ciria.com/flooding/;

National flood forum-
www.floodforum.org.uk/index.php?option=com_content&view=article&id=8&Itemid=4

02. INFORMATIVE

At the time of this decision, the site has been identified as being within an area of medium or high flood risk, based on the Environment Agency's flood maps.

Therefore, the applicant/occupants should consider registering for the Environment Agency's Floodline Warning Direct, by phoning Floodline on 0345 988 1188 . This is a free service that provides flood warnings direct by telephone, mobile, fax or paper. It also gives practical advice on preparing for a flood, and what to do if one happens. By getting an advanced warning it will allow protection measures to be implemented

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such as moving high value goods to an elevated level as well as evacuating people off site.

03. INFORMATIVE: BREEAM

Please note certain BREEAM credits are now not available post planning approval which can impact on scoring and measures to be included therefore associated costs, we strongly recommend advice should be sought from a licensed BREEAM assessor ASAP.

04. INFORMATIVE: NETWORK RAIL

Network Rail has no objection in principle to the development, but below are some requirements which must be met, especially given the scale and nature of the proposed scheme.

Asset Protection

Given the scale and nature of this scheme in proximity to the operational railway, it is imperative that the developer liaise and fully engage with our Asset Protection Team (details below) prior to any work commencing on site. This is to ensure that the scheme can be delivered safely and without impact to operational railway safety. Issues to be discussed and agreed will include (but not necessarily be limited to), construction methodology, use of crane and plant, construction of the chimney (given its height), possible electromagnetic interference with adjacent railway equipment must also be ruled out and use of scaffolding.

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. All soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.

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2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken.

Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or

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vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Armco Safety Barriers

An Armco or similar barrier should be located in positions where vehicles may be in a position to drive into or roll onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged. Given the considerable number of vehicle movements likely provision should be made at each turning area/roadway/car parking area adjacent to the railway. This is in accord with the new guidance for road/rail vehicle incursion NR/LV/CIV/00012 following on from DfT advice issued in 2003, now updated to include risk of incursion from private land/roadways. We note that the proposals appear to indicate the use of a Trief HGV kerb along the boundary with the railway which may well satisfy this requirement.

Fencing

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged. We note that the proposals include 2.4m weldmesh security fencing along the site boundary with the railway which should meet this requirement.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk

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assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

Please note we will be unable to agree to discharge of a method statement condition without direct discussion and agreement with our Asset Protection Team and the developer entering into a Basic Asset Protection Agreement (where appropriate). We would advise that the developer discuss the proposals with Asset Protection prior to applying for the discharge of condition. Contact details for Asset Protection are below.

Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 3B
George Stephenson House
Toft Green
York
YO1 6JT

Email: assetprotectioneastern@networkrail.co.uk

OPE

Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Asset Protection Project Manager

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Network Rail (London North Eastern)
Floor 3B
George Stephenson House
Toft Green
York
Y01 6JT

Email: assetprotectioneastern@networkrail.co.uk

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Cranes

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical

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encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorn (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

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Acer (Acer pseudoplatanus), Aspen - Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Heaping, Dust and Litter

It should be noted that because of the nature of the proposals we would not want to see materials piled against our boundary. Items to be heaped on site should be kept away from the boundary an equal distance as the pile is high to avoid the risk of toppling and damaging or breaching our boundary. We also have concerns over the potential for dust/ash clouds and rubbish created from the processing at the site affecting the railway signal sighting. Therefore, adequate measures for preventing dust and rubbish blowing onto Network Rail property are to be in operation.

Gas and Fuel Storage

Risks of fires and explosions must be eliminated to safeguard Network Rail assets and the public. Storage must be 15m away from Network Rail assets and accompanied with a detailed method statement.

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All gas storage and handling must be in accordance with the industry guidelines, particularly with regard to separation. The developer should be reminded that in case of any incident they are liable for any costs involved and a zone of exclusion imposed for safety reasons must include the railway because of the close proximity of the site to the operational rail. It is strongly recommended that this issue must be included in any planning permission granted for this application as an informative.

Electromagnetic Interference

Power generation presents a risk to Network Rail assets and passengers, therefore the design must take account of the potential for electromagnetic interference. The electromagnetic disturbance generated by an apparatus must not prevent radio and telecommunications equipment, and other apparatus, to operate as intended.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

05. INFORMATIVE: DONCASTER ROBIN HOOD AIRPORT- SAFEGUARDING

The development rests within the protected obstacle Limitation surface for Doncaster Airport. Restriction apply to elevated developments as follows due to the elevation height of the stacks;

- 1) Stack should be illuminated with low / medium intensity lighting.
- 2) Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights should be provided at intermediate levels. These additional intermediate lights should be alternately low-intensity obstacle lights, Type B, and medium-intensity obstacle lights, Type B, and should be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings as appropriate, with the spacing not exceeding 52 m.
- 3) Type B lighting shall be red in colour, with a flash rate of 20 - 60FPM and have a minimum intensity of 23cd where the vertical spread shall be (10° at 16cd).

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Note: Beam spread is defined as the angle between the horizontal plan and the directions for which the intensity exceeds that mentioned in the 'intensity' column.

4) Lights shall be so designed to be operational

5) Stack should have some form of bird proofing to detract nesting wildlife.

Cadent Gas own and operate the gas infrastructure within the area of your development. Contact the Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email plantprotection@cadentgas.com. Alternatively you can register on www.beforeyoudig.cadentgas.com. This service is free of charge.

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