

Public Document Pack

To all Members of the

CABINET

AGENDA

Notice is given that a Meeting of the Cabinet is to be held as follows:

VENUE 007a and b - Civic Office Waterdale, Doncaster, DN1 3BU
DATE: Tuesday, 2nd June, 2015
TIME: 10.00 am

ITEMS

1. To consider the extent, if any, to which the public and press are to be excluded from the meeting
2. Public Questions and Statements
(A period not exceeding 20 minutes for questions and statements from members of the public to the Mayor of Doncaster, Ros Jones)
3. Declarations of Interest, if any.
4. Decision Record Forms from the meeting held on 1st April, 2015 for noting (previously circulated)

A. Reports where the public and press may not be excluded

Key Decisions

- | | | |
|----|---|---------|
| 5. | Approval of Capital Expenditure in relation to the National College for the High Speed Rail Project (K1286) | 1 - 12 |
| 6. | Compulsory Purchase Order and Side Order for Hatfield Link Road Project (K1285) | 13 - 36 |

Jo Miller
Chief Executive

Issued on: Friday, 22 May 2015

Governance Officer for this meeting:

Amber Torrington
Tel: 01302 737462

Cabinet Members

Cabinet Responsibility For:

Chair – Ros Jones, Mayor of Doncaster	Budget and Policy Framework
Vice-Chair – Deputy Mayor Councillor Glyn Jones	Adult Social Care and Equalities
Councillor Joe Blackham	Portfolio holder for Regeneration and Transportation
Councillor Tony Corden	Portfolio holder for Customer, Corporate and Trading Services
Councillor Nuala Fennelly	Portfolio Holder for Children, Young People and Schools
Councillor Sandra Holland	Portfolio holder for Housing and the Environment
Councillor Pat Knight	Portfolio holder for Public Health and Wellbeing
Councillor Chris McGuinness	Portfolio holder for Communities and the Voluntary Sector
Councillor Bill Mordue	Portfolio holder for Business, Skills, Tourism and Culture

To the Chair and Members of Cabinet

**AN UPDATE ON PROJECT PROGRESS AND APPROVAL OF EXPENDITURE
TO FUND PRE-CONSTRUCTION AND DEVELOPMENT COSTS ON THE
NATIONAL COLLEGE FOR HIGH SPEED RAIL**

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Mayor Ros Jones	All	K1286

EXECUTIVE SUMMARY

- 1.0 On the 30th September 2014, the Government announced that the National College for High Speed Rail would be based in Doncaster and Birmingham.

The College will represent a large investment in Doncaster and the Sheffield City Region and is seen as a catalyst for attracting further rail related business and Further and Higher Education establishments to the local area.

Following the previous report to Cabinet in January 2015 a significant amount of work has been undertaken in respect of the key project strands including governance, curriculum and design and build. This report provides a progress update on these key areas.

In respect of the design and construction of the Doncaster building there is a critical path of pre-construction activity that needs to be completed to ensure the opening of the College by the stipulated date of September 2017.

This report therefore seeks the approval of funding to support the development of the National College for High Speed Rail.

EXEMPT REPORT

- 2.0 No

RECOMMENDATIONS

- 3.0 It is recommended that Cabinet:
- i. Approves the allocation of £1.1m of capital corporate resources to meet the capital pre-construction costs for the development of the National College for High Speed Rail. The allocation will be returned to corporate resources once grant funding is secured.

- ii. Approves the allocation of an additional £150k from the “Revenue Contributions to Capital Programme” reserve for the additional costs associated with the development of the College which are unlikely to be capital in nature,
- iii. Note the positive progress made on the project to date and the key programme milestones
- iv. Note that delegated authority for individual decisions on the High Speed Rail Project was provided in the January 7th Cabinet report to the Chief Executive in consultation with the Mayor, the Director of Finance and Corporate Services and Director of Regeneration and Environment.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

- 4.0 One of the central aims of the college will be to improve the diversity and inclusivity of the rail industry through the creation of clear pathways into employment and promotion of the rail industry as a career choice. Acting as a catalyst, the rail college will be a key reason that further rail related businesses look to locate and invest in the region, creating jobs, which residents can access, delivering economic growth and improving economic and social well-being as a result. The college will provide local residents with direct access to the training and qualifications needed to access highly skilled, well-paid jobs. Local businesses will therefore also benefit through an increase in local residents with the skills to meet business requirements.
- 4.1 The college will represent one of the largest investments in Doncaster in many years and is already becoming a nucleus for attracting further rail related investment in Doncaster. The plan is to develop lakeside as a specialist rail and engineering campus, attracting further education and training provision, such as a University Technical College for example, and providing a number of clear pathways into the employment opportunities created through HS2 and other large national infrastructure schemes. Connecting the rail college to schools and colleges is essential to ensuring the impact of high speed rail can benefit generations of families that reside within the city region.
- 4.2 The college will raise further the standing and positive image of Doncaster and the Sheffield City Region (SCR) at a regional and national level with the location of such a high profile institution, as it has the potential to attract further and higher education establishments to locate in Doncaster, further boosting the economy.
- 4.3 To ensure that the tight delivery programme (the opening of the College in September 2017) can be achieved this report seeks approval for capital expenditure on pre-construction costs.

BACKGROUND

- 5.0 On the 30th of September 2014, the Government announced that the National College for High Speed Rail would be based in Doncaster and Birmingham with a single governing body chaired by Terry Morgan

including representatives from both areas.

The college will represent a large investment in Doncaster and the SCR and can become a nucleus for attracting further rail related investment. Work has been underway to deliver the college since the announcement and this report provides an update for Cabinet.

The rail college is one of seven national colleges announced by the government so far. The others are:

- Nuclear
- Onshore Oil and Gas
- Digital Skills
- Wind Energy
- Advanced Manufacturing
- Creative and Cultural Industries

In terms of profile for the city region, the rail college is having a positive impact acting as a beacon for the strengths and ability of the city region. It will play a critical role in the delivery of the strategic economic plan's ambition to create 70,000 jobs, and will also make a significant contribution to the higher level skills targets with level 4 and 5 qualifications being the focus of the college.

On the 7th of January 2015, Cabinet agreed to a number of recommendations in relation to the National College for High Speed Rail including the Council's continued involvement in the development and implementation of the Rail College including the key project strands of governance, curriculum development and the design and construction of the College building in Doncaster.

5.1 An update on progress on the key project strands is outlined below;

5.2 Design and Construction

Following the Cabinet approval in January extensive work has been undertaken by the Council's Project Team leading on the delivery of the National College for High Speed Rail.

5.3 In January, Willmott Dixon was appointed as the lead contractor for the Design and Build of the College building in Doncaster. This appointment was made via the OJEU compliant Scape3 Framework through which the Council is already working with Willmott Dixon on the delivery of the new Waste Transfer Station, Primary School construction and the delivery of new build housing.

5.4 Willmott Dixon subsequently appointed Bond Bryan Architects, Buro Happold Mechanical and Electrical Consultants and Curtins Civil and Structural Engineering Consultants to their Design Team to assist in the preparation of a Feasibility Report for the National College for High Speed Rail.

5.5 Working in partnership with the Birmingham delivery team the strategic brief for the whole College has been developed through this period to

identify a series of overarching principles for incorporation into the design and development of both the Doncaster and Birmingham hub buildings. Bond Bryan has co-ordinated the development of this strategic brief for both sites.

- 5.7 The Feasibility Report for the Doncaster site was submitted by Willmott Dixon on 20th April and included the following key outputs;
- i. Feasibility Concept Design (RIBA Stage 1)
 - ii. Feasibility Cost Plan indicating Construction Cost of approximately £23,500,000
 - iii. Project Delivery Programme

5.8 The Project stipulates the need for a fully constructed and operational College by September 2017 and the delivery programme has been developed to ensure this can be achieved. Willmott Dixon has advised that to allow sufficient time for the actual construction of the building the Construction start date has been set for March 2016. In order to achieve this date the Pre-Construction Phase commenced immediately following National College for High Speed Rail Shadow Board approval of the Feasibility Study. Overall there is little allowance for slippage within the Pre-Construction programme due to the constraints of the fixed completion date so it is critical that all project work proceeds in a timely fashion in line with the key Pre-Construction project milestones outlined below;

- | | |
|---|------------|
| i. Project Order Signed | May 2015 |
| ii. Submit RIBA Stage 2 (Concept Design) Report | June 2015 |
| iii. RIBA Stage 2 Report Sign Off | June 2015 |
| iv. Submit RIBA Stage 3 (Detailed Design) Report | August 15 |
| v. RIBA Stage 3 Report Sign Off | August 15 |
| vi. Submit Planning Application | August 15 |
| vii. Planning Approval | October 15 |
| viii. Submit RIBA Stage 4 (Technical Design) and Tender | Jan 2016 |
| ix. Contract Award | Feb 2016 |

5.9 Through the Scape Framework arrangement the Feasibility Stage work, including the preparation of the Feasibility Report, was undertaken at nil cost to DMBC.

5.10 However, the signing of the Project Order commits DMBC to expenditure on the pre-construction fees set out in the Feasibility Report in addition to other identified pre-construction project costs such as surveys and other appointed professional services fees.

5.11 The estimated pre-construction costs including detailed design, surveys

and QS is £1.1 million.

The identified Pre-Construction Costs is eligible expenditure against the proposed Capital Budget to be allocated from relevant budgets identified with the Department of Business Innovation and Skills (BIS) and the Sheffield City Region.

- 5.13 However, the application for funding towards the design and construction of the National College for High Speed Rail is not due for submission until July 16th 2015. It is understood this application, which is being co-ordinated by the overall College Project Manager from HS2 Ltd will constitute a single application for both identified central BIS funding and LEP allocations but the approval notification for the capital funding for the project is not anticipated until the Autumn.
- 5.14 There will, however, be a funding requirement on the project prior to this date to cover site surveys and professional services necessary to progress the design and project development work through the pre-construction phase in line with the programme milestones identified in section 5.8 of this report.
- 5.15 Previously, in order to have funding in place to continue the progress on the project between signing of the Project Order on 5 May and the originally anticipated capital funding by BIS in July, a budget has already been approved for £250,000 to support pre-construction costs including surveys and professional fees. This in effect covers anticipated expenditure on the project during May and June.
- 5.16 All the outlined pre-construction costs are considered eligible expenditure for the BIS funding application and if the full Capital Project Cost of £23,500,000 is approved the £1.1m of pre-construction costs will be reimbursed from the BIS funding allocation.

There are also likely to be additional costs associated with the development of the College including further detailed development of the curriculum and creation of opportunities for local residents to access the College. It is anticipated that the remainder of the budget may be used to support these activities for any unforeseen costs due to the relatively early stage of the project. It therefore proposed that a maximum of £400,000 would be earmarked for this purpose.

- 5.17 The table below shows summarises the above costs and the proposed funding:-

	£k
Costs:-	
Pre-construction (detailed design etc.)	1,100
Additional costs	400

Total costs	1,500
Funding:-	
Capital Corporate Resources	1,100
Earmarked Reserves	400
Total Funding	1,500

5.18 Governance

5.19 A NCHSR Shadow Board, which will become the governing body of the National College for High Speed Rail, is leading the development and delivery of the College project. Local members of Shadow Board include Doncaster Council's Chief Executive, the Managing Director of Rhomberg Sersa UK Ltd and Director of Training for University of Sheffield Advanced Manufacturing Training Centre (AMRC).

5.20 Following the submission of an application for incorporation of the College to the Secretary of State a draft order was published in the national press on 27th March. The target date for completion of the incorporation process is 31st July 2015.

5.21 The shadow board is progressing with the recruitment of a Chief Executive for the College. A full appointment cannot take place until the college is incorporated, however, after an extensive recruiting process it is anticipated that interviews for short listed candidates will take place in June 2015.

5.22 An advisory group supports the work of the shadow board and this also has local representation. In Doncaster, the Rail Partnership is providing the local specialist rail business input into the development of the college. To date this has been primarily in respect of the College curriculum development but there are several stakeholder engagement workshops programmed during RIBA Stages 2 and 3 design in which employer input into the training facility will be facilitated.

5.23 Curriculum Development

5.24 The development of the College Curriculum is progressing at pace as it affects the operation of the college i.e. what is delivered at what site, the role of hubs (existing providers), the physical design of the college and the mix of learners.

5.25 The curriculum will focus on delivering the higher technical skills needed across the rail industry, initially for HS2 and associated infrastructure but also for the wider rail supply chain. This wider focus will ensure the long

term viability of the college. Doncaster's Rail Partnership has held a workshop to inform and shape the emerging curriculum including steering the location for delivery of specific learning pathways across the Doncaster and Birmingham campuses.

- 5.26 Endorsed by Shadow Board the proposed split of the curriculum pathways across both sites is as follows;

Doncaster

- i. Traction, rolling stock and advanced manufacturing – preparing students with knowledge and understanding of engineering principles, design, manufacture and operation of rail vehicles.
- ii. Railway infrastructure – providing students with knowledge and understanding of management and construction of HS2 and the national system including; preparation of the permanent way, cuttings to tunnels, to viaducts, to bridges, to stations and also designing and installing track and switches on which trains run.
- iii. Traction power supply and distribution – the electrification of the HS2 line will be a major engineering project working with national electricity supply networks.

Birmingham

- i. Command, control, communications and systems – HS2 will use the latest digital technology developments for train control utilising a system which is similar to aviation flight control than traditional railway signals.
- ii. Advanced constructions, logistics and sustainability – HS2 will utilise the latest construction techniques to deliver 100+ year life expectancy and deliver a cost effective and sustainable construction programme.
- iii. Digital Skills – Rail is now a technology and service driven, transport business. With digital control of the trains, the high technology built into the trains themselves and the designs for customer information and ticketing systems there is a real convergence between aviation and rail in the use of technology to drive design, build and operations.

Both sites

- i. Business administration / management – This programme prepares individuals to work effectively in business operations, building skills and knowledge for rail and other transport industries.
- ii. Rail operations, planning and management – The programme provides an opportunity for those wanting to work in the rail sector, appealing to those who do not have an engineering or science background.

- 5.27 Indicative timescales for the curriculum development are;

- July 2015: Business Model for NCHSR demonstrates viability
- July 2015: Delivery mechanisms work commences
- August 2015: Qualification development commences

OPTIONS CONSIDERED

- 6.0 As outlined in the report there is funding currently approved to enable pre-construction related works, surveys and design related professional services, to take place in May and June to the value of £250,000.
- 6.1 Following completion of works to this value, unless other DMBC funding is allocated, work on the project design and development will have to be suspended until formal notification of full Capital Funding is received from BIS, currently anticipated at the earliest in October.
- 6.2 This option is not feasible as any delays on progressing the pre-construction work as per the programme outlined in this report will mean the required opening of the College in September 2017 will not be achieved.

REASONS FOR RECOMMENDED OPTION

- 7.0 The recommended option of approving funding for the design and development of the National College for High Speed Rail will enable the delivery programme to be adhered to and the project delivery timescale of September 2017 to be achieved.

IMPACT ON THE COUNCIL'S KEY PRIORITIES

8.0

	Priority	Implications
	<p>We will support a strong economy where businesses can locate, grow and employ local people.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Be a strong voice for our veterans</i> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	<p>The location of the National College for High Speed Rail in Doncaster will have a measurable impact on the economic transformation of the region, helping build economic resilience and rebalancing the economy towards exports, innovation and production.</p>
	<p>We will help people to live safe, healthy, active and independent lives.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing</i> 	

	down the cost of living	
	<p>We will make Doncaster a better place to live, with cleaner, more sustainable communities.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing down the cost of living</i> 	<p>The College will be the facility to support the high skilled workforce of the future, locally trained in state of the art engineering technology and techniques needed to support the delivery of high speed rail and other infrastructure projects in the UK. The College will provide training and job opportunities for local people.</p>
	<p>We will support all families to thrive.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	<p>The College will provide training and job opportunities for local people.</p>
	We will deliver modern value for money services.	
	We will provide strong leadership and governance, working in partnership.	<p>The Centre for Rail Engineering and Technical Excellence (CREATE) partnership is a real example of strong local leadership, effective governance and partnership working. Only by working as Team Doncaster was it possible through local and regional support to develop a winning bid that will see major investment in Doncaster that will be the catalyst for economic transformation.</p>

RISKS AND ASSUMPTIONS

- 9.0 The biggest risk relates to the delivery of the College building by September 2017. If the preconstruction work is not carried out as per the programme outlined in this report this delivery date is unlikely to be achieved. The approval to the funding requested in this report will remove this risk in terms of enabling the timely financing of the necessary work.
- 9.1 The approval of the capital funding outlined in this report will commit the Council to potentially funding £1.25m towards the project pre-construction costs. The intention is that this will be reimbursed from BIS Capital funding following formal approval in autumn. However, if the capital funding is not approved for any reason or the project does not proceed to construction there is a risk that the expenditure on pre-construction costs could be abortive. It is not, however, considered likely that either of these options will transpire.
- 9.2 There is the risk that delays in the capital grant allocation process may mean that the Council does not get approval of the capital grants before the contract award date 5 February 2016. Should that look likely the Council will need to consider whether additional funding needs to be

“lent” to the project prior to the approval of grants or whether the opening date of September 2017 needs to be delayed.

LEGAL IMPLICATIONS

- 10.0 In accordance with Section 111 of the Local Government Act 1972, a local authority shall have power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of their functions.
- 10.1 The Localism Act 2011 provides the Council with the so called general power of competence which allows a Local authority to do anything which an individual may generally do.
- 10.2 The Council’s contractor has been appointed using the SCAPE 3 Framework which is compliant with both EU Procurement Regulations and Contract Procedure Rules. Any further contracts must be procured in accordance with Contract Procedure Rules and EU Procurement Regulations.
- 10.3 The Council expects to receive BIS funding to deliver the scheme. Specific legal advice will be required on any funding agreement which the Council is required to sign up to. Legal advice will also be required going forward, particularly in relation to construction contracts and property matters.

FINANCIAL IMPLICATIONS

- 11.0 The Rail College project is contained within the Council’s capital programme with a budget of £30m. The capital programme currently assumes the whole project will be funded by grant.

As stated above the pre-construction costs have been estimated at £1.1m. These pre-construction costs are capital in nature and will be funded by the allocation of £1.1m of capital corporate resources to the project. The allocation will be returned to the corporate resources once grant funding is secured

Additional capital receipts of £2.1m are expected for 2015/16, as this was not confirmed until after the Capital programme budget had been set. £1.1m of this can be allocated to this project without affecting the immediate Capital programme. There is pressure on the delivery of asset sales to provide funding for the Capital programme and so the return of the £1.1m once grant funding is secured will help to mitigate that pressure.

The capital programme will be amended to reflect the change in funding.

A further £400k of costs have been identified that are more likely to be revenue in nature. These costs will be funded from the “Revenue

Contributions to Capital Programme” reserve – use of this reserve for the first £250k of costs has already been approved. There is sufficient uncommitted balance in the reserve to allow it to be allocated to this project. It is less likely that these costs will be eligible for grant but where they are they will be claimed and funding will be returned to the reserve.

It was originally planned to meet the capital costs from the £250k from the reserve but this has now changed as the full £1.1m of pre-construction costs will be met from a new allocation of corporate resources.

HUMAN RESOURCES IMPLICATIONS

- 12.0 There are no direct Human Resources implications relating to the decisions detailed within the content of this report.

EQUALITY IMPLICATIONS

- 13.0 Decision makers must consider the Council’s duties under the Public Sector Equality Duty at s149 of the Equality Act 2010. The duty requires the Council, when exercising its functions, to have ‘due regard’ to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the act, and to advance equality of opportunity and foster good relations between those who share a ‘protected characteristic’ and those who do not share that protected characteristic.
- 13.1 The Rail College will deliver improved access and opportunity for local residents to develop key skills that are required to deliver future infrastructure schemes across the UK. The College Curriculum Manager has advised that the inclusion of residents from deprived neighbourhoods will be a key focus for the College.
- 13.2 One of the central aims of the college will be to improve the diversity and inclusivity of the rail industry through the creation of clear pathways into employment and promotion of the rail industry as a career choice. The strategic brief for the College has diversity and inclusivity embedded in its principles, for example the institution must be attractive to all persons regardless of sex, ethnicity or disability. The building itself must be a welcoming, approachable building that encourages widening participation in education and encourages interest in the rail industry.
- 13.2 The College is seen as a catalyst to inward investment particularly from rail related businesses looking to locate in Doncaster and the Sheffield City Region creating jobs, which trained local persons will be in a position to access and delivering economic growth as a result.

CONSULTATION

- 14.0 Extensive consultation is ongoing in respect of the project including the Mayor, Portfolio holders, Chief Executive, Director of Regeneration and Environment, Director of Finance and Corporate Services, Local

This report has significant implications in terms of the following:

Procurement	x	Crime & Disorder	
Human Resources		Human Rights & Equalities	
Buildings, Land and Occupiers	x	Environment & Sustainability	
ICT		Capital Programme	x

BACKGROUND PAPERS

15.0 Cabinet Report
7th January 2015
High Speed Rail College

REPORT AUTHOR & CONTRIBUTORS

Simon Rhodes
Project Manager, Major Projects Team
01302 736750
simon.rhodes@doncaster.gov.uk

Lee Tillman
Head of Service, Skills, Enterprise, Policy and Improvement
01302 734552
lee.tillman@doncaster.gov.uk

Matthew Smith
Directorate Finance Manager
01302 737663
matthew.smith@doncaster.gov.uk

Peter Dale
Director of Regeneration and Environment

**To the Chair and Members of the
Cabinet**

CPO and Side Road Order for Hatfield Link Road Project

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Joe Blackham - Cabinet Member for Regeneration and Transportation	Hatfield, Thorne and Moorends, Stainforth and Barnby Dun	K1285

EXECUTIVE SUMMARY

1. The DN7 Hatfield Link Road scheme, will link the M18 Junction 5 Roundabout, with Waggon's Way next to Hatfield Colliery. The scheme is a high priority within the Sheffield City Region Investment Fund (SCRIF) enabling capital funding to be drawn down upon completion of business case, design and statutory processes.
2. Preliminary design work has been carried out by the developer Marcol Waystone's consultant, AECOM, which Doncaster MBC are reviewing the detail in order to establish what is needed to complete the detailed design. An Outline Business Case was approved by the Sheffield City Region Combined Authority in April 2014 and the Full Business Case was approved at the 15th May 2015 Combined Authority meeting which has secured funding for the project.
3. There is now a need to commence statutory procedures which will require the making of a Compulsory Purchase and Side Roads Order to acquire the required land.
4. In conjunction with securing SCRIF funding of £14.1M a draft heads of terms setting out a stand alone funding agreement with the developer Waystone is being developed with Doncaster MBC, the details of which is presented in the funding strategy.
5. The DN7 Unity scheme objectives are to:
 - Stimulate economic regeneration by connecting people to jobs within the Sheffield City Region.
 - Encourage investment in North East Doncaster through improved access to development sites.
 - Promote social inclusion by improving accessibility.
 - Improve surface connectivity for Stainforth and Hatfield to the Motorway Network.
 - Minimise any adverse environmental impact.

- The development will unlock major employment and housing sites, triggering a potential £800M inward investment in the area.

EXEMPT REPORT

6. Not exempt

RECOMMENDATIONS

7. Recommendations are for Cabinet to approve
 - i) the commencement to undertake a Compulsory Purchase Order and Side Road Order for the DN7 Hatfield Link Road covering the area defined within drawing number 50055/CPO/1;
 - ii) delegate authority to the Director of Regeneration & Environment and the Director of Finance & Corporate Service to negotiate and approve a contribution agreement in line with the principles set out in draft Heads of Terms detailed in paragraphs 28; and
 - iii) to note progress on the scheme programme and Full Business Case.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

8. Completion of the DN7 Unity Link Road will give greatly improved access to the motorway network for the areas of Stainforth and Hatfield. It will provide the conduit for the development of the proposed DN7 Unity business park with the added employment opportunities. It is anticipated that it will also provide an added benefit to the proposed Marina development off Kirton Lane, further increasing the prosperity and leisure opportunities of Doncaster as an attractive vibrant place to work and live.

BACKGROUND

DN7 Unity Project:

9. Marcol Waystone previously Waystone, have been associated with developing the DN7 site since before 2000 and have done a lot of work in producing a footprint of how they would like to develop the site. The drawing attached in Appendix 2 lists all the present Planning Permissions associated with the site.
10. In 2009 Planning permission was granted for the link road and a Section 106 Agreement was signed with Doncaster MBC and all the relevant parties on the 16th February 2009. Clause 3.3 of the s106 states 'Waystone shall endeavour to acquire or procure right title of the land within 6 months of the date of the execution of the agreement' and Clause 3.4 states that 'if Waystone are unable to acquire or procure right title of the land within that 6 months, upon written request, it allows the Council to exercise its statutory powers to assist with the acquisition of this land.

11. A Memorandum of Understanding (MoU) was entered into December 2013, between all the interested parties. The document sets out how the partners will work to deliver the shared vision through agreed principles of governance, project planning, consultation and a Memorandum of Agreement.
12. Marcol Waystone are submitting a Planning Application for the whole of the DN7 site at the end of May which is subject to a Planning Performance Agreement to enable a recommendation to be made by December 2015.

Hatfield Link Rd

13. The DN7 Hatfield Link Road project was accepted into the Sheffield City Region Investment Fund (SCRIF) programme in 2013 with subsequent approval of the Outline Business Case in April 2014. Detailed design and feasibility is now being progressed.
14. Environmental, topographical, archaeological and geological surveys are to be undertaken to enable the design to progress. The Full Business Case (FBC) was submitted to SCRIF 1 April and was approved by the Combined Authority on 15th May 2015.
15. Waystone have been in regular dialogue/discussion with all the landowners for a number of years and know who all the interested parties are. These negotiations have been reasonably successful however there are two landowner issues at present, one owner who is proving too difficult to negotiate with, whilst the other issue surrounds land ownership that is in probate. As such Waystone has asked the Council to exercise its right under clause 3.4 of the s106 to ensure there are no unforeseen difficulties and to progress Compulsory Purchase Order (CPO) and Side Road Order (SRO) powers under the 1980 Highways Act to ensure all land and rights can be acquired.
16. A Cabinet resolution is required to enable a Compulsory Purchase Order and Side Road Order (the Orders) to be prepared and authority to advertise such Orders if land cannot be acquired through negotiation.

Programme and Full Business Case update

17. Subject to securing statutory procedures and approval of the Full Business Case (FBC), procurement can commence to appoint a contractor to allow construction to commence in Jan 2017.

Submission of FBC	Q1 2015\16
Complete funding agreements	Q1 2015\16
Start Detail Design	Q1 2015\16
Procure Contractor (ECI)	Q3 2015\16
Complete Design\Surveys	Q2 2016\17
Confirm target cost	
Start construction	Q4 2016\17

The Full Business Case was approved on the 15th May at the SCR Combined Authority. This has secured £14.1M of SCRIF funding but this can only be drawn down when Doncaster MBC has satisfied all conditions, namely,

- Securing all land
- Securing all 3rd party agreements (eg Network Rail)
- Seeking 3rd party contributions
- Agreeing a final works target contract price through procurement of a contractor

At this point a further report will be submitted to Cabinet to approve the award of contract for the main works

The Scheme

18. The Scheme starts at Junction 5 of the M18/M180 Roundabout where the existing services exit/entry onto the roundabout is at present. The road then crosses the existing farmland toward Doncaster MBC's household waste site off Bootham Lane and turns to go up and over the Doncaster-Scunthorpe Railway Line to tie in with the existing roundabout at Waggons Way close to Hatfield Colliery.
19. The current scheme within the SCRIF programme has been estimated at a gross figure of £15.3m and comprises the following:
 - The existing services entry/exit from the motorway roundabout, is to be widened and turned into a dual carriageway for approximately 300m, where a new five leg roundabout will be built to serve the proposed industrial development either side of the link road as well as a new access into the Services. This dual carriageway will be 8.3m wide and will include a 2m wide central reserve. The new speed limit for the link road off the motorway has been determined at 40mph.
 - After the new five leg roundabout the link road will run for approximately 1.0km to a new three leg roundabout where Bootham Lane will connect in before heading up and over the Doncaster Scunthorpe railway line to tie in with the existing Waggons Way roundabout approximately 0.9km away. The link road between these points will consist of a 7.3m wide road with a 3m wide cycle/footway on the southern side with various sized attenuation ponds along the Northern side to cater for the drainage and located next to the Mother Drain.
 - The proposal will mean the construction of a new bridge across the railway line and new culverts/crossing points over three drains as well as accommodation works for the bridleway crossing at Cuckoo Lane appropriate to its usage.
 - There is the requirement to divert several statutory undertakers apparatus such as overhead power lines.
 - The final aspect of the design will require completing the stopping up orders for the various parts of the highway which will become inaccessible and any permanent PROW diversions.

Compulsory Purchase Order Process

20. Due to Waystone having been in dialogue with landowners and all the other interested parties and to ensure there are no unforeseen difficulties, it is proposed to progress Compulsory Purchase Order (CPO) and Side Road Order (SRO) powers under the 1980 Highways Act to ensure all land and rights can be acquired.
21. It is hoped to purchase land by agreement but to utilise these powers only if required. The orders will be used to purchase land outside of the existing highway boundary. In addition it will be necessary to acquire rights over areas of land for the construction and maintenance of the scheme and to stop up/alter existing rights of access. The land and access rights are required because the scheme can only achieve its objectives by widening into third party land and cannot be achieved by improvements solely within the existing highway boundary.
22. The Orders will require serving of notices on owners and occupiers of land and publication of notices in the London Gazette and in the local press. Any objections will be considered by the Secretary of State (SoS) for Transport who will consider all objections and if necessary order a public inquiry before confirming the order.
23. The CPO and SRO will be progressed under powers contained within the Highways Act 1980. The order will require the following:
 - i) A Statement of reasons – identifying why the scheme is needed, details of the scheme and purpose of the Order.
 - ii) A schedule listing, describing each plot of land including ownership details
24. The anticipated timescale, assuming no unresolved objections to the scheme, to confirm orders is as follows:

Q1 2015/16	Cabinet resolution to prepare Order
Q2 2015/16	The writing of the Order
Q3 2015/16	Advertise and Objection period.
Q4 2015/16	Submit to SoS.
Q1 2016/17	SoS confirms Order
25. The above programme assumes no objections are received (or if they are that they can be negotiated to withdrawal) and so a public inquiry will not be called by the Secretary of State. Following completion of design and award of contract it is expected that construction will start at the beginning of 2017 and be completed by the end of Spring 2018. There will also be the requirement to advertise Traffic Regulation Orders for the scheme, which will be progressed upon completion of the statutory processes.
26. Prior to the confirmation from the Secretary of State, various third party approvals will have also been sought i.e. Network Rail, Environment Agency licences, Highways England - Section 6, Equestrian and PROW diversions orders.

Funding Strategy

27. The initial intention was that Waystone would fully fund the link road. However this is not achievable within the current milestones due to uncertainty of other

developer commitments (such as the Power park) and the emergence of the Growth Deal and SCRIF programme which identified the DN7 project as an aspiration for the public sector to deliver. The signing of the Memorandum of Understanding (MoU) in 2013 further reinforced the public sector commitment to this project. In doing so there was a need to establish a fair split between the cost and affordability between the public and private sector. A contribution of £3.5m from Waystone has been derived as fair value based upon usage of the road.

28. This value has subsequently been incorporated into a draft Heads of Term between DMBC and Waystone which now require translating into a financial agreement. The draft HoT's details the following principals to ensure that Waystone will contribute the following:

- Contribution in kind to design fees. Previous work by Waystone has enabled DMBC to progress design at a faster rate
- Dedication of land. Waystone will dedicate a land required for the link road to DMBC at nil cost. If a CPO is enacted then Waystone will reimburse DMBC for costs occurred by DMBC in acquiring such land
- Contribution of fill material. Waystone will provide all fill material required for the link road (this assumes that Waystone will shoulder any risk relating to the Aggregate Tax Levy)
- Contribution of cash. The outstanding balance will be by cash payment at a future date. Waystone intend to repay this through cash flowing the wider DN7 development and wish this repayment to be made in later years

29. It should be noted that the approved FBC secured the full capital cost of construction (£14.1m) from SCRIF. However, the Council is seeking a financial agreement with Waystone for a contribution of £3.5m which once secured will reduce the SCRIF ask to £10.6m.

30. In addition to the above, DMBC have received funding from the Homes and Community Agencies Large Site Infrastructure Funding (LSIF) programme towards technical support for the DN7 project. £18,500 of this funding is specifically allocated for technical support to progress legal process during 2015/16 and this is accounted for in the revised financial profile which is detailed below.

Spend profile:								
£000k	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	later year	total
Prep costs		187	608	405				1,200
Construction costs				2,000	9,100	3,000		14,100
Total		187	608	2,405	9,100	3,000		15,300
Funding Source								
SCRIF				2,000	9,100	3,000		14,100
LA (corporate resources)		187	590	405				1,182
Other (LSIF)			18					18
Total		187	608	2,405	9,100	3,000	-	15,300

OPTIONS CONSIDERED

31. No alternatives needed to be assessed

REASONS FOR RECOMMENDED OPTION

32. With regard to the use of CPO and SRO procedures, if they are not instigated then the scheme would be reliant upon individual negotiations with land owners to acquire land and associated rights which could only be achieved through a voluntary financial agreement. That would have a critical impact on delivery programme and would introduce uncertainty into the business case for SCRIF.

IMPACT ON THE COUNCIL'S KEY PRIORITIES

33.

	Priority	Implications
	<p>We will support a strong economy where businesses can locate, grow and employ local people.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Be a strong voice for our veterans</i> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	<p>The scheme provides new housing and new infrastructure which all go into enhancing the attractiveness of the surrounding area to inward investment within the logistics and Industrial Areas of the DN7 Unity Area.</p>
	<p>We will help people to live safe, healthy, active and independent lives.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing down the cost of living</i> 	<p>The Development will give a real boost to the area in terms of potential jobs, regenerating those that have been lost within the Coal Mining Industry.</p>
	<p>We will make Doncaster a better place to live, with cleaner, more sustainable communities.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Creating Jobs and Housing</i> • <i>Mayoral Priority: Safeguarding our Communities</i> • <i>Mayoral Priority: Bringing down the cost of living</i> 	<p>By developing the DN7 area and creating housing, retail and industrial areas we are ensuring key services are kept thriving</p>
	<p>We will support all families to thrive.</p> <ul style="list-style-type: none"> • <i>Mayoral Priority: Protecting Doncaster's vital services</i> 	<p>The prospect of employment and housing opportunities will bring added revenue to council budgets.</p>
	<p>We will deliver modern value for money services.</p>	<p>The scheme is looking at developing other forms of heating energy for the</p>

		site to drive down costs even further for the local residents.
	We will provide strong leadership and governance, working in partnership.	Memorandum of understanding signed upto by all parties to deliver the project.

RISKS AND ASSUMPTIONS

34. The programme assumes that a public inquiry will not be required. if objections are received that cannot be resolved by negotiation then an inquiry will be required which will add a minimum of 8 to 12 months to the programme. this is considered medium risk.
35. The Secretary of State may not confirm the Orders or may impose modifications to the Orders. This is considered a low risk given that the scheme accords with existing policy objectives.
36. Any landowners or interested parties may oblige the Council to purchase land interests under blight conditions where the owner can show that, as a result of proposals by the authority which would involve their purchase of the land in the future, they cannot currently sell their interest except at a substantially depreciated price. This is a risk but given the relatively low value of land affected, not considered to be particularly high.
37. The project programme and milestones reflect the earliest delivery opportunity and assume full resources available and no risks materialising.
38. There is a risk that Waystone may not sign the financial agreement or default on payments.

LEGAL IMPLICATIONS

39. Sections 239, 240 and 250 of the Highways Act 1980 give powers to a local Highway Authority to acquire land for the provision of a highway and the acquisition of rights for the construction and maintenance of works. The Acquisition of Land Act 1981 prescribes the procedure to be followed and the order will require confirmation by the Secretary of State.
40. A Highway Authority is also given power by section 14 of the Highways Act 1980 to make a Side Roads Order stopping up lengths of Side Roads which would otherwise cross the new road or are otherwise affected by the new road. This Order is also subject to confirmation of the Secretary of State and the procedure is prescribed by the Highways Act 1980. A Public Inquiry may be held into both orders if objections to the Order are submitted and not withdrawn and these stages have been taken into account in the timetable set out above.
41. Regard must be had to the provisions of Article 1 of the first Protocol of the Human Rights Act which provides for the right to peaceful enjoyment of one's possessions and not to be deprived of them except in the public interest in deciding whether to make a Compulsory Purchase Order Circular 06/2004 indicates that an acquiring authority should be sure that the purposes for which it makes a compulsory purchase order should sufficiently justify the interfering of the human rights of those with an interest in the land affected. It is

considered that there is evidence that the public benefit of the scheme will outweigh the private loss for the reasons stated in the report and that in this instance the land required to be compulsorily purchased belonging to private individual interests can be justified in the public interest.

FINANCIAL IMPLICATIONS

42. The DN7 Hatfield Link Road scheme £15.3m is included in the Council's capital programme. The project is currently able to draw on £1.2m of confirmed funding (mainly corporate resources); however, progression to construction is dependent on securing £14.1m of SCRIF/3rd party funding.
43. Although, the approval of £14.1m SCRIF funding was secured on the 15th May 2015, final draw down of the money is dependent on satisfying a number of conditions, including attempting to secure 3rd Party contributions of £3.5m. If successful, this will reduce the level of SCRIF funding required. However, there is a risk that the actual level and timing of 3rd party contributions achieved may not be sufficient for SCRIF to allow draw down of the amount needed. In this event the Council will have to determine if an alternative funding package can be developed or whether the scheme as conceived can go ahead. For example, the third party cash contribution is estimated to be £1.4m and Waystone have indicated that payment is dependent on their ability to generate income from the development. Currently, Waystone maintain that the contribution cannot be made until the year 2025, long after it is actually needed to pay for construction costs. The intention is that SCRIF will cover this value of the construction costs until the third party cash contribution can be made. However, there is a risk that the length of time before repayment will not be palatable to SCRIF. If SCRIF do not provide for this then the Council would need to identify alternative resources to finance expenditure until repayment.
44. The Council has already committed £1.2m of corporate resources towards preparatory costs; failure to progress to the construction phase could lead to some of those works being abortive, with their associated cost needing to be written out to revenue.
45. There is also a risk from any agreed 3rd party contributions being in default of payment. At the point when this could occur the Council and SCRIF are likely to be fully committed to the project with responsibility for any resulting shortfall currently being unclear. If the 3rd party contribution agreements are stand-alone then it is likely that any liability would fall to the Council. The Council must ensure that any negotiated agreements contain sufficient guarantees and charges to protect itself in this regard (particularly given the potential length of delay for receipt of the third party cash contribution).
46. By making the CPO, blight conditions may oblige the Council to purchase the land (valued at £350k) regardless of how and when the scheme subsequently progresses. The s106 agreement referred to in the body of the report requires that Waystone reimburse the Council for any costs associated with the land purchase provided the land is made available for the construction works to proceed. If all happens as planned the Council should only be liable for these costs if Waystone default on payment; however, clarity should be sought as to

what happens to the land and its associated cost if the Council has been obliged to make the purchase but the scheme does not go ahead..

47. This is a large and involved scheme; further financial advice and implications will be needed as the project advances.

HUMAN RESOURCES IMPLICATIONS

48. There are no Human Resource Implications associated with this report.

TECHNOLOGY IMPLICATIONS

49. There are no Technology Implications associated with this report.

EQUALITY IMPLICATIONS

50. A Due Regard Statement (DRS) has been prepared and is attached as Appendix A. The main conclusions from the DRS are that the project provides new transport infrastructure and as such offers the opportunity to improve accessibility and to incorporate new facilities to benefit all users. No adverse impacts on specific groups have been identified. The detailed design process will involve consultation with the community, stakeholders and defined equality groups to ensure facilities can be built in (such as tactile surfacing) to ensure the scheme is DDA compliant.

CONSULTATION

51. This report has significant implications in terms of the following:

Procurement		Crime & Disorder	
Human Resources		Human Rights & Equalities	
Buildings, Land and Occupiers	x	Environment & Sustainability	
ICT		Capital Programme	x

Up to date Land Registry searches are being undertaken and Strategic Asset Management has made initial approaches to the known freehold owners, to commence negotiations to acquire the requisite land by agreement. Statutory consultees will be engaged as part of the Business Case work.

As part of the wider DN7 project Waystone will be submitting a planning application at the end of May. This included public consultation and exhibitions within Hatfield and Stainforth on 19th March and 20th March respectively. The attendance and outcomes from this consultation are being processed by Waystone and their consultants.

BACKGROUND PAPERS

Appendix 1: Site boundary and CPO\SRO Plan (Drg No. 50055/CPO/01)

Appendix 2: Plan of Planning Permissions (Drg No.HMS-DN7-EIP-MP-01)

Appendix 3: Due Regard Statement

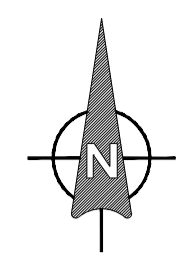
REPORT AUTHOR & CONTRIBUTORS

Neil Firth, Head of Service Major Projects and Investment
01302 735002 Neil.firth@doncaster.gov.uk


Stephen King, Strategic Infrastructure Manager
01302 735122 stephen.king@doncaster.gov.uk

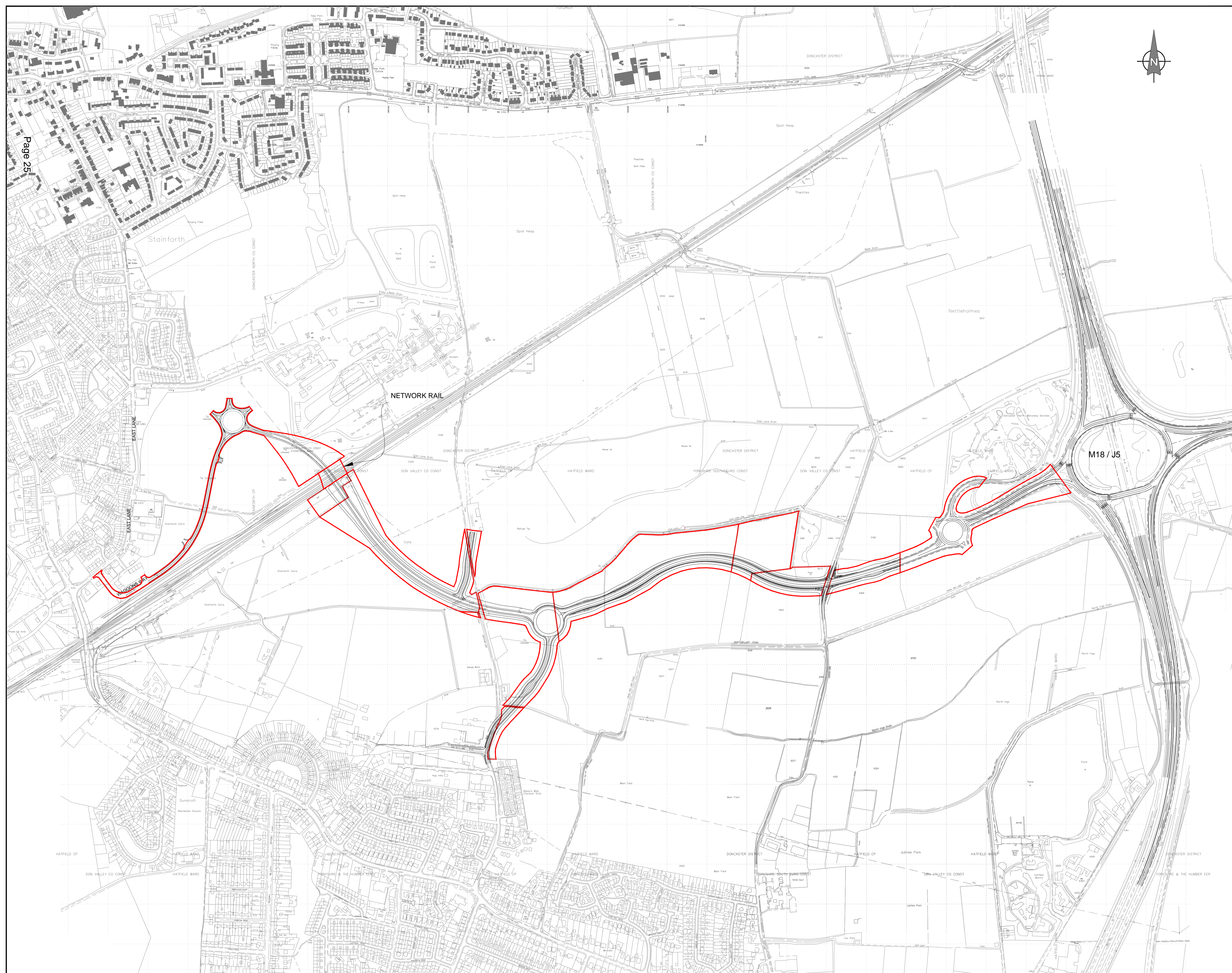
Peter Dale
Director Regeneration & Environment

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KEY

 EXTENTS OF LAND ACQUISITION DMBC
NEED TO UNDERTAKE TO BUILD THE LINK
ROAD.



Rev	Revision Details	Rev by	Chk by	Date


Doncaster
 Metropolitan Borough Council

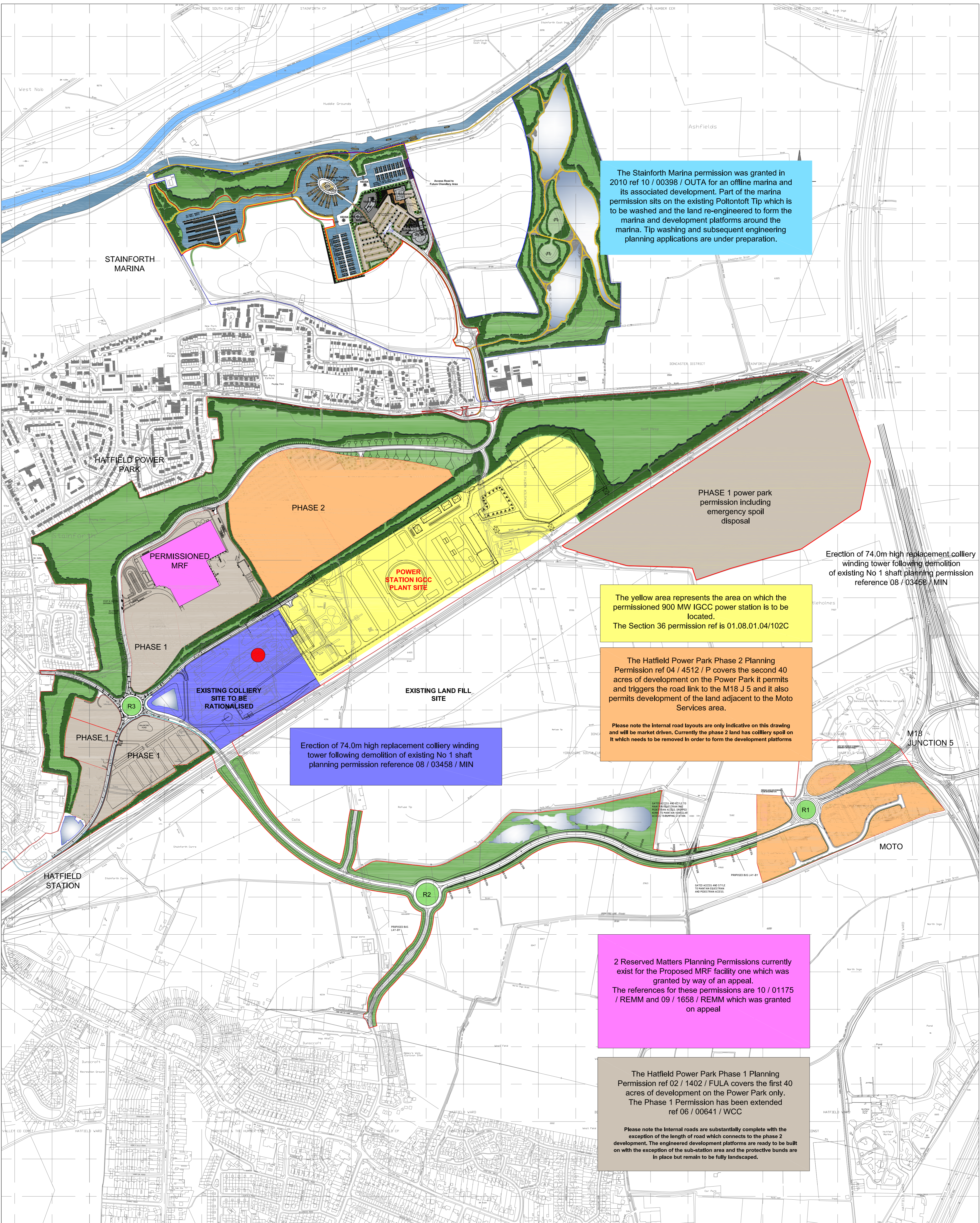
Scott Cardwell, Assistant Director, Development.
 Directorate of Regeneration and Environment
 Civic Office, Waterdale
 DONCASTER DN1 3BU
 Tel: 01302 736000 Fax: 01302
 Email: Scott.Cardwell@doncaster.gov.uk

Project
DN7 Hatfield Link Road Project

Drawing Title
CPO Extents for Link Road

Scales	NTS	Date	27/04/2015
Status		Drawn by	
Drawing No.	50055/CPO/01	Approved by	AW
		Revision	

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The Stainforth Marina permission was granted in 2010 ref 10 / 00398 / OUTA for an offline marina and its associated development. Part of the marina permission sits on the existing Poltonoft Tip which is to be washed and the land re-engineered to form the marina and development platforms around the marina. Tip washing and subsequent engineering planning applications are under preparation.

PHASE 1 power park permission including emergency spoil disposal

Erection of 74.0m high replacement colliery winding tower following demolition of existing No 1 shaft planning permission reference 08 / 03458 / MIN

The yellow area represents the area on which the permitted 900 MW IGCC power station is to be located.
The Section 36 permission ref is 01.08.01.04/102C

The Hatfield Power Park Phase 2 Planning Permission ref 04 / 4512 / P covers the second 40 acres of development on the Power Park it permits and triggers the road link to the M18 J 5 and it also permits development of the land adjacent to the Moto Services area.

Please note the internal road layouts are only indicative on this drawing and will be market driven. Currently the phase 2 land has colliery spoil on it which needs to be removed in order to form the development platforms

Erection of 74.0m high replacement colliery winding tower following demolition of existing No 1 shaft planning permission reference 08 / 03458 / MIN

2 Reserved Matters Planning Permissions currently exist for the Proposed MRF facility one which was granted by way of an appeal.
The references for these permissions are 10 / 01175 / REMM and 09 / 1658 / REMM which was granted on appeal

The Hatfield Power Park Phase 1 Planning Permission ref 02 / 1402 / FULA covers the first 40 acres of development on the Power Park only.
The Phase 1 Permission has been extended ref 06 / 00641 / WCC

Please note the internal roads are substantially complete with the exception of the length of road which connects to the phase 2 development. The engineered development platforms are ready to be built on with the exception of the sub-station area and the protective bunds are in place but remain to be fully landscaped.

PROJECT
Diagram illustrating the relative location of Current Planning Permissions relevant to the DN7 proposed strategic site.

CLIENT
WAYSTONE LTD

Waystone
Waystone Limited
8 Swanwick Court
Swarwick, Alton
Derbyshire
DE20 7AD
Tel: 01773 524 500
Fax: 01773 524 501
Email: enquiries.southname@waystone.co.uk

DRAWING TITLE
PLANNING PERMISSIONS GRANTED MASTERPLAN

NOTES:

REVISION DETAILS	BY/CHECK	DATE	SUFFIX

CONTRACT HMSS	SCALE NTS@A1	DATE 09/12/2011
JOB CODE 	DRAWN BY HMCL	CHECKED BY HMCL
NOTES THIS DRAWING IS COPYRIGHT OF WAYSTONE LTD 2011. Do not scale off this drawing. The Contractor and his sub-contractors are to verify all dimensions on site before making shop drawings or commencing manufacture. The Contractor is to bring to the notice of Waystone Ltd any discrepancies contained in this drawing prior to work commencement.		
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DWG No HMS-DN7-EIP-MP-01	REV 	

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**EQUALITY, DIVERSITY AND
INCLUSION**

**DONCASTER METROPLITAN
BOROUGH COUNCIL**

**Due Regard Statement for the DN7 Hatfield
Link Road Project**

May 2015

Due Regard Statement

A **Due Regard Statement** (DRS) is the tool for capturing the evidence to demonstrate that due regard has been shown when the council plans and delivers its functions. A Due Regard Statement must be completed for all programmes, projects and changes to service delivery.

- A DRS should be initiated at the beginning of the programme, project or change to inform project planning
- The DRS runs adjacent to the programme, project or change and is reviewed and completed at the relevant points
- Any reports produced needs to reference “Due Regard” in the main body of the report and the DRS should be attached as an appendix
- The DRS cannot be fully completed until the programme, project or change is delivered.

1	<p>Name of the 'policy' and briefly describe the activity being considered including aims and expected outcomes. This will help to determine how relevant the 'policy' is to equality.</p>	<p>The DN7 Hatfield Link Road will provide a major new link from Waggon's Way, Stainforth to the Motorway network at Junction 5 of the M18 including a new Link to Bootham Lane. The highway will be constructed to the Design Manual Roads and Bridges (DMRB) standards, which includes consideration of design, accessibility and severance on all users and local communities. Consideration will be given to equality impacts during design, construction and operation of the scheme.</p> <p>A Full Business Case has been submitted to the Sheffield City Region, the approval of which is due in Mid May, assuming there are no unresolved objections to the scheme.</p>				
2	<p>Service area responsible for completing this statement.</p>	<p>DMBC Regeneration and Development</p>				
3	<p>Summary of the information considered across the protected groups.</p> <p>Service users/residents</p> <p>Doncaster Workforce</p>	<p>The link road is being built to stimulate business/residential and retail growth in a designated area earmarked for regeneration due to the decline of the Coal Industry. It is anticipated that the project will have an overall positive impact for all users as it provides new infrastructure which improves accessibility to key destinations and employment opportunities.</p> <p>2011 Census data has been analysed to identify key groups within the study area at ward level. Traffic surveys have been undertaken to identify users such as mobility impaired. Whilst it is considered that this scheme will not have any significant impact on a particular group further information on specific groups is given below.</p> <p>The key statistics from the 2011 Census are (drawn from the wards of Hatfield and Stainforth)</p> <table border="1" data-bbox="707 1299 1937 1369"> <tr> <td data-bbox="707 1299 1120 1369">Gender</td> <td data-bbox="1120 1299 1527 1369">Hatfield ward</td> <td data-bbox="1527 1299 1937 1369">Doncaster</td> </tr> </table>		Gender	Hatfield ward	Doncaster
Gender	Hatfield ward	Doncaster				

Male (%)	49.8%	49.3%
Female (%)	50.2%	50.7%
Age	Hatfield wards	Doncaster
Aged 18 and under	18.5%	22.9%
aged 65 and over	22.6%	16.9%
Ethnicity	Hatfield wards	Doncaster
White	97.5%	95.2%
Mixed	0.8%	1.1%
Asian	0.8%	2.5%
Black	0.2%	0.8%
Other Ethnic Group	0.7%	0.4%
Health	Hatfield wards	Doncaster
Very good & good health	79.8	77.7%
Fair health	15.5%,	15.1%
Bad or very bad health	4.7%,	7.2%

		<p>Age (children \ OAP) The nearest school to this project is Hatfield Manor CE Junior School but it is not anticipated that there will be any direct impact other than improved access to the school. No OAP residential or car homes have been identified within the scheme locality.</p> <p>Mobility groups The project will incorporate pedestrian facilities that will be DDA complaint (e.g. dropped crossings, tactile paving).</p> <p>Non-motorised Users (pedestrian, cycle, equestrian) The project will incorporate facilities for all non-motorised users by the provision of pedestrian and cycle facilities. This includes a crossing facility for the PROW which is bisected by the road.</p> <p>Non car users The project will provide the opportunity for new public transport (bus) routes, key employment, leisure and social facilities. As OAP's and mobility impaired receive free travel this should improve accessibility for these groups.</p> <p>During construction the appointed contractor will be expected to adhere to their equality plan with appropriate code of conduct and non-discrimination of any user group. During procurement DMBC will assess the equality standards of each tender and score each tender based on their equality standards. This includes considering equality with any sub-contractors.</p> <p>Commitment Doncaster MBC want to make a commitment to monitor any potential changes and in particular matters to mitigating any health impacts, after the scheme has been constructed.</p>
4	Summary of the consultation/engagement	Consultation has been carried out by the developer over a number of years through a number of forums. The most recent engagement came at Public Meetings in both Stainforth and Hatfield which confirmed the overwhelming support for the scheme. DMBC will develop

	activities	<p>its own communication strategy which will enable engagement with the community, stakeholders and all user groups. A range of media will be used including website, press releases, letter drops, stakeholder meetings, site visits as the project progresses through the design, construction and operation stages. During construction the contractor will be expected to visit local schools to give safety briefings to pupils to avoid playing within live construction sites as well as promoting other construction related initiatives</p> <p>The consultation strategy will record those who were engaged with and will target specific user and hard to reach groups.</p>
5	Real Consideration: Summary of what the evidence shows and how has it been used	The project provides new infrastructure which will be designed in accordance with DMRB and DDA standards improving opportunities and accessibility for all users. The project does not distinguish or discriminate against a particular group.
6	Decision Making	A Project Team Governance has been created for DN7 to manage the project. It starts with the Major Projects Board at the top of the tree, disseminating decisions and meetings to a Steering Group which meet fortnightly. Below this sit two Project Manager's to lead on the planning process and the Link Road who report directly back to the group. These Project Managers are assigned to manage the various internal and external Departments/Consultants who have been engaged to deliver the project.
7	Monitoring and Review	Detailed design will commence in 2015 which will 'design in' facilities for user groups and will involve extensive consultation with such groups. The detailed design will be subject to an audit prior to issuing for tender. Regular reports will be made to the Project Board. As part of the procurement process, contractors will be assessed for their compliance and impact upon equality. Prior to the award of contract an updated Equality and Due Regard Statement will be produced for Cabinet approval.
8	Sign off and approval for publication	

	Neil Firth, Head of Service May 2015
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