

Draft Bassetlaw Local Plan: Focussed Consultation

June 2021



1.0 Introduction

- 1.1 This purpose of the Focussed Consultation is to ensure that the public and stakeholders have an opportunity:
- a) To better consider the relationship between the policies in the draft Worksop Central Development Plan Document 2021 (DPD) and the draft Bassetlaw Local Plan. The draft Worksop Central DPD forms part of a separate consultation running in tandem with this Focussed Consultation.
 - b) To further consider the development principles, design parameters and infrastructure requirements in relation to the Ordsall South strategic site (Local Plan Policy 29: Site HS13: Ordsall South, Retford)

- 1.2 This consultation will therefore focus on the following small number of strategic policies, set out in the following sections, where evidence base work for the DPD and through discussions with key stakeholders indicates a revision would be necessary to provide a consistent strategic planning policy framework. It is considered necessary to consult on these changes alongside the DPD to provide stakeholders and the community with a complete, up to date development plan picture.

POLICY ST6: Worksop Central

POLICY ST11: Existing Employment Sites

POLICY ST14: Town Centres, Local Centres, Local Shops and Services

POLICY ST15: Management of Town Centres

POLICY 29: Site HS13: Ordsall South

POLICY ST54: Flood Risk and Drainage

POLICY ST56: Transport Infrastructure and Improvement

POLICY ST58: Safeguarded Land

POLICY ST60: Provision and Delivery of Infrastructure

- 1.3 Additionally, the Focussed Consultation provides a second opportunity to consider the proposals for Ordsall South, Retford (Policy 29) in more detail. This site was first introduced in to the Local Plan in November 2020. Therefore the community and stakeholders have had one opportunity to consider the proposals for the site. By consulting on a revised policy for Ordsall South alongside the site promoter's concept plan the Council is ensuring that the community and stakeholders are fully engaged in the site's progression through the plan-making system.
- 1.4 For consistency, the following Policy numbers and section numbers are the same as in the draft Bassetlaw Local Plan, November 2020. References relate to those contained in the draft Local Plan, November 2020, unless specified by the supporting text.
- 1.5 The remaining draft Local Plan policies are as set out within the draft Bassetlaw Local Plan, November 2020. This Focussed Consultation, and the DPD should be read alongside that document. It should be noted that these may change as the Council prepares the next stage of the Local Plan.
- 1.6 The Council is expecting to progress to the next stage of the full Local Plan – the Publication Version – in August 2021. This will provide stakeholders and the

community with a further opportunity to comment on the approach and content taken to the whole Local Plan, including the policies contained in this consultation.

5.4 Priority Regeneration Areas

- 5.4.1 The regeneration of brownfield sites forms a key part of this Local Plan's Vision and Objectives. Providing support to the comprehensive redevelopment of brownfield sites, particularly within town centres and at the former power station sites is a key Council Plan objective³⁰.

Worksop Central Area

- 5.4.2 The spatial strategy for Bassetlaw directs a proportion of Worksop's growth to central Worksop. Therefore, the Council is using a Development Plan Document (DPD) for the area - known as Worksop Central - to guide its delivery. DPDs are intended as a tool to guide development in areas where significant change is expected. The plan period for the DPD (2020-2040) is slightly longer than that for the Local Plan to ensure the DPD is planning for regeneration 15 years after its likely adoption date.
- 5.4.3 The Worksop Town Centre Masterplan 2021 sets out the overarching vision and priorities for the DPD area. This has informed the draft DPD, which is undergoing a stakeholder and public consultation alongside this document. The draft DPD includes planning policies, site allocations, place making parameters and a phasing programme. The programme is vital to ensure that the rate of development will be linked to the provision of the necessary physical, social and environmental infrastructure required to support growth and regeneration. Adoption is expected after the Local Plan's adoption in 2023-24.
- 5.4.4 Worksop Central in Figure 11 below has been defined by the Masterplan. It is slightly larger than the town centre and is centred on the linear Bridge Street/Carlton Road spine running north-south, and the green/blue corridors of the Chesterfield Canal and the River Ryton crossing east-west. Related to this, Worksop Central has striking topography, rising from the River Ryton and Chesterfield Canal in both directions, with long views north and south. The historic street pattern of the Worksop Conservation Area, and that of Mr Straws Conservation Area is a vital part of its special character as is the range and concentration of designated and non-designated heritage assets within its boundary.
- 5.4.5 Regenerating Worksop Central is a long standing aspiration of the Council. The strategy for Worksop Central aims to build on recent funding successes – for a training facility at Bridge Court (The WASH) and to create business incubator space at Middletons – to re-focus the purpose of the town's core to contain a more vibrant mix of uses including commercial, leisure, tourism, education and cultural facilities. A more concentrated retail offer will be maintained. The housing offer will be strengthened and diversified so that more people are able to live in this sustainable central location.
- 5.4.6 Enhancing the vitality and vibrancy of Worksop Central cannot occur solely through more intense uses, nor greater numbers of residents. The enhancement and better integration of the green/blue infrastructure and public realm, including the Worksop

Flood Management Scheme will significantly improve the attractiveness of Worksop Central: its environmental quality and amenity value will be a key focus of the area’s regeneration. As such, it will play a key role in securing investment and bringing development to the town.

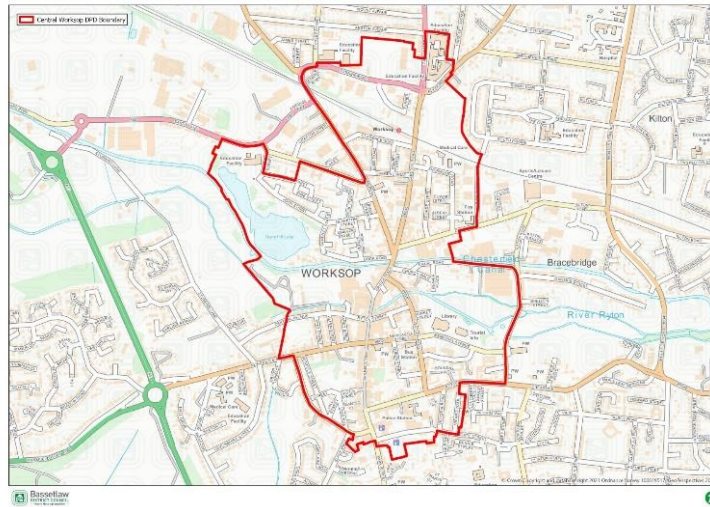


Figure 11: Worksop Central Area DPD boundary

- 5.4.7 Integral to the regeneration is the delivery of an integrated area wide transport strategy. It aims to reduce traffic in the area and improve the traffic flow to and through Worksop Central. Providing a well-connected network of walking and cycling routes will encourage greater use to reach everyday services, whilst the re-configuration of the road network in places will ensure that public transport routes are more direct and convenient promoting greater use. Strategic highways interventions will manage traffic flow more efficiently.
- 5.4.8 Whilst the Council will play a key facilitating role, partnership working is central to the successful delivery of this ambitious scheme. A governance structure is in place: regeneration will be coordinated by the Worksop Town Centre Masterplan Board, including organisations such as Nottinghamshire County Council, the Canal and River Trust, D2N2 Local Enterprise Partnership and the Environment Agency and will also involve those with an interest in the town including businesses, landowners, developers and the local community.

POLICY ST6: Worksop Central

- A. Land in Worksop Central as defined on the Policies Map has been identified as a Priority Regeneration Area. The nature, form, design and mix of uses within this area will be established in the Worksop Central Development Plan Document (DPD) to coordinate delivery for the plan period 2020-2040. The DPD will address the following requirements in the design, development and delivery of regeneration:
1. The provision of at least 660 dwellings by 2037 to provide an appropriate mix of house types, sizes and tenures to achieve a balanced and inclusive community;
 2. The provision of commercial, education, health, employment, retail, community and other main town centre uses and temporary uses, of a suitable scale to meet identified needs, subject to the provisions of Policy ST14;

3. The positive re-use of underused or vacant land and existing buildings, including the positive use of upper floors for quality housing and business use where appropriate;
4. The provision of high quality, sustainable new buildings and spaces, including the appropriate use of contemporary, innovative design which contribute positively to their surroundings;
5. Ensuring that the design of new development is of an appropriate scale, layout, form and materials and responds positively to local context including by respecting and enhancing the significance and setting of affected designated and non designated heritage assets and natural assets and their buffers;
6. The creation of a quality connected blue-green infrastructure network and public realm that enhances the townscape qualities of the area to better integrate with the environmental, biodiversity and amenity values of the Chesterfield Canal and River Ryton;
7. The provision of biodiversity net gain and tree canopy cover enhancements, and appropriate landscaping measures to provide a high quality landscaped setting;
8. Ensure new development is steered towards sequentially preferable sites to reduce the risk of flooding, unless it can be demonstrated that it will not increase the risk of flooding on site or offsite, or reduce land for water storage capacity. Where developments are justified within areas of higher risk of flooding such as within the River Ryton Flood Management Impact Zone, they should contribute towards the delivery of the Worksop Flood Management Scheme;
9. The regeneration is informed by the nature and extent of ground contamination and a remediation strategy for the area including appropriate methods of disposing of contaminated material, measures to prevent the pollution of surface and ground water, and provisions for future monitoring;
10. The provision of an integrated area-wide transport network to improve the safe movement of people and vehicles through the area including; managing the impact of traffic on the local road network, enhancement of public transport connectivity, improvements to Worksop railway station, and a comprehensive network of walking and cycling routes to provide good connectivity for active travel;
11. The provision of appropriate parking and servicing areas to minimise impacts on the local highway network and to maintain the effective operation of shops, businesses and services;
12. The phasing of development to ensure the provision of essential supporting infrastructure and facilities is provided to meet the needs of the development



6.4 Existing Employment Sites

- 6.4.1 Bassetlaw contains a wide variety of existing employment sites in a range of locations which provide a diverse stock of buildings in terms of size, type and condition. These sites play a significant role in the local economy and provide job opportunities that help meet local employment needs.
- 6.4.2 Policy ST11 protects those Existing Employment Sites which are considered essential to the long-term economic success of Bassetlaw. These are located in the strongest demand areas and should be protected from non-employment uses which could impact upon their viability as employment locations.

- 6.4.3 This approach reinforces the spatial strategy by protecting sites in locations where the majority of new housing and services is promoted - the Main Towns and Large Rural Settlements – to provide for local businesses and to meet general employment needs. Key employment sites in Small Rural Settlements and the Rural Area will also be protected where they meet a strategic need. This approach should ensure that businesses can continue to operate or expand with confidence over the plan period.
- 6.4.4 While Policy ST11 will consider development for uses that are not within the E(g), B2 and B8 Use Classes, these will only be supported in exceptional circumstances as it is the intention to protect Existing Employment Sites from non-identified employment uses.
- 6.4.5 Sustainable economic growth outside of these sites and in the rural area is addressed by Policy ST12.
- 6.4.6 National policy² is clear that land should not be protected for employment use that has little likelihood of being appropriately used. Where an employment site is considered as having no reasonable prospect of maintaining its use, it would need to be demonstrated that the site is no longer suitable and/or economically viable, including evidence of appropriate marketing and future market demand.

POLICY ST11: Existing Employment Sites

- A. The following Existing Employment Sites, as shown on the Policies Map, are important drivers for the District's economy and will be safeguarded for new or additional E(g), B2, B8 development or for small-scale ancillary uses required to support employment development:

EES01 Claylands Avenue, Worksop
EES02 Sandy Lane Industrial Estate, Worksop
EES03 Highgrounds Industrial Estate, Worksop
EES04 Eastgate North, Worksop
EES05 Eastgate South, Worksop
EES07 Retford Road West, Worksop
EES08 Manton Colliery, Worksop
EES09 Manton Wood, Worksop
EES10 Carlton Forest, Worksop
EES11 Shireoaks Triangle, Shireoaks
EES12 Randall Way, Retford
EES13 Hallcroft Industrial Estate, Retford
EES14 Thrumpton Goods Yard, Retford
EES15 Thrumpton Lane, Retford
EES16 West Carr Industrial Estate, Retford
EES17 Blyth Road West, Harworth
EES18 Plumtree Industrial Estate, Harworth
EES19 Blyth Road East, Harworth
EES20 Ollerton Road, Tuxford
EES21 Ashvale Road, Tuxford

EES22 Lodge Lane, Tuxford
EES23 Harrison Drive, Langold
EES24 Old Misterton Works, Misterton
EES25 Beckingham Ship Yard, Beckingham
EES26 Headon Camp, Headon
EES27 Chainbridge Lane, Lound
EES28 Firbeck Industrial Estate, Costhorpe
EES29 Gamston Airfield Business Park

*There is no EES06

- B. Major development proposals in these locations will be required to enter into a site related Employment and Skills Plan to maximise local employment and upskilling opportunities during construction and through end user job opportunities in each phase of the development.

Loss of Employment Sites and Buildings to Non Employment Uses

- C. The change of use or redevelopment of an Existing Employment Site or other employment land or buildings to a non-E(g), B2 or B8 employment use will only be permitted where it can be evidenced that:
1. the land or building is no longer suitable for employment use and there is no realistic prospect of re-use or redevelopment for employment use; or
 2. the loss of land or buildings would not adversely affect economic growth and employment opportunities in the area the site or building would likely serve; or
 3. the property and/or land has been appropriately but proportionately marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises; or
 4. it is no longer financially viable for the site/building to continue in its existing employment use - an appropriate and robust viability assessment based on realistic assumptions and up-to-date baseline information will be required.



6.7 Supporting Vibrant Town and Local Centres, Shops and Services

- 6.7.1 The District's network of town and local centres, as well as local shops and services provide a focus for growth in the retail, commercial and leisure sectors. Centres also act as a focal point for local communities and ensure that valued services are available in accessible locations.
- 6.7.2 Town centres are facing a number of challenges, including changing consumer behaviour and the effects of the Covid 19 pandemic. As a consequence, it is likely over the plan period that the District's town centres will have to adapt and take on new roles that continue to respond to the needs of local people, provide an environment for businesses to operate in a safe and healthy way, while being resilient to economic change.
- 6.7.3 Policy ST14 and Policy ST15 promote the continued vitality and viability of the District's town and local centres in a flexible way, reinforcing the principles of the National Planning Policy Framework² which emphasises that the growth, management and adaptation of town centres should be positively planned to support the role they play at the heart of local communities.

Retail Hierarchy

- 6.7.4 In accordance with national policy², Policy ST14 defines a diverse network of Town Centres and Local Centres across Bassetlaw. Each has a different function and role, but all are the most accessible locations for residents in that settlement and those living within each catchment.

Town Centres

- 6.7.5 The Bassetlaw Retail and Leisure Study 2017¹⁴ identifies Worksop, Retford and Harworth & Bircotes as Town Centres. Each perform significant retail, social and public functions and are important centres for the local transport network in that part of the District. They also account for the largest share of spending on convenience goods (food and everyday items). Worksop and Retford also have the greatest share of comparison goods spending (clothes and household goods). They are, therefore well placed to be the focus for a range of main town centre uses - offices, leisure, entertainment, arts, culture and tourism development, and intensive sport and recreation uses.
- 6.7.6 The evidence¹⁴, along with annual monitoring, identifies changes to the Town Centre and Primary Shopping Area boundaries in all three towns. These are defined on the Policies Map.

Local Centres

- 6.7.7 The Local Centres - whether in Worksop, Retford or the Large Rural Settlements - contain a smaller range of shops and services which support the daily needs of a smaller catchment. The boundaries used for Carlton in Lindrick, Langold and Misterton are identified by the respective neighbourhood plans. Policy ST14 sets out the policy approach to guide neighbourhood plans and development within Local Centres elsewhere.
- 6.7.8 The larger site allocations provide an opportunity to expand the distribution of Local Centres. HS1: Peaks Hill Farm, HS13: Ordsall South and Bassetlaw Garden Village (Policy ST3) are all of a size that can support a new Local Centre to meet the needs of their new population as well as existing communities nearby.
- 6.7.9 The draft Worksop Central DPD, 2021 identifies that to be successful Bridge Street (between Potter Street and Newcastle Avenue) should diversify and have a dual role. It will remain in the town centre so is capable of supporting town centre uses, but it is anticipated that over time it will also provide a neighbourhood centre role to meet the needs of local residents/businesses within a wider catchment.
- 6.7.10 The hierarchy of centres will be the preferred location for retail and town centre uses over the plan period. Development should be of a scale and format that is appropriate to the position of the centre within the hierarchy.

Local Shops and Services

- 6.7.11 Elsewhere, local 'corner' and village shops, sometimes clustered with other local services, such as a petrol station, or within a local parade, are particularly important for residents in the District's rural area and for those without access to a car. Their protection – in accordance with national policy² - is necessary in order to promote sustainable patterns of development. Where a change of use is proposed which would result in the loss of the only remaining facility in an area, justification with Policy ST14 will be required.

Sequential Test and Impact Assessment

- 6.7.12 The National Planning Policy Framework² sets out two key tests that should be applied when considering proposals for main town centre uses which are not in an existing town centre, namely the sequential test and the impact assessment. Both are designed to ensure that development does not undermine the health of existing town centres.
- 6.7.13 The sequential test is considered first as it may identify more preferable sites in the town centres. If no such sites are found, then the development is subject to the impact test to determine the likely adverse impacts of locating the development outside the town centre.
- 6.7.14 An impact assessment will be required if retail and leisure development is over the local floorspace threshold identified by Policy ST14 and local evidence¹⁴. The thresholds reflect the size and function of the existing town and local centres and will help protect them from medium and large out of centre food stores and other shops which could have significant impacts.
- 6.7.15 Each impact assessment should be undertaken in a proportionate and locally appropriate way, and should include an assessment of the impact of the proposal on existing, committed and planned public and private investment. For schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. Development will be resisted where significant adverse impacts are likely to occur.
- 6.7.16 Out-of-town retail parks, such as at Babbage Way and Highgrounds, Worksop, do not constitute town centres, and consistent with national policy², are not allocated a place within the retail hierarchy. Any proposals in these and other similar locations will be subject to a sequential and impact assessment.

Future retail and leisure demand

- 6.7.17 In general, Bassetlaw is well provided with shopping facilities; evidence¹⁴ identifies that most people are able to purchase convenience goods in Bassetlaw, but there is a higher level of comparison goods expenditure outside the District, although variations occur depending upon location and goods type. Policy ST14 seeks to increase the retention of retail and leisure spending currently leaked out of the District, creating successful town centres that will help to maintain and enhance the prosperity of Bassetlaw.
- 6.6.18 In the food grocery sector, evidence¹⁴ indicates that the pressure for additional floorspace or additional large stores is not high, and the future demand for convenience goods within Bassetlaw is likely to be met by existing commitments, such as the new 6,500sqft Asda store at Vesuvius Way, Worksop. In terms of comparison goods, the evidence¹⁴ identifies the need for 200sqm of non-bulky comparison goods (e.g. clothes, shoes) - however this is not expected to be required until 2031 and is likely to be met through organic growth - and no additional floorspace for bulky goods (e.g. furniture, electrical goods).

- 6.7.19 It is accepted practice that retail forecasts for the first five year period are considered the most accurate, whereas long term forecasts are acknowledged as being unreliable. The Council will undertake a new Retail and Leisure Capacity Study in 2022 which will update the longer term figures and inform any Local Plan review.

POLICY ST14: Town Centres, Local Centres, Local Shops and Services

Town Centres and Local Centres

- A. The vitality and viability of the centres within the hierarchy identified below and designated on the Policies Map will be maintained and enhanced:

Town Centres	Worksop, Retford and Harworth & Bircotes
Local Centres	Carlton in Lindrick; Langold; Misterton; Tuxford; Celtic Point, Worksop; Prospect Precinct, Worksop; Retford Road, Worksop; Welbeck Road, Retford

Town Centres

- B. The town centres will be the principal locations for major retail, leisure, entertainment, cultural facilities, community and healthcare services.
- C. New retail development should, where practicable, provide for flexible space to meet modern retailer requirements and accommodate multi-formats;
- D. Temporary uses in vacant premises and residential development will be supported, where the proposal does not impact on the vitality and viability of the centre and where it does not cause unacceptable impacts for neighbouring uses or compromise current or planned/ committed future use;

Local Centres

- E. The local centres will provide a focus for essential community services and small-scale retail facilities to meet day-to-day needs, thereby supporting the wellbeing of local people;
- F. Development in the local centres will be supported where they would, on their own or cumulatively with other permitted development, generate no significant harm upon the vitality and viability of that centre, or any other centre within the hierarchy;
- G. New local centres will be provided at HS1: Peaks Hill Farm; HS13: Ordsall South and at the Bassetlaw Garden Village. Each should comprise local food shopping and additional small shops and local services to meet residents' day-to-day needs

Sequential Approach and Impact Assessment

- H. The development of main town centre uses, will be focused within existing designated centres, as set out within the retail hierarchy. Retail development on a site outside a Primary Shopping Area or development of main town centre uses on a site outside a town centre will be expected to follow the sequential assessment approach.
- I. An impact assessment will be required for all applications for retail and/ or leisure development that are outside town centres and that:
- a) provide floor space of 929sqm (gross) or more outside Worksop and Retford town centre boundary;

- b) provide floor space of 500sqm (gross) or more outside Harworth & Bircotes town centre boundary and Tuxford local centre boundary; and
- c) provide floorspace of 100sqm (gross) elsewhere in the District

Local Shops and Services

- I. Individual shops and small neighbourhood clusters located outside of the designated centres will be protected where they meet day-to-day needs;
- J. Proposals for the change of use or loss of any premises or land currently or last used as a local shop (Class Ea and Class F2a) outside the retail hierarchy will be permitted where it can be demonstrated that:
 - 1. there is sufficient provision in the catchment area; and
 - 2. the applicant has provided clear evidence that the property has been openly marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises.



6.8 Town Centre Management

- 6.8.1 Improving the quality, vitality and vibrancy of the Main Towns is a Council Plan priority¹. To ensure the town centres can operate effectively in the long term, this Plan recognises that alongside retail, the evening, leisure and commercial sectors as well as residential use will have an important role to play. Policy ST15 therefore supports appropriate uses that will encourage more residents and visitors to use town centres, stay longer and spend.
- 6.8.2 New uses will be permitted as long as the level of new development promoted is appropriate to its location, and does not undermine that centre's position in the hierarchy or the role of any other centre. Uses, including temporary uses, which attract a reasonable level of customers – such as the weekly and specialist markets held in each town centre - and therefore footfall will be supported, as these can generate expenditure and spin off trade for other shops and facilities thereby aiding the prosperity of the centre overall.
- 6.8.3 Quality residential living, particularly on upper floors can bring vibrancy to streets in the evening and weekend, create 'eyes on the street' and provide support for local businesses. Positive appropriate re-use for housing will therefore be supported.

Primary Shopping Areas

- 6.8.4 Primary shopping areas are the main retail areas in each of the town centres. These serve the day to day convenience, comparison and service needs of their populations as well as those of nearby settlements.
- 6.8.5 Evidence¹⁴ shows that for a Primary Shopping Area to operate successfully, it is necessary for shops (in Class Ea) to group together in order to enable shoppers to make comparisons. Primary Shopping Areas are particularly sensitive to breaks in the Ea frontage; the clustering of non-Ea uses, such as

banks, cafes and takeaways, particularly units of a large scale or lengthy unit frontage, can reduce the attractiveness of a Primary Shopping Area and can create 'dead frontages' having a knock-on effect on footfall and expenditure. The Bassetlaw Retail and Leisure Study 2017¹⁴ strengthened the Primary Shopping Areas by accepting the changing nature of more peripheral retail units and redefining their boundaries.

- 6.8.6 Policy ST15 recognises that the Primary Shopping Areas will continue to be the focus of retail investment over the plan period, in order to retain the existing retail function within easy walking distance, maintain vitality and viability, avoid the area being diluted by too many non retail uses and contribute to a stronger town centre. It also ensures that other main town centre uses such as leisure, offices and secondary shopping take place within the wider town centre boundary and complement the retail focus within the Primary Shopping Area.
- 6.8.7 Various Permitted Development Rights apply to change of use of smaller units in specific classes to alternative uses. Policy ST15 does not apply in those cases, rather it focuses on protecting ground floor Ea uses in larger units.

Town Centre Delivery tools

- 6.8.8 Each town centre is unique, has its own planning issues and priorities for change. Managing the successful growth and operation of each town centre and the wider central areas requires a bespoke, detailed and comprehensive area appropriate approach. Each will therefore be supported by a centre specific delivery tool:
- **Worksop Central:** A Development Plan Document will provide the framework for the delivery and implementation of regeneration of the area (see Policy ST6) informed by the adopted Worksop Town Centre Masterplan.
 - **Retford Town Centre:** the emerging Retford Town Centre Neighbourhood Plan will provide a significant opportunity for local businesses and residents to influence the growth and development of the designated area, to ensure its environment and offer is fit for purpose in the future.
 - **Harworth & Bircotes Town Centre:** the town is expected to continue to grow over the plan period from existing committed development. Its town centre offer should meet residents' expectations: the emerging Harworth & Bircotes Town Centre Masterplan will identify how the town centre opportunity area identified by Policy ST15 and wider environmental improvements will be delivered.
- 6.8.9 Each delivery tool is expected to contain a number of priority projects to maintain vibrancy, and improve the attractiveness and operation of each town centre. Policy ST15 provides the spatial planning framework from which these projects can be delivered. This could include improvements to the public realm, active travel improvements and initiatives that would help to improve the function or increase the commercial attractiveness of the centre.
- 6.8.10 Town centre improvements cannot be delivered by the planning system alone. Other partners such as Harworth & Bircotes Town Council, Retford Town Centre Neighbourhood Planning Group, the Worksop Town Centre Masterplan Board, businesses and Nottinghamshire BID will also need to be proactive to

help deliver vibrant centres that meet changing needs and customer expectations.

POLICY ST15: Management of Town Centres

A. The development of Town Centres will continue to be managed appropriately to ensure their vibrancy, functionality and physical appearance maximises commercial attractiveness, generates significant footfall and positive use by the local community and visitors.

Primary Shopping Areas

B. Within a Primary Shopping Area, as defined on the Policies Map a proposal for non-Ea use at ground floor level will only be supported where it can be demonstrated that:

1. there are no currently vacant non-Ea premises within the Primary Shopping Area that would be suitable for the proposed use;
2. the proposed use would contribute to the vitality and viability of the centre by being complementary in terms of its operational characteristics and retaining an active frontage appropriate to a shopping area;
3. the proposal will generate a reasonable level of footfall;
4. the new use is ancillary to the retail function of the Primary Shopping Area;
5. the property has been appropriately but proportionately marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises

Upper Floor Uses

C. The reuse of upper floors within a town centre will be supported provided that the proposal does not adversely affect the viability of the ground floor use, cause unacceptable planning impacts for other adjacent uses or have a detrimental impact on the role, character or environment of the Town Centre.

D. Proposals that are appropriate to the function, character and scale of each centre and contribute to the following will be supported:

1. Projects identified by the Worksop Town Centre Masterplan and that reflect the principles of Policy ST6 and the draft Worksop Central DPD including:
 - a) developing the commercial leisure and food/beverage and cultural offer, where the operation of such activities does not generate unacceptable amenity impacts and has a positive impact on the role and character of the DPD area;
 - b) diversifying the housing offer and meeting local housing needs;
 - c) providing public realm and green infrastructure improvements;
 - d) contributing to the provision of the Worksop Flood Management Scheme;
 - e) contributing to the delivery of an area-wide transport strategy to improve access to and within the area for pedestrians, cyclists, public transport users as well as vehicles, including e-vehicles;
2. Projects identified as part of the emerging Retford Town Centre Neighbourhood Plan including:
 - a) townscape management and enhancement;

- b) Improving existing public realm and enhancing green infrastructure connectivity;
 - c) Encouraging active and sustainable travel, both within and to the Town Centre;
 - d) Supporting the use of low carbon and resource-efficient technologies and design
3. Projects identified by the Harworth and Bircotes Neighbourhood Plan and Harworth & Bircotes Town Centre Masterplan including:
- a) providing of a mixed use development in the Harworth opportunity area for up to 500sqm of comparison goods floorspace and other town centre uses to create a small-scale extension to the town centre;
 - b) Improving the public realm and enhanced green infrastructure connectivity;
 - c) Improving pedestrian and cycle links within the town centre and to nearby residential areas and community facilities;
 - d) Providing for residential development and town centre uses that make more efficient use of land within Harworth and Bircotes Town Centre;
 - e) Providing space for local food production, health and wellbeing services and social infrastructure;



7.14 SITE HS13: Ordsall South

- 7.14.1 Situated on the southern edge of Ordsall, Retford, Ordsall South is adjacent to an existing residential area. The site (108.7ha) provides an opportunity to create a sustainable and well integrated extension – for 1250 dwellings, open space and community uses - to significantly contribute to Retford’s housing needs in this plan period, and the next. The site will have good access to a range of employment and other local services within the wider planned development and Retford itself.
- 7.14.2 The site area (see Figure 27 overleaf) includes an area of land (5.3ha) currently used by Retford golf club as a training range. Its loss does not adversely affect the ability of the golf club to maintain its sporting offer. A condition of redevelopment is that revenue generated by the scheme should be re-invested in the quality of the sports offer at the golf club.
- 7.14.3 The development will be guided by a comprehensive masterplan framework prepared by the promotor, which will include community consultation and will require Council approval. It is expected that all the land parcels are designed to function as one scheme.
- 7.14.4 The Housing Trajectory shows that housing delivery is not expected to start on the wider site until at least 2027.
- 7.14.5 The site will provide a range of house types and sizes to meet local housing needs. These should include affordable homes, family homes, specialist housing and the opportunity to provide self- build plots should demand exist. Sustainable, innovative design of new development will be supported.

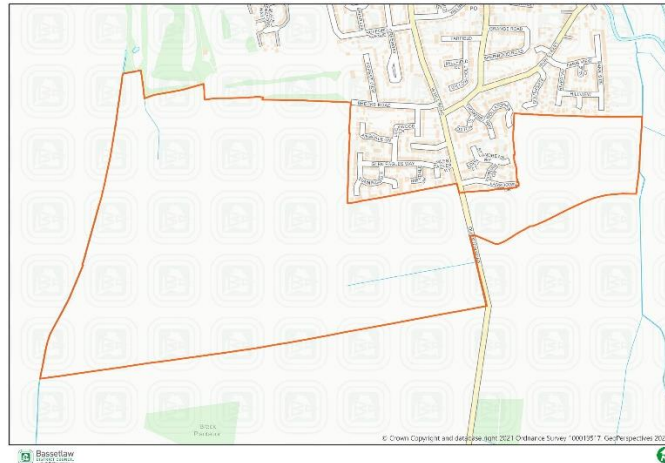


Figure 27: Ordsall South

- 7.14.6 Retford has a relatively high proportion of older people (aged 65+) and the highest number of residents aged over 75 in the District (10.6%)⁵. Ordsall South provides a significant opportunity to make provision for this age group, so that they can ‘age well in place’. In addition to the requirements of Policy ST29 this development will also provide 5% of market housing designed to wheelchair standard M4 (3), as well as incorporating extra care housing. This should be integrated into the wider development enabling residents to enjoy community life and retain their independence. Co-location with the community hub will therefore be a requirement.
- 7.14.7 The GG7: Retford-Eaton Green Gap (see Policy ST40) will ensure the continued separation of Ordsall from Eaton. To reflect its location in a green gap, a landscape-led design using sensitive design and density appropriate to local context will be required. A landscape strategy and density plan should inform the masterplan framework to inform the character areas proposed for the site.
- 7.14.8 The use of green infrastructure will carefully integrate the development into the landscape, whilst use of strong boundary treatments, using species of local provenance, particularly along the western and southern peripheries will strengthen landscape quality. Integration of soft landscaping, shared spaces, and low level accommodation should allow views south to Eaton and across the Idle Valley to be maintained. A new 23ha country park on the western boundary will integrate the development with Whisker Hill whilst providing significant opportunities for recreation for residents.
- 7.14.9 Elsewhere on site, appropriate use of green infrastructure, such as a green buffer, should help integrate the existing development with the new whilst providing sufficient space to protect existing and new residents amenity.
- 7.14.10 The creation and enhancement of an extensive multifunctional green/blue infrastructure network will provide space for recreation, sport, play for children and young people, active travel, food production and wildlife, ensuring all neighbourhoods have easy access to quality greenspace to meet their needs.

- 7.14.11 Biodiversity opportunities mapping targets⁶ should be met through a requirement for at least 10% biodiversity net gain to help reverse the decline in priority habitats and species. This could include the expansion of nearby lowland heath into the country park to strengthen the mix of habitats on site. Proposals must be accompanied by an ecological assessment, in accordance with relevant national legislation.
- 7.14.12 The River Idle is in close proximity to the site, and the eastern and western boundaries are bounded by unnamed watercourse and drainage channels. The outer edges of these boundaries slightly lie within Flood Zone 3 and Flood Zone 2. In accordance with national planning practice guidance¹¹, residential development will be located in the sequentially preferable part of the site i.e. in Flood Zone 1, with open space occupying the land adjacent to the watercourses.
- 7.14.13 The Strategic Flood Risk Assessment 2021 shows that surface water ponding and run off occurs on site. Existing flow paths should be retained and integrated with blue-green infrastructure and public open space. Maximising the use of permeable surfaces on-site, grey water recycling and soft landscaping could help reduce the runoff off site and should be explored. On that basis, a Surface Water Management Masterplan and Strategy will be required to ensure that the risk of flooding on or off site is not increased, and that the approach taken to sustainable drainage manages flood risk appropriately but delivers wider benefits such as for biodiversity, amenity, water quality and recreation.
- 7.14.14 Provision for active travel and public transport to and through the site will ensure that existing and new communities are well-integrated and connected. Opportunities to connect to, and extend the nearby public rights of way network should be taken. The design should ensure that most residents are within a 20 minute walk/cycle of local services and public transport. On that basis, the new Local Centre, health and community hub/sports facilities, land for a new primary school and open space should be appropriately located to encourage sustainable access, to reduce car use for local journeys.
- 7.14.15 A new dual roundabout access to the wider site will be required to enable safe access from Ollerton Road. This will allow a bus loop to run through both the east and west sides of the site, bringing public transport within easy reach of existing and future residents. It will also have the added benefit of slowing traffic on the approach to Ordsall.
- 7.14.16 The Retford Transport Assessment, 2021 considers the impact of Ordsall South on a number of strategic and local junctions in Ordsall and Retford and in the wider area. As a consequence of the increase in traffic expected to be generated by the development, Policy 29 identifies several junctions requiring improvements including the Ollerton Road/Whitehall Road junction and Goosemoor London Road mini roundabout at Whitehouses. Contributions to traffic management schemes in Ordsall Old Village and at Eaton will help manage traffic flow through the wider area. The definitive provisions for transport infrastructure will be agreed at the time of each reserved matters

application, following a detailed Transport Assessment for the site, undertaken by the promoters, to be agreed with the Local Highways Authority.

- 7.14.17 This site is expected to be developed in phases. To ensure that infrastructure provision remains appropriate to mitigate the impacts of the development over time, as part of the delivery strategy for the development, an updated Transport Assessment and infrastructure plan will be required at each stage of the planning application process. This will include at outline planning application stage where relevant and for any subsequent reserved matters applications.

POLICY 29: Site HS13: Ordsall South, Retford

- A. Land at Ordsall South, Retford (108.7ha), as identified on the Policies Map will be developed for residential, community and open space uses and will deliver a safe, sustainable, quality living environment. Development should:

1. Good Quality Design and Local Character

- a) Be supported by a Landscape Strategy and Density Plan which protects and enhances the Retford-Eaton Green Gap and its landscape qualities, this should include:
- i. Sensitive use of soft landscaping, such as trees, hedgerows;
 - ii. Low density development within a range of 15-30 dwellings per hectare appropriate to context across the site;
 - iii. Use of level access accommodation and bungalows along the urban-rural interface, interspersed with appropriate use of shared spaces;
 - iv. Maintaining sightlines and views from and through the development across the Idle Valley and to Eaton including through the new country park;
- b) Incorporate sensitive design and location of buildings that support the positive development of the site, whilst maintaining appropriate residential amenity for existing and future residents;
- c) Be supported by a Flood Risk Assessment and Surface Water Management Masterplan and Strategy to ensure that the proposal would not result in an increase in flood risk to the site and land/properties elsewhere, and that new development is steered towards areas at least risk of flooding;

2. Mix of Uses

- a) Deliver at least 800 dwellings during the plan period to 2037, with a further 450 dwellings thereafter;
- b) Incorporate a mix of housing types, sizes and tenures to meet local needs including:
- i. 20% affordable housing;
 - ii. 20% specialist market housing for older people as sheltered courts built to Building Regulations standard M4(2);
 - iii. 5% wheelchair standard market housing built to Building Regulations standard M4(3);
 - iv. Extra care accommodation; and
 - v. Where appropriate serviced plots for self-build and custom homes;

3. Green infrastructure and biodiversity

- a) Provide for a multifunctional green infrastructure network that connects to the existing to promote climate resilience, to incorporate:
 - i. a new 23ha country park and community woodland on the western boundary of the site;
 - ii. 4ha of high quality, multifunctional open space to meet recreational open space needs throughout the site, including provision for children and young people;
 - iii. An in depth landscape buffer around the rural periphery of the site incorporating a green wheel to facilitate off road walking and cycling along the urban fringe;
 - iv. A green buffer along the northern boundary to provide appropriate separation between existing residential properties with green fingers providing connectivity between the two;
 - v. Edible space for allotments and community planting;
 - vi. A management and maintenance plan to ensure quality remains in the long term

4. Social and community facilities

- a) Incorporate a Local Centre to include a convenience goods store of an appropriate size, commensurate to its location and other local shops and services;
- b) Incorporate space for a health hub and built community facility including changing accommodation and outside space for sports pitches;
- c) Safeguard land to accommodate a 2 Form Entry primary school;
- d) Incorporate space for a local recycling 'bring' bank;

5. Transport and Movement

- a) Be supported by a Transport Assessment and Travel Plan, informed by Local Highways Authority and Highways England advice, detailing:
 - i. Dual roundabout access to the site for vehicles, cyclists and pedestrians from Ollerton Road;
 - ii. The impact on surrounding highways and identification of relevant mitigation measures including but not limited to:
 - 1. The priority T junction of Ollerton Road and West Hill Road;
 - 2. The mini roundabout junction of A620 Babworth Road/ Ordsall Road;
 - 3. The mini roundabout junction of A638 London Road /Goosemoor Lane at Whitehouses;
 - 4. The implementation of a traffic management scheme in Ordsall Old Village;
 - 5. The implementation of a traffic management scheme in Eaton Village;

The developer will also be required to mitigate or provide financial contributions towards mitigation at all other junctions where severe impacts are forecast in accordance with the NPPF.

- iii. New and improved pedestrian and cycle links from the site to neighbouring areas including:
 - 1. A marked cycle lane along Brecks Road from West Hill Road;
 - 2. A financial contribution towards establishing a marked cycle lane along Ollerton Road and West Hill Road to Ordsall Primary School;

3. improvements to the existing public rights of way that cross the site and run along its boundaries, including a proportionate financial contribution to facilitate the upgrade of the network that extends west towards Little Morton to facilitate cycling between Ordsall South and the Bassetlaw Garden Village.
4. improvements to pedestrian and cycle infrastructure into Old Ordsall Village from the site;
- iv. a marked cycle lane between the east and west parts of the site that enables safe crossing for pedestrians and cyclists over Ollerton Road;
- v. A subsidised high frequency bus service from the site to Retford town centre and the wider area supported by appropriate public transport infrastructure through the east and west of the site;
- vi. Appropriate off road parking provision for vehicles and cycles, and an appropriate servicing strategy for non residential development

B. Proposals will be expected to have regard to the Ordsall South Masterplan Framework including design codes, delivery and phasing arrangements and must be agreed with the Local Planning Authority following community consultation.

C. The site-specific delivery strategy will be expected to identify how the development will be implemented and managed over its lifetime, and should be reviewed at each stage of the development process to inform the outline planning application and any subsequent reserved matters planning applications. The strategy should address relevant matters to such as land assembly and preparation, infrastructure requirements and likely need for planning obligations and/or planning conditions, where appropriate.



10.3 Flood Risk and Drainage

- 10.3.1 Increased flooding can be a consequence of global warming. Increased flood risk can be caused in one area by development taking place in another. Development must therefore take account of where these issues could arise, and how to mitigate them.
- 10.3.2 It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where it is necessary, without increasing flood risk elsewhere. Where appropriate, the applicant will be required to demonstrate that they have followed the sequential test.
- 10.3.3 National policy², together with the council's Strategic Flood Risk Assessment (SFRA) Level 1 and Level 2^{10, 11}, and latest Outline Water Study¹², together with ongoing discussions with relevant stakeholders and site promoters provides guidance in this respect. The Bassetlaw Strategic Flood Risk Assessments^{10, 11} provides a framework for the overall appraisal and management of risk, by classifying all land within the District into one of four Flood Zones.

- 10.3.4 The Level 2 Flood Risk Assessment¹¹ has looked at the potential sites for development and their impacts on surface water and drainage. This has informed Policy ST54, relevant site allocation policies as well as sites identified through the draft Worksop Central DPD (see Policy ST6).
- 10.3.5 Although there are areas of the District that are vulnerable to river-based flooding, in general there is no significant pressure to develop land with a high probability of flooding – Flood Zone 3a and 3b - due to the availability of land less vulnerable to flood risk elsewhere. There are a couple of exceptional cases, where for clear sustainability, infrastructure or regeneration reasons, land is proposed for allocation in a flood zone (see Policy ST6, Policy ST7 and Policy ST9).
- 10.3.6 In these cases, as set out in national policy, major development, namely that of 1 ha or more in Flood Zone 1 or any development in Flood Zone 2 or 3, would be expected to submit a site specific Flood Risk Assessment to identify the main flood risks to the site, including whether a development will increase flood risk downstream, and provide recommendations for mitigation. Mitigation will be incorporated as conditions to the planning permission.
- 10.3.7 National policy² details that a Flood Risk Assessment should also demonstrate how flood risk will be managed over the lifetime of the development, taking climate change into account. On that basis, the climate change projections (as detailed in Flood Risk Assessments: Climate Change Allowances 2019¹³) should be considered. By making an allowance for climate change, it will help reduce the vulnerability of the development and provide resilience to flooding in the future. Applicants are encouraged to contact the Environment Agency for pre-application advice when sites are located in areas of high flood risk (Flood zones 2 and 3).
- 10.3.8 Built development can lead to increased surface water run-off or sewer flooding, including those areas not affected by river-based flooding. Larger developments such as Bassetlaw Garden Village, Peaks Hill Farm, Trinity Farm and Ordsall South can generate potential surface water run-off impacts due to a change in local topography and water flow or storage. But their size means they are best placed to accommodate strategic sustainable drainage systems (SuDS) to address identified impacts.
- 10.3.9 On that basis, Policy ST54 requires that all development (where appropriate) incorporate SuDS in accordance with national standards. The inclusion of Sustainable Drainage Systems should be considered at the earliest stages of the design process to ensure that they are successfully integrated with the development and appropriate maintenance is identified. As a consequence, a Flood Risk Assessment will be required to demonstrate that surface water run-off will be managed by an appropriate sustainable drainage system (SuDS).
- 10.3.10 In accordance with the Strategic Flood Risk Assessments^{10,11}, new developments should maximise opportunities to provide natural flood management, including integration with green infrastructure, urban greening measures and other mitigation.

- 10.3.11 The District contains the Trent Valley and land surrounding the rivers Idle, Ryton, Meden, Maun and Poulter. It lies within the Humber River Basin District (as defined for the Water Framework Directive)¹⁴, and its catchments are covered by the Trent and Don Catchment Flood Management Plans^{15,16}. These recommend that opportunities should be investigated for storage or reduced conveyance upstream of urban areas; such as locations identified where flood attenuation ponds or wetlands could be developed with associated habitat improvement; returning watercourses to a more natural state; and resisting development which may adversely affect the flood management capabilities of green infrastructure.
- 10.3.12 The Council will continue to work with the Environment Agency and developers to support the priorities of these plans, such as within the River Ryton Catchment for Worksop, where the Environment Agency are investigating the potential for a wider flood management scheme to help reduce the risk of flooding within Worksop and Worksop Central.
- 10.3.13 To facilitate a future flood management scheme, the Local Plan has safeguarded land through Policy ST58 between Shireoaks and Worksop for future water storage capacity (see Figure 33 below). This should consider all forms of flood risk including surface water run off. In addition, Policy ST58 identifies a River Ryton Flood Management Impact Zone; any development within this zone will need prior engagement with relevant authorities; including the Environment Agency, the Lead Local Flood Authority, relevant internal drainage boards and water companies, so that a proposal does not prejudice the delivery of any required flood management schemes in the future.

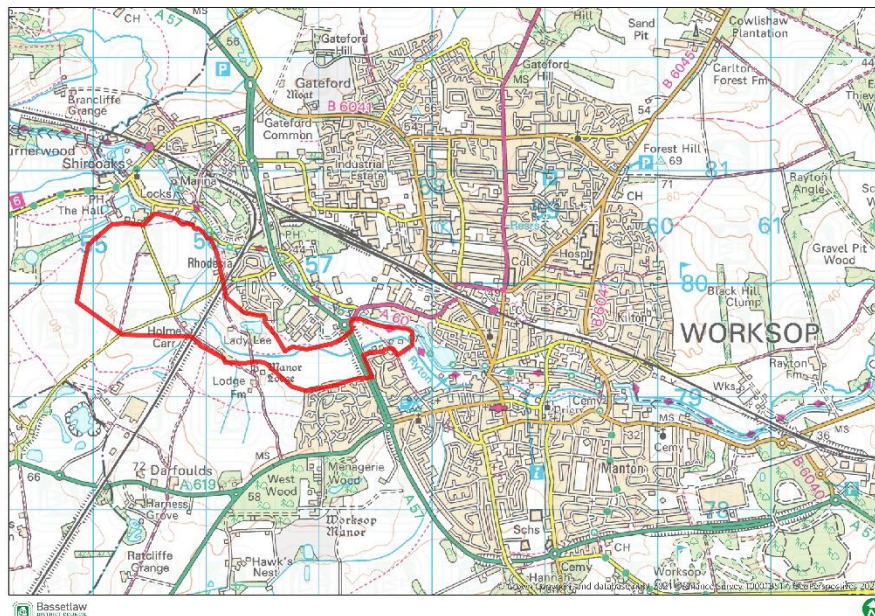


Figure 33: Shireoaks flood storage area

- 10.3.14 Nottinghamshire County Council is the Lead Local Flood Authority, responsible for coordinating the management of flood risk relating to surface water across Nottinghamshire. The District is also covered by two water companies: Anglian

Water and Severn Trent Water. Internal Drainage Boards also provide detailed local knowledge in relation to drainage in the rural area. Developers should consult the appropriate authority to ensure drainage is appropriate to the development.

POLICY ST54: Flood Risk and Drainage

- A. All development proposals are required to consider and, where necessary, address the effect of the proposed development on flood risk, on-site and off-site, commensurate with the scale and impact of the development. Proposals, including change of use applications, must:
1. be accompanied by a Flood Risk Assessment (where appropriate), to demonstrate that the development, including the access, will be safe, without increasing or exacerbating flood risk elsewhere and where possible will reduce flood risk overall;
 2. demonstrate that they pass the Sequential Test and if necessary the Exceptions Test in Flood Zones 2 and 3;
 3. Ensure that where land is required to manage flood risk, it is safeguarded from development.

River Ryton Flood Management Impact Zone

- B. All developments within the River Ryton Flood Management Impact Zone, as identified on the Policies Map, will need to demonstrate that they will not prejudice the delivery of a future flood management scheme for the River Ryton catchment. Applicants will need to evidence that prior engagement has taken place with relevant authorities as part of their design and access statements.

Surface Water Flood Risk

- C. Developments (where appropriate) should positively contribute to reducing flood risk. Sustainable drainage systems (SuDS) should be incorporated in line with national standards, and should:
1. Be informed by the Lead Local Flood Authority, sewerage company and relevant drainage board;
 2. Have appropriate minimum operational standards;
 3. Be managed in line with the Government's Water Strategy;
 4. Have management and maintenance arrangements in place to ensure an acceptable standard of operation and management for the lifetime of the development;
 5. Prevent surface water discharge into the sewerage system;
 6. Maximise environmental gain through enhancing the green infrastructure network, including urban greening measures, securing biodiversity gain and amenity benefits along with flood storage volumes;
 7. Seek to reduce runoff rates in areas at risk from surface water flooding, and that any surface water is directed to sustainable outfalls.



11.0 Transport Infrastructure and Improvement Schemes

- 11.1.1 Improving connectivity and the transport network is a key principle which will support the growth of the District. By facilitating the movement of people between their home, work, shops and services and enabling the movement of goods to and across the District, these multifunctioning networks facilitate local and sub-regional/regional economic growth and social progress.
- 11.1.2 Delivering and maintaining sustainable, reliable and adaptable transport infrastructure will help reduce traffic congestion, provide sustainable transport options to residents encouraging more use, particularly for local journeys. This brings added benefits to the District by improving air quality, the wellbeing of people and the environment and promoting climate resilience.
- 11.1.3 In order to facilitate the growth in this Plan there will need to be improvements to the transport network in places where proposed development causes a direct impact.
- 11.1.4 The Bassetlaw Transport Study parts 2 and 3 set out required or potential highway mitigation to deliver the new development identified by this Local Plan. A Transport Study update for the District, informed by up to date information will bring these together, to ensure the approach taken to transport infrastructure improvements as a result of the proposed growth in the Local Plan is consistent and based on the most up to date available evidence. This will inform the Publication Version of the plan. These include capacity/congestion improvements, changes to the network and traffic routing, as well as sustainable and public transport initiatives, promotion of active travel, safety improvements and traffic management improvements.
- 11.1.5 As required by national policy³, Policy ST56 identifies a number of new highway schemes and improvements to deliver this Plan, such as the new distributor road in Worksop. Those required to mitigate the impacts of each housing and employment allocation are detailed in relevant site-specific policies.
- 11.1.6 In all cases, a Travel Plan and, in some cases, a Transport Assessment will be required to accompany a planning application. This will be expected to provide more detail about the provision of relevant transport infrastructure requirements, and should be agreed with the relevant authorities, including the Local Highways Authority.
- 11.1.7 There are also existing transport and traffic flow issues on parts of the strategic A57 that are also affected by regional traffic movements, and not just traffic from the District or projected traffic from the growth identified by this Plan. On that basis, the Council will work jointly with the Local Highways Authority, Highways England and neighbouring authorities to agree an Improvement Plan to manage its continued effective operation.
- 11.1.8 Whilst improvements to the highway infrastructure is important, managing existing and future commuting patterns and reducing congestion by improving public transport provision and implementing more travel planning management

measures to reduce single car occupancy and reliance on the car for local journeys is essential.

- 11.1.9 The majority of public transport trips in the District are made by bus. As part of delivering the growth in this Plan in a sustainable manner, the Council will continue to work with the bus operators to improve operating conditions for buses, such as to and within larger site allocations and the Bassetlaw Garden Village. Such improvements can also help our communities have better access to shops and services, particularly from the rural area.
- 11.1.10 The rail network is a significant public transport asset for the District. The addition of a new station at Bassetlaw Garden Village will improve movement within the District and support future commuting needs, notably to Sheffield and Lincoln for existing and future residents. The Council will continue to work with Network Rail, Northern Rail and other stakeholders to secure improvements to the rail network.
- 11.1.11 Increasing opportunities for accessible and safe walking and cycling is a key priority for the Council Plan⁴. As well as providing walking and cycling routes to and through the larger site allocations and the Garden Village, local improvements, such as measures to enhance connectivity within Worksop and Worksop Central, Retford and Harworth & Bircotes town centres by active travel will be taken where appropriate to new development.

Longer term Transport Improvements

- 11.1.12 The Local Plan identifies sizable site allocations, such as Peaks Hill Farm and the Bassetlaw Garden Village, and priority areas for regeneration, including Worksop Central. Their delivery will go beyond this plan period. On that basis, transport infrastructure improvements may not be fully delivered by 2037.
- 11.1.13 In these cases, land will be safeguarded by Policy ST58 for transport infrastructure and protected from development that would prejudice their delivery. A Local Plan Review will determine whether the safeguarding should continue. These planned transport improvement schemes are identified on the Policies Map, and detailed within the Infrastructure Delivery Plan.
- 11.1.14 This Local Plan acknowledges that securing public funding for transport infrastructure may be challenging, and that many transport infrastructure improvements will be developer funded. Nevertheless, the Council will continue to pursue a range of funding mechanisms in order to finance infrastructure, through liaison with the D2N2 LEP, Homes England for example. Further information is set out in the Bassetlaw Infrastructure Delivery Plan.

POLICY ST56: Transport Infrastructure and Improvement Schemes

A. To improve connectivity and enhance the District's transport network, the Council, working with its partners, neighbouring authorities and utilising developer contributions will seek to:

1. Deliver the following new highways schemes and improvements:

- a) A new east-west distributor road and public transport corridor from the A60 to the B6045 at HS1: Peaks Hill Farm, as identified on the Policies Map;
 - b) the re-alignment of part of, and improvements to the B6420 Mansfield Road to meet distributor road standard adjoining the Bassetlaw Garden Village;
 - c) improvements to the roundabout at A60 Mansfield Road / A619;
 - d) improvements to the roundabout at A57 / B6034 Netherton Road;
 - e) improvements to the roundabout at A57 / B6040 Retford Road;
 - f) improvements to the roundabout at A614 Blyth Road / A57 / A1(T) (Apleyhead);
 - g) capacity and flow improvements to the A57 between the A614/A57 roundabout and the A60/A57 roundabout;
 - h) improvements to the B6041 High Hoe Road / Kilton Road mini-roundabouts;
 - i) Improvements to Victoria Square, Worksop;
 - j) improvements to the A57 crossroad junction at Dunham on Trent/ Ragnall
 - k) improvements to the junction of Ollerton Road and West Hill Road;
 - l) Improvements to Ordsall/Babworth mini roundabout at the junction with Ordsall Road;
 - m) improvements to Goosemoor London Road mini roundabout at Whitehouses;
 - n) Provision of a traffic management scheme in Ordsall Old Village;
 - o) Provision of a traffic management scheme in Eaton Village.
2. Deliver the following bus corridors and improvements to reduce congestion:
 - a) Along the new east-west distributor road at HS1: Peaks Hill Farm;
 - b) To service the new Ordsall South neighbourhood (east and west);
 - c) A new bus interchange at Bassetlaw Garden Village;
 - d) Along the re-aligned B6420 Mansfield Road to service Bassetlaw Garden Village; and
 - e) Along the A57 and into EM01: Apleyhead Junction to service the new employment area.
 3. Deliver the following new routes and improvements to encourage walking and cycling and to reduce congestion:
 - a) An active travel network within Bassetlaw Garden Village and improvements to the existing network to provide connections to Worksop, Retford and Clumber Park;
 - a) An active travel network to service HS1; Peaks Hill Farm and improvements to the existing network to provide connectivity along Carlton Road, Blyth Road and south into Thievesdale;
 - b) An active travel network to serve HS13: Ordsall South and improvements to the existing network to enhance connectivity to Ordsall, Retford Town Centre and the wider countryside; and
 - c) new routes and improvements to the existing network within Worksop Central, to neighbouring employment areas and along green infrastructure corridors.
 4. support improvements to the rail network including the provision of a new rail station, and associated infrastructure, at the Bassetlaw Garden Village.



12.1 Safeguarded Land

- 12.1.1 This Local Plan identifies a number of areas of land that provide the opportunity for the provision of new infrastructure, flood management and environmental protection.
- 12.1.2 Safeguarded land is identified as land to be protected from unspecified development during the local plan period. Policy ST58 safeguards land to help support the delivery of strategic growth, particularly at strategic sites expected to be developed over two plan periods, enabling the District to more easily transition into a more sustainable District in the future.
- 12.1.3 During a Local Plan review, the reassessment of safeguarded land will involve determining, for each site, whether there is a case for releasing some or all of the land for other forms of development, or whether it should be maintained as safeguarded land until the next review of the plan.

POLICY ST58: Safeguarded Land

- A. Land is safeguarded, as identified on the Polices Map, to support the delivery of the following infrastructure schemes:
1. Land for an east-west distributor link road between Blyth Road and Carlton Road at Peaks Hill Farm through Policy HS1;
 2. Land for a link road at Harworth & Bircotes between Blyth and Scrooby Road through the former Harworth Colliery site;
 3. Land to accommodate a new railway station, transport hub and associated infrastructure at the Bassetlaw Garden Village through Policy ST3;
 4. Land to accommodate a Primary School and associated infrastructure at the Garden Village through Policy ST3;
 5. Land to accommodate a new Primary School and associated infrastructure at Peaks Hill Farm through Policy ST17;
 6. Land between Shireoaks and Worksop to accommodate water storage as part of a wider Worksop Flood Management Scheme;
 7. Land to accommodate a 2 form entry primary school and health hub, and associated infrastructure at HS13: Ordsall South through Policy 29.
- B. These sites should be carefully designed to ensure that land for infrastructure is adequately protected and incorporated into the overall layout of future development proposals for each site, having regard to other policies in this Local Plan.
- C. Any proposals that may be considered to prejudice the construction or effective operation of the schemes listed in A will not be supported.
- D. The status of safeguarded land will only change through a review of the Local Plan.



12.3 Provision of Infrastructure

- 12.3.1 Implementation is an essential element of a successful Local Plan. So that the planning policies are deliverable, it will be important that there are tools in place to help implementation and ensure the successful delivery of the overall vision for this Plan.
- 12.3.2 Section 13 provides a summary of the key mechanisms that will be used to support each policy's implementation. In addition to developer funding, the Council will work collaboratively with, and help coordinate, partners to lobby Central Government and other funding bodies to secure additional funding for strategic infrastructure projects. Over the plan period, it is likely that new initiatives, partnerships and sources of funding will emerge that will play a new role in helping to implement proposals and deliver growth.

Planning for Infrastructure

- 12.3.3 Bassetlaw's future growth and environmental sustainability cannot be achieved without a wide range of necessary infrastructure. A consistent theme of the National Planning Policy Framework³ is providing infrastructure to accompany and enable the sustainable growth of communities. It requires the Local Plan to make sufficient provision for:
- physical infrastructure: including for flood risk, transport, telecommunications, security, water supply and wastewater;
 - social infrastructure: including that for education and health; and
 - green infrastructure: including open spaces, habitat and wildlife creation and measures to address climate change mitigation and adaptation.
- 12.3.4 This is not an exhaustive list and there may be a range of other services and facilities that could constitute infrastructure, which will be required to deliver this Plan.
- 12.3.5 The Council will work with partners such as the Local Highways Authority, Highways England, the Local Education Authority, the utility companies, Nottinghamshire Healthcare NHS Foundation Trust, and neighbouring local authorities to anticipate and bring forward the necessary infrastructure that is required in order to deliver Policy ST1.
- 12.3.6 Many of the site allocations, particularly the strategic sites may be in multiple ownership or require new or upgraded infrastructure. These issues are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively in line with a site-wide masterplan. To help ensure the community and stakeholders better understand the principles of each proposal, a masterplan should be submitted for all site allocations, at the outline planning application stage where relevant, or alternatively at full planning application stage. The level of detail should be commensurate with the nature and scale of development proposed, along with site-specific requirements. Depending on individual circumstances, this may include: land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; safeguarded land and infrastructure.

- 12.3.7 The delivery strategy will ensure certainty on outcomes sought for the site allocation. Coordination between landowners and other stakeholders, including infrastructure partners, will help to ensure that proposals do not prejudice each other, or the wider aspirations of the spatial strategy and this Plan. Sites that are designed and brought forward comprehensively through the Local Plan process will help to alleviate issues that may arise through piecemeal development, and are more likely to maximise wider public benefits.

Bassetlaw Infrastructure Delivery Plan

- 12.3.8 Planning for infrastructure is a key part of preparing this Local Plan. In particular it is important to ensure that the infrastructure necessary to serve new development is provided in a timely and financially viable way. The starting point is the Infrastructure Delivery Plan Baseline Assessment⁴. This establishes the capacity of existing infrastructure to accommodate the demands arising from the occupiers of new development.
- 12.3.9 The Bassetlaw Infrastructure Delivery Plan (IDP)⁵ supports this Plan and sets out the infrastructure required to deliver the Spatial Strategy. This will include details of the type of infrastructure required to deliver this Local Plan, the costs, delivery partners and the timing of provision. However, in some cases new development can be sited to enable new infrastructure in locations that will promote longer term sustainable growth. The IDP is a living document – when applying the policies in this Local Plan the Council will be guided by the most up to date IDP, together with advice from infrastructure partners - and will be reviewed annually to measure progress. Infrastructure required as part of the development of housing and employment sites is set out in site specific policies.

Infrastructure Delivery

- 12.3.10 Infrastructure can be provided in many different ways. The utility providers are private companies that charge for their services, so their upfront provision costs are off-set by what developers pay in terms of initial charges and by future revenues from billing new customers. The use of other infrastructure, such as new public roads, schools and health facilities, may not be directly charged to users. Although some Government funding sources pay for elements of this type of infrastructure, developer contributions can be sought where the extra capacity required directly arises from a new development.
- 12.3.11 Section 106 of the Town and Country Planning Act 1990 (as amended) enables local planning authorities to negotiate with developers, so that they either directly build, or make financial contributions towards, infrastructure. The rules for negotiating developer contributions are subject to national legal tests concerning whether they are necessary in order to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.
- 12.3.12 Policy ST60 identifies that some infrastructure, such as open space may be provided on site, and in most cases will be secured through a planning condition. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site, developers will be expected to make a contribution to

provide the infrastructure elsewhere. In these cases, infrastructure will be secured by developer contributions or the Community Infrastructure Levy (CIL).

- 12.3.13 In some cases, development may be phased to ensure the provision is secured. Conditions attached to the planning permission or a through clauses in a S106 agreement will be used to secure phasing arrangements.
- 12.3.14 Policy ST60 recognises that the CIL and developer contributions may be pooled, allowing the funding of necessary infrastructure required to support a number of developments in a timely manner. The Council will pass a proportion of CIL receipts to Parish/Town Councils in line with legislation.
- 12.3.15 The Highways Authority preferred method for the delivery of highway infrastructure is through agreements under Sections 38 and 278 of the Highways Act 1980. Where the need for improvements to education provision are identified the Local Education Authority will seek contributions in accordance with the Securing Education Contributions from Development, 2019⁶ (or subsequent updates).
- 12.3.16 Policy ST60 requires developers to consider all the infrastructure requirements of a scheme. This may include improvements to roads in neighbouring Districts as a result of growth in Bassetlaw. The Council will continue to work closely with the Local Highways Authority, Highways England and neighbouring planning authorities, to ensure a coordinated approach to delivering such road improvements.
- 12.3.17 The Whole Plan Viability Assessment⁷ reviewed the draft Local Plan policies and the proposed Community Infrastructure Charging Schedule in order to understand their individual and cumulative impact on development viability. It states that the approach to developer contributions in this Local Plan together with the proposed approach to CIL is deliverable.
- 12.3.18 However, the Council recognises that there will be exceptional cases where a scheme may not be able to provide policy compliant affordable housing and developer contributions.
- 12.3.19 If the applicant considers that full mitigation cannot be afforded and that all possible steps have been taken to minimise the unmitigated impacts, Policy ST60 requires an open book viability assessment consistent with national guidance⁸. Only where an independent review, funded by the developer supports the conclusions of the applicant's viability assessment will a non policy compliant scheme be considered.
- 12.3.20 If it is clear from the open book viability assessment that at the point an application is made a policy compliant scheme is not possible, but the position could change - due to reductions in costs, increases in values and reduced risk - as a development is built out, Policy ST60 provides for use of a review mechanism in the S106 agreement. This will ensure that developer contributions are maximised as a result of any future improvement in scheme viability. Additional provision will be set as that for a policy compliant scheme.

12.3.21 Further guidance on the implementation of Policy ST60 will be set out in the Affordable Housing and Developer Contributions Supplementary Planning Document that will be published following adoption of this Local Plan.

POLICY ST60: Provision and Delivery of Infrastructure

- A. The Council will work with neighbouring Local Authorities and infrastructure partners to ensure that the spatial strategy is supported by the timely provision of necessary physical, social and green infrastructure and where appropriate its maintenance.
- B. Developers must consider the infrastructure requirements needed to support and serve the proposed development. For residential developments of 10 dwellings or more, and/or non residential schemes of 1000sqm or more, where additional infrastructure capacity is deemed to be necessary, mitigation must be agreed with the relevant infrastructure partner(s). Such measures may include (not exclusively):
 - 1. On site provision of infrastructure (which may include building works and/or the provision of land);
 - 2. Off-site capacity and safety improvement works of infrastructure;
 - 3. Financial contributions towards new or expanded facilities;
- C. Infrastructure will be sought by means of planning obligations, planning conditions attached to a planning permission, funding through the Bassetlaw Community Infrastructure Levy or other mechanisms.
- D. Proposals that form all or part of a site allocation must be accompanied by a site masterplan. The site masterplan will be expected to:
 - 1. set out how development will contribute to the delivery of the objectives of the Local Plan; and
 - 2. demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the area; and
 - 3. contain a delivery strategy that identifies how the development will be implemented and managed over its lifetime, and should address any relevant matters to be resolved; such as, land assembly and preparation, infrastructure requirements, development phasing and likely need for developer contributions and/or planning conditions, where appropriate.
- E. Where on-going maintenance and management of infrastructure is required, a management plan will be required to ensure the quality of the provision remains in the long term. This will be agreed through a S106 agreement;
- F. In exceptional circumstances, where the developer contends the developer contributions sought, including for affordable housing would make a proposal unviable the Council will require an open book viability assessment in support.
- G. The Council will consider use of a review mechanism in a S106 agreement to secure developer contributions in the following circumstances:
 - 1. For an approved scheme with a non-policy compliant offer;
 - 2. For phased, larger scale developments;
 - 3. For developments that have abnormal costs where funding becomes available to reduce these costs.

