

# **Bassetlaw Local Plan 2020-2037**

## **Publication Version Addendum**

**January 2022**

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## **1.0 Introduction**

- 1.1 Bassetlaw District Council consulted upon the Bassetlaw Local Plan 2020-2037: Publication Version, between 2 September and 21 October 2021.
- 1.2 It was anticipated that the Publication Plan would be the version of the plan that would be submitted to the Secretary of State for independent examination, but in response to new evidence and a handful of representations made during the September-October 2021 consultation a number of focussed changes are proposed to the plan.
- 1.3 These proposed focussed changes are set out in this Addendum. The changes contained in this Addendum focus around policies relating to biodiversity and the natural environment, transport infrastructure, renewable energy generation, infrastructure delivery, employment land provision and the housing delivery strategy, including for gypsy and travellers.
- 1.4 Additionally, and to ensure compliance with the National Planning Policy Framework 2021, which requires Local Plans to plan ahead for at least 15 years from the date of adoption, the plan period has been extended by a year to 2038. This means that in relation to a small number of sites, the number of homes identified needs to be changed to ensure the Local Plan is able to plan for the annual housing requirement for that additional year (2037-2038). Where possible, the change in housing numbers are on sites that were identified by the Publication Plan as delivering into the next plan period.
- 1.5 The Council has also taken the opportunity to update the relevant housing and employment supply data to the 1 December 2021.
- 1.6 The Bassetlaw Local Plan 2020-2037: Publication Version and the proposed changes as detailed within this Addendum, is the version of the plan which it is intended will be submitted to the Secretary of State for examination.

## **2.0 What are we consulting on?**

- 2.1 National planning practice guidance and the Planning Inspectorate advises that if a local authority wishes to make changes to the Publication Plan once it has been consulted upon, and they wish the changes to be considered alongside the Publication Plan, they should prepare an addendum to the plan containing the proposed changes. This should be published for consultation before the plan is submitted for examination.
- 2.2 The proposed changes are published for consultation on the same basis as the Regulation 19 consultation that was undertaken on the Bassetlaw Local Plan 2020-2037: Publication Version between September-October 2021. As such, they should be considered as an Addendum to the Publication Plan.
- 2.3 This Addendum is not a fully revised version of the Publication Plan. It only contains the proposed focussed changes and any associated modifications to boundaries on the Policies Map.

- 2.4 The proposed changes to the Publication Plan are shown as track changes, with text proposed to be deleted shown in red strikethrough text (e.g. ~~deleted text~~) and new text proposed to be added shown as red text (e.g. ~~new text~~). A tabulated summary of the proposed changes which are subject to consultation is provided in Appendix 1. Deleted maps are also shown as strikethrough; and where appropriate it will be indicated as to whether changes to maps are subject to consultation.
- 2.5 In addition to the changes subject to consultation, for completeness and clarity, a number of changes are shown, intended to be for information only. These are shown as follows: ~~new~~ or ~~deleted~~. This consultation is not intended to be an opportunity to make comments on the changes which are shown for information only; these changes are minor modifications which do not need to be subject to consultation before the Plan is submitted for its examination.
- 2.6 A Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA) of the proposed changes to the Plan accompany this Addendum.
- 2.7 A number of other proposed submission documents and evidence base documents which were published alongside the Publication Plan have been reviewed and updated to support this Addendum. These include the Consultation Statement, the Duty to Cooperate Compliance Statement, the Infrastructure Delivery Plan and the Whole Plan Viability Assessment as well as an update to the Landscape Assessment; the Site Selection Methodology; the Land Availability Assessment (LAA), the Bassetlaw Sequential Test report, the Bassetlaw Transport Study and the Gypsy and Traveller Accommodation Needs Assessment.
- 2.8 New evidence in the form of the Clumber Park SSSI and Birklands and Bilhaugh SAC/Sherwood Forest NNR Recreational Impact Assessment and the draft Bassetlaw Garden Village Geophysical Archaeological Assessment will also be published.
- 2.9 The Council is also publishing updated draft Statements of Common Ground with neighbouring authorities and partners.
- 3.0 How do I make comments on the proposed changes within the Addendum?**
- 3.1 The purpose of this stage is to enable people to make any comments on the proposed focussed changes to the Publication Plan that they want to be taken into account at the examination. Comments are also invited on the supporting documents which have been published alongside the Addendum. All documents are available on the Council's website [www.bassetlaw.gov.uk/bassetlawplan](http://www.bassetlaw.gov.uk/bassetlawplan) and can be viewed at the district's town halls and libraries from the start of the consultation.
- 3.2 This consultation is not intended to be an opportunity to make comments on any other parts of the Bassetlaw Local Plan 2020-2037: Publication Version. Comments should only relate to the proposed focussed changes to the plan

contained within this Addendum or the additional/updated supporting documents and evidence which has been published.

- 3.3 The comments received as part of this Addendum consultation, along with the comments received to the Bassetlaw Local Plan 2020-2037: Publication Version consultation will be submitted to the Secretary of State for consideration at the examination with the plan and supporting documents.
- 3.4 Comments can be made in the following ways:

- On the Council's website at: [www.bassetlaw.gov.uk/bassetlawplan](http://www.bassetlaw.gov.uk/bassetlawplan)
- Representation forms are available to download from our website at [www.bassetlaw.gov.uk/bassetlawplan](http://www.bassetlaw.gov.uk/bassetlawplan) and can be emailed to: [thebassetlawplan@bassetlaw.gov.uk](mailto:thebassetlawplan@bassetlaw.gov.uk)

or printed and posted to:

Planning Policy  
Bassetlaw District Council  
Queen's Building  
Potter Street  
Worksop  
S80 2AH

Please note that representations will be publicly available and cannot be treated as confidential, although personal details will not be published.

- 3.5 Representations may be accompanied by a request to be notified at a specified address of any of the following:
- The Bassetlaw Local Plan 2020-2037: Publication Version has been submitted for independent examination;
  - The publication of the Inspector's report; and
  - The adoption of the Local Plan.
- 3.6 For more information on this consultation please contact the Planning Policy Team on 01909 533495 or email [thebassetlawplan@bassetlaw.gov.uk](mailto:thebassetlawplan@bassetlaw.gov.uk).

#### **4.0 What will happen to the comments made to the Bassetlaw Local Plan 2020-2037: Publication Version?**

- 4.1 The comments received during the September-October 2021 consultation on the Publication Plan are being processed and analysed. These will be published on the Council's website in Spring 2022 when they are submitted with the Publication Plan to the Secretary of State. Given this, it is not necessary to resubmit comments made to the Publication Plan in September-October 2021.

## Vision and Objectives

A number of changes are proposed, subject to consultation, within the Vision and Objectives. For ease of consultation, the whole of this section is shown within the Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

This consultation is not an opportunity to make comments on any unchanged parts of the Bassetlaw Local Plan 2020-2037: Publication Version.

Equally this consultation is not intended to be an opportunity to make comments on the changes which are shown for information only; these changes are minor modifications which do not need to be subject to consultation before the Plan is submitted for its examination. These are shown as: **new** or **deleted**.

## 4.0 Bassetlaw Vision and Objectives

### A vision for Bassetlaw in 2037 2038:

- 4.1 In 2037 2038, Bassetlaw District will be a vibrant, prosperous place known for providing residents with a high quality of life and increased access to: quality, suitable housing, a wider range of higher skilled, well-paid jobs and training opportunities; and, high quality services and facilities which promote healthy and active lifestyles within a low carbon environment.
- 4.2 The District's economy will be diverse and thriving. Prominent businesses in the key regional growth sectors of modern manufacturing, logistics, green energy, modern methods of construction and engineering will be capitalising on the District's locational advantage, in terms of proximity to the A1 and the A57 growth corridors, and Sheffield Doncaster Airport.
- 4.3 The District's significant employment land portfolio will have contributed to the step-change in the Bassetlaw economy, in part benefitting from the quality and diversity of available sites, including the ~~Marnham Green Energy Hub and the~~ distinctive Garden Village. These will have catalysed new enterprise, supported the sustainable growth of existing businesses and attracted substantial inward investment, contributing to the District's transition into a strong, successful and vibrant economy.
- 4.4 Meanwhile, Apleyhead will have attracted significant economic investment in the logistics sector of at a regional/sub regional scale importance, supporting flexible market leading and market facing large-scale logistics employment space, bringing higher employment rates, higher personal income and greater economic diversification to the District, whilst generating significant gross value to the regional economy. and region. Local residents will have benefitted from the range of training, qualifications and apprenticeships on offer, while the range of higher skilled, better paid jobs on site and within local supply chains will have encouraged more people to live and work in the District.
- 4.5 New development will have been delivered in the most sustainable locations. ~~Worksop town centre and its environs will be benefitting from the start of comprehensive brownfield regeneration and associated environmental improvements that bring with it an improved community, commercial and leisure offer to the benefit of residents, businesses and visitors not only within the central core, but the wider town and District.~~ Worksop itself will have sustainably grown, with high quality housing, new transport and community infrastructure in place around the urban edge which together with a diverse and enhanced town centre offer will ~~te~~ support the needs of the new residents and existing communities alike. ~~Worksop town centre and its environs will be benefitting from the start of comprehensive brownfield regeneration and associated environmental improvements that bring with it an improved community, commercial and leisure offer to the benefit of residents, businesses and visitors.~~
- 4.6 The market town of Retford will have grown appropriately in a sustainable manner, with a wider range of new housing available better suited to meet local residents'

needs irrespective of time in life, while a new country park, community infrastructure and transport improvements will provide benefits to existing and new communities. The growing population will be able to make good use of an enhanced and greener town centre offer, which will provide an attractive, distinctive, vibrant base strengthening the town's sense of community, and whilst enhancing the cultural and visitor economy offer.

- 4.7 The regeneration of Harworth & Bircotes town centre will be complete: additional independent shops and services will have positively added to the retail and town centre offer, while the impact of heavy goods vehicles and traffic more generally in Harworth & Bircotes will have been reduced and the environmental quality improved.
- 4.8 In the rural area, the outcomes of community-led planning will be evident. Residential development within the Large Rural Settlements of Blyth, Carlton in Lindrick, Langold, Misterton and Tuxford will have been delivered to meet strategic and local needs. Necessary physical, community, green and digital infrastructure needed to support this growth will have been delivered.
- 4.9 The Small Rural Settlements will have seen small-scale, sensitively located development to support local community objectives, to meet local housing needs and to sustain village services. Communities across the District will continue to embrace neighbourhood planning, affording them the opportunity to shape the future of their environment and oversee what development takes place and where. In the wider countryside, only limited development will have taken place to meet specifically identified housing needs and support long-term rural sustainability.
- 4.10 The beginnings of the new Bassetlaw Garden Village will be growing around a distinctive employment offer, new public transport network hub and quality green infrastructure. This new community will provide a lifestyle choice for those who choose to live there: a healthy, active place, with sustainability, the green agenda credentials and quality of place embedded from the outset to provide a genuinely alternative destination to live and work in the long term after 2037.
- 4.11 The diversity and quality of Bassetlaw's countryside, natural and historic environment will have been protected and enhanced, whilst allowing for appropriate and sustainable growth. Appropriate access to the countryside and an improved range of parks and open spaces will benefit local people and visitors alike, whilst Bassetlaw's rich and varied history will be celebrated.
- 4.12 New housing will reflect local needs in terms of type, size and tenure and enable equality of access to suitable accommodation. Older people will have increased access to accommodation to better suit their changing needs, whilst affordable homes will have been delivered to enable a new generation of home owners to get onto the housing ladder and to meet the needs of those unable to afford market housing for sale. New housing developments will be high quality, well designed, energy efficient and respectful of their setting in order to ensure that the character of the District's towns and villages is maintained and protected.



- 4.13 New development will have helped minimise the District's health inequalities. Communities will have improved access to well designed, safe, inclusive, high quality multifunctional green and blue infrastructure close to home, active travel will be commonplace, whilst improved recreational, sport, health and educational facilities and existing valued community services will reduce pockets of deprivation and enhance skills gaps to bring stronger health and well-being outcomes for our communities.
- 4.14 ~~The reduction of locally produced greenhouse gas emissions will help minimise the impacts of climate change. District will have improved resilience to the impacts of climate change. Significant new renewable energy infrastructure will support a vibrant zero and low carbon energy generation mix, including in part by maximising opportunities for zero energy at the former Marnham power station site, whilst support for localised renewable and low carbon technologies will maximise opportunities for a secure, reliable, affordable energy supply for residents and businesses, better enabling the transition to a zero carbon district by 2050.~~
- 4.14 A secure, reliable, affordable zero and low carbon energy mix will be helping to reduce locally produced greenhouse gas emissions; the District will have played its part by supporting significant new renewable energy infrastructure, in part by maximising opportunities for zero energy generation at the former Marnham power station site, but also through localised renewable and low carbon technologies, better enabling residents and businesses to transition to a zero carbon district by 2050.
- 4.15 Careful planning and design of developments will ensure that ~~more vulnerable~~ ~~New~~ development is located in areas of low flood risk, ~~and use of new~~ sustainable drainage systems will manage run-off sustainably, while provision for a flood management scheme in Worksop will facilitate significant regeneration and growth safely. Energy efficient design of homes and businesses will ensure they require less energy to heat, whilst a more comprehensive ~~A better connected and extended~~ walking and cycling network, and improved access to public transport will ~~make mean more residents can use active or~~ sustainable travel more attractive for local journeys, thus reducing the reliance on the car. Provision of infrastructure to support the use of electric and/or alternative fuel vehicles will ~~all~~ make a meaningful contribution to reducing a reduction in the District's carbon footprint.
- ~~Low carbon and energy efficient design techniques and use of renewable and low carbon technologies, extensive tree planting, as well as infrastructure to support the use of electric vehicles and alternative fuel vehicles will also have contributed to a reduction in the District's carbon footprint enabling an easier transition to a carbon District.~~
- 4.16 Meanwhile, extensive tree planting, protection and enhancement of veteran trees, valuable habitats and species, and biodiversity net gain will secure environmental quality benefits, sequester carbon and build our resilience to climate change at the same time.

## Strategic Objectives

4.1517 This vision will be achieved by meeting the following objectives:



1. To locate new development in sustainable locations and through a new settlements that respects the environmental capacity of the District, supports a sustainable pattern of growth across urban and rural areas, makes best use of suitable, available previously developed land and buildings and seeks to minimise the loss of the District's highest quality agricultural land



2. To provide a choice of land to ensure that the District's housing stock better meets local housing needs and aspirations of all residents by providing a range of market, affordable and specialist housing types, tenures and sizes in appropriate and sustainable brownfield and greenfield locations, within and on the edge of settlements



3. To encourage and support a step change in the local economy and sustainable economic growth by promoting a competitive, diverse and sustainable economic growth stable economy by providing the right conditions, land and premises to meet in the District and sub-regional to accommodate general employment growth needs, to cater for inward investment, and also at a sub-regional/regional scale to contribute to meeting an identified need in the large-scale logistics sector market, market demand those of inward investors, while thereby helping to reduce out-commuting, create more better paid and higher skilled jobs, and education and training opportunities that to meet local employment needs and aspirations



4. To support the sensitive regeneration of previously developed, vacant or underused sites and spaces, within urban and rural Bassetlaw to facilitate their comprehensive redevelopment for housing, employment and leisure, to secure social, environmental and landscape improvements, and deliver positive amenity benefits for all



5. To promote the establishment of a new sustainable heritage and landscape-led Garden Village focussed around well-connected locally distinctive neighbourhoods and spaces, which have all the benefits of quality place-making and place-keeping, with community, innovation, accessibility, sustainability and smart, low carbon living at its core.



6. To promote rural Bassetlaw as a living and working landscape, by protecting and improving opportunities for homes, jobs, services and community infrastructure so that the District's rural settlements continue to support their local communities, and so that quality countryside is retained but utilised appropriately



7. To support and enhance the vitality and vibrancy of town centres and local centres as places for shopping, leisure, cultural, commercial, community and residential activities, and secure their positive regeneration by promoting an appropriate mix and scale of

development and environmental improvements which maximise their potential for residents, businesses, developers and visitors alike



8. To ensure new development, places and spaces are of a high quality and sustainable design which reflects local character and distinctiveness, respects residential amenity and enables people to live safe, healthy, accessible, green and active lifestyles



9. To promote healthier, active communities and help reduce health inequalities by minimising locational disadvantage, promoting healthy ~~place-making, active design to secure~~ securing active lifestyles and travel, and ~~reduce~~ reducing human exposure to environmental risks to achieve equitable outcomes for all



10. To protect and enhance the District's diverse historic built and natural environments, the distinctive separate character of settlements and their wider landscape and townscape settings, thereby recognising the important contribution the historic environment, heritage assets and their settings make to securing a high quality environment and to the visitor economy



11. To protect, restore and enhance the quality, diversity, character, distinctiveness, biodiversity and geodiversity of the District's natural environment, by creating ecological connectivity within and to the green/blue infrastructure network to create a series of high quality, multifunctional, well-connected spaces, sites and landscapes that improve people's quality of life and where biodiversity can thrive, respond and adapt to climate change



12. To support Bassetlaw's transition to a **low zero** carbon District through the careful planning and design of new development, making more sustainable use of land, ~~and~~ resources, ~~and sustainable construction methods~~, by promoting tree and woodland planting, reducing exposure to flood risk, promoting energy and water efficiency and management, minimising waste generation and promoting the use of a **vibrant mix of renewable energy generation infrastructure, localised** renewable energy, **low zero** carbon and other alternative technologies, ~~and sustainable construction methods~~



13. To make efficient use of the existing transport infrastructure and help make walking, cycling and public transport a more attractive and viable choice to ~~access~~ jobs and everyday facilities to help reduce the need to travel by car particularly for local journeys, to make travel as easy and affordable as possible, to and within the Main Towns, within the District and along key routes to and from Bassetlaw



14. To ensure that new development **appropriately** contributes to the provision of necessary physical, social and green/blue infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.

## **Bassetlaw Spatial Strategy**

A number of changes are proposed, subject to consultation, within the Bassetlaw Spatial Strategy section. For ease of consultation, Policy ST1: Bassetlaw Spatial Strategy and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

This consultation is not an opportunity to make comments on any unchanged parts of the Bassetlaw Local Plan 2020-2037: Publication Version.

Equally this consultation is not intended to be an opportunity to make comments on the changes which are shown for information only; these changes are minor modifications which do not need to be subject to consultation before the Plan is submitted for its examination. These are shown as: **new** or **deleted**.

## 5.1 Bassetlaw's Spatial Strategy

- 5.1.1 At the heart of the spatial strategy is the need to use sustainable development as the framework for growth and change in Bassetlaw. The Local Plan provides an ambitious and positive framework for addressing local housing and economic needs and other social and environmental priorities to better enable the Council to invest in its places, housing and communities, making the most of investment opportunities as they arise to effectively address spatial planning challenges over the plan period.
- 5.1.2 On that basis, this Plan is in accordance with the national policy<sup>1</sup> presumption in favour of sustainable development and seeks to fully meet the demands for new homes, jobs and services in the District in the most sustainable manner.
- 5.1.3 This means that the growth will be distributed according to the settlement hierarchy. This is an appropriate structure for organising the plan, acknowledging the inter-relationships between Worksop, Retford and Harworth & Bircotes and the rural area, and the inter-relationships between the Large and Small Rural Settlements and the countryside. The settlement hierarchy guides key principles and policies for development that are set out through this plan, as well as providing a context for the preparation of neighbourhood plans, and the monitoring of the plan.
- 5.1.4 Policy ST1 acknowledges the importance of taking a strategic and integrated approach to growth, which reduces the need for travel for work, education and leisure by placing sustainable development at its heart. It prioritises major growth in the three Main Towns, whilst also providing for sufficient growth in the Large and Small Rural Settlements to meet their local needs, balanced against protecting their special character and unique qualities.
- 5.1.5 Each level of the hierarchy reflects the settlement/area's role which includes: the range of services present; their accessibility by public transport; their infrastructure capacity; and their ability to expand to accommodate the needs generated by new development.
- 5.1.6 The spatial strategy sets out the overall framework for development, growth and investment in Bassetlaw to 2037 2038. It identifies locations where development will take place in order to create sustainable neighbourhoods. In selecting the scale of housing to be provided in each settlement, account has been taken of constraints on development, such as flood risk, heritage, ecology and landscape, and the supply of potential development sites in the Land Availability Assessment<sup>2</sup> and the viability of land for development. The Sustainability Appraisal<sup>3</sup> identified potential sensitivities which were taken into account.
- 5.1.7 The distribution of development for housing and employment needs, has evolved over time, and is detailed in the Spatial Strategy Background Paper, 2021<sup>4</sup>.
- 5.1.8 The Key Diagram illustrates the spatial strategy in this Plan.



THIS PROPOSED CHANGE IS SUBJECT TO CONSULTATION Figure 6: Key Diagram



THIS PROPOSED CHANGE IS SUBJECT TO CONSULTATION Figure 6: Key Diagram



## Meeting the District's housing and employment needs

- 5.1.9 The spatial strategy promotes a 'step change' in the District's economy to: retain employment locally, provide opportunities for better paid, higher skilled jobs and increase productivity, **thereby reflecting the priorities of the D2N2 Recovery and Growth Strategy<sup>5</sup>**. It seeks to align economic growth with the housing offer, by providing the right mix of new homes in the right places, so that past trends of out-migration are rebalanced. This will ensure the sustainability of ~~our~~ the area in the future as a place to both live and work. ~~This approach reflects the priorities of the D2N2 Recovery and Growth Strategy<sup>5</sup>~~.
- 5.1.10 The strategy also aims to address housing affordability and the supply of specialist housing to significantly boost the supply of homes to support sustainable communities. It will also help facilitate significant improvements to infrastructure capacity in the District to support the identified growth.
- 5.1.11 National planning practice guidance<sup>6</sup> requires the Council to consider and assess the likely change in the number of jobs over the plan period based on an economic forecast. The District has a significant employment land supply (about 287ha) **which is well progressed and being actively promoted**. It is therefore important that this is accurately reflected in the Plan, in terms of jobs growth and the implications for the housing requirement.
- 5.1.12 **The Bassetlaw Housing and Economic Development Needs Assessment 2020<sup>7</sup> therefore promotes a completions trend scenario (rather than a demand led scenario), which considers job assumptions assessed on a site by site basis. This scenario includes General Employment Sites - the sites most likely to accommodate the D2N2 growth sectors and support local employment growth – and an additional strategic employment site identified to meet regional/sub-regional needs for large scale logistics only.**
- 5.1.13 **The evidenced completions trend scenario indicates that up to 9735 jobs<sup>7</sup> could be generated overall in the plan period. Additionality, such as displacement (not all jobs are new to the District some will be re-located from elsewhere) and multiplier effects have been taken into account. Within this scenario, 5,878 jobs are anticipated to be provided within the General Employment Sites<sup>7</sup>.**
- 5.1.14 **This approach is considered to be consistent with national planning policy which states that future employment needs can be based on the past take-up of employment land and property and/or future property market requirements, is realistic and reflects market signals. At 1 December 2021, 200,321 sqft of employment floorspace had been completed<sup>8</sup> on the General Employment Sites, whilst 42 ha of general employment land at Snape Lane, Harworth is under construction, whilst a further 118.5ha has planning permission for general employment use.**
- 5.1.15 **Apleyhead adjoins the strategic A1/A57 growth corridors. As such, and it is considered to provide a significant inward investment opportunity to address an identified regional or sub regional need for large scale logistics. As such, It is therefore considered separately to the general employment supply.**

- 5.1.16 The Bassetlaw A1 Corridor Logistics Assessment, 2021<sup>9</sup> identifies that a dramatic rise in demand for large scale logistics at a national level, combined with supply side constraints on the M1, have led to the better connected and labour served areas of the A1 property market area, including within Bassetlaw, becoming an attractive prospect as a secondary logistics market to the M1 corridor. On that basis, it is reasonable that Apleyhead is brought forward by this Local Plan to meet an identified regional/sub-regional logistics need in the defined property market area (as defined by Figure 12A).
- 5.1.17 The site would also bring significant economic benefits to the District and region both in terms of jobs, including higher skilled jobs (the evidence<sup>7</sup> indicates that 3,857 jobs could be generated), opportunities for higher educational attainment, an increase in real wages and gross value added, thereby maintaining a greater share of jobs for local residents. On that basis, the spatial strategy plans for a realistic proportion of jobs on this site in the plan period. Planning for fewer jobs could lead to an imbalance with the housing requirement, leading to unplanned housing growth across the District over the plan period.
- ~~5.1.12 To better reflect the type and mix of employment land in the supply, local market activity and the different mix of jobs that are anticipated on each by 2037 the Bassetlaw Housing and Economic Development Needs Assessment 2020<sup>7</sup> adopts a supply led approach, focussed around job assumptions assessed on a site by site basis. The supply led approach provides for up to 9735 jobs<sup>7</sup>. Additionally, such as displacement (not all jobs are new to the District some will be re-located from elsewhere) and multiplier effects have been taken into account.~~
- ~~5.1.13 This approach is considered to be realistic and reflects markets signals; at 1 April 2021 200,321 sqft employment floorspace had been completed<sup>8</sup> on the General Employment Sites, whilst 131.4ha has planning permission.~~
- ~~5.1.14 Within this jobs forecast, 5,878 jobs is anticipated to be provided within the General Employment Sites<sup>7</sup> (the sites most likely to accommodate the D2N2 growth sectors and meet identified local employment needs). Given the support of D2N2 LEP for the Plan and strong market signals, the Council is confident that the projected general job growth can be delivered.~~
- ~~5.1.15 Additionally, 3,857 jobs are anticipated at the Apleyhead Strategic Employment Site<sup>7</sup>. This is capable of attracting large scale inward investment of a regional or sub-regional nature, so is considered separately to the general supply. The site would bring significant economic benefits to the District and region both in terms of jobs, including higher skilled jobs, promote opportunities for higher educational attainment, and gross value added, and is being actively promoted.~~
- ~~5.1.16 Apleyhead adjoins the strategic A1/A57 growth corridors so provides a significant opportunity for the large scale logistics market. The Bassetlaw A1 Corridor Logistics Assessment, 2021<sup>9</sup> identifies that a dramatic rise in demand for large scale logistics at a national level, combined with supply side constraints on the M1, have led to the better connected and labour served areas of the A1 property market area, including within Bassetlaw, becoming an attractive prospect as a~~



~~secondary logistics market to the M1 corridor. On that basis, it is reasonable that Apleyhead is brought forward by this Local Plan to meet an identified regional-sub-regional logistics need in the defined property market area.~~

~~5.1.17 To reflect the Council's desire to improve educational attainment, increase real wages and provide for greater training opportunities in the District, thereby maintaining a greater share of jobs for local residents, the spatial strategy plans for a realistic proportion of jobs on this site in the plan period. Planning for fewer jobs could lead to an imbalance with the housing requirement, leading to unplanned housing growth across the District over the plan period.~~

5.1.18 In order to establish the minimum number of homes needed, the local housing need assessment<sup>7</sup> was undertaken using the Standard Method as required in Planning Practice Guidance<sup>6</sup>. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for. Through Duty to Cooperate it has been agreed that each authority within the North Derbyshire and Bassetlaw Housing Market Area will meet its own needs.

5.1.19 The Standard Methodology calculates a minimum housing need for Bassetlaw of 288 dwellings per annum for the period 2020-~~2037~~ 2038. This is the starting point for delivery of housing, and should be reviewed at least every 5 years. The base date for the calculation of housing need, 1 April 2020, is consistent with national planning practice guidance<sup>6</sup>. The evidence<sup>7</sup> demonstrates that pursuing a housing target based purely on the standard methodology minimum figure means that the Plan would not provide a sufficient number of dwellings to support the economic growth objectives in the District. Such a low level of housing development would have other significant consequences including:

- Demand for new housing outstripping supply for particular groups, potentially leading to younger people being unable to stay in the area;
- Economic growth being constrained because of a shortage of skilled local labour;
- Increased levels of in-commuting to support economic growth, which would not be sustainable and would put greater strain on the transport network

5.1.20 The housing requirement of 591 dwellings per annum in this Plan (~~10,047~~ 10,638 dwellings by ~~2037~~ 2038) has therefore been set at a level to support the level of jobs growth (9,735 jobs) as identified in the Bassetlaw Housing and Economic Development Needs Assessment 2020<sup>7</sup>. House building is recognised as a key driver of economic growth and will deliver much needed infrastructure and facilities to support sustainable communities, a key objective of the strategy for growth over the plan period. Policy ST1 therefore prioritises growth in locations where there may be opportunities for infrastructure improvements alongside development.

5.1.21 In order to meet Bassetlaw's housing requirement, delivery needs to remain at the high levels experienced over the last few years, averaging 584 dwellings per annum<sup>8</sup> over the past five years. Identifying a sufficient land supply is a key element. The Council will engage with its partners, developers and public sector

organisations in order to ensure build out rates over the plan period maintain this level consistently to meet the full objectively assessed housing need.

- 5.1.22 The housing requirement will be the basis for calculating the five year supply of deliverable housing land following the adoption of the Local Plan. In accordance with national policy and guidance<sup>10</sup>, an appropriate buffer (a minimum of 5%) will be added when calculating the five year housing land supply. The buffer helps increase flexibility and choice in the market for housing.
- 5.1.23 Housing completions will be assessed annually against the housing requirement to monitor performance and determine whether any action is required to improve delivery rates. The Government's Housing Delivery Test looks at completions over a three year rolling average. If this falls below the Local Housing Need produced by the standard methodology then ~~certain~~ actions, identified by ~~indicators are set out in the monitoring framework (in section 13)~~ will need to be taken depending on the scale of the shortfall. ~~The indicators are set out in the monitoring framework (in section 13).~~ When annual monitoring indicates the trigger will be reached the Council will review relevant policies in the Plan to identify if a Local Plan review is necessary, or by bringing additional sites forward into the supply.

### Housing Supply

- 5.1.24 The expected annual housing delivery rates are expressed as a trajectory for the plan period. Appendix 3 contains the detailed housing trajectory. Planning permissions and sites under construction play an important role in delivering homes in the short term until the allocations in this Plan come forward. From 2020 and for every year throughout the plan period, the housing trajectory demonstrates at least a five year supply of deliverable housing land.
- 5.1.25 Housing land is provided in accordance with the settlement hierarchy as identified in Policy ST1. Taking into consideration past delivery rates, analysis of historic trends and consideration of future windfall sources the Council considers a windfall allowance of 100 dwellings per annum (1200 1300 during the plan period) to be justified. This has been identified from 2025-2026 onwards, and included in the housing supply.

Housing supply as at 1 April 2020 December 2021	No of dwellings
Housing Completions (1 April 2020 to 31 March 2021)	775
Committed sites with outstanding planning permission on both large and small site as of April December 2021	6117 6347
Outstanding 'made' NP allocations without planning permission	467 459
New Local Plan Allocations	3014 3332
Proposed Allocations in Worksop Central DPD	625 725
Windfall allowance	1200-1300
<b>TOTAL SUPPLY 2020 – 2037 2038</b>	<b>12,198 12,938</b>

Figure 7: Housing supply sources

- 5.1.26 Figure 7 shows that the Plan provides housing land for ~~12,198~~ 12,938 dwellings over the plan period. Using the full objectively assessed need of 591 new homes per year, the total housing requirement is a minimum of ~~10,047~~ 10,638 dwellings for the ~~17~~ 18 years from 2020-~~2037~~ 2038.
- 5.1.27 In accordance with national guidance<sup>10</sup>, to provide flexibility and boost the supply of housing land the Plan proposes to allocate sites to provide close to a 9% supply buffer above the objectively assessed housing need excluding the windfall allowance. Adding the windfall allowance of ~~1200~~ 1300 dwellings increases the buffer to 18%. The buffer allows for an additional housing supply in Bassetlaw to be maintained throughout the Local Plan period. It provides flexibility should unforeseen circumstances result in a delay in bringing sites forward and will provide a choice of sites. Additionally, it minimises opportunities for speculative unplanned development that in some cases has adversely affected our communities over the last 10 years or so.
- 5.1.28 Further details relating to the housing land supply, how the requirement has been met, and implementation are set out in the Housing Land Supply Background Paper<sup>11</sup>.

### **Gypsy & Travellers and Travelling Showpeople Need**

- 5.1.29 Policy ST1 identifies a requirement to deliver a minimum of ~~40~~ 21 new pitches for Gypsy and Travellers ~~by 2029 in the first five years of the Plan (up to 2025)~~, with a further ~~30~~ 21 pitches up to ~~2037~~ 2038. The Bassetlaw Gypsy and Traveller Accommodation Needs Assessment, 2019<sup>12</sup> notes that most of the need, ~~if not all~~, can be accommodated on existing authorised Gypsy and Traveller sites or ~~through by requiring current arrangements on sites owned by or leased to Gypsies and Travellers to be formalised~~. Policy ~~ST30~~ ST32 identifies that this land should be considered first when seeking to meet the needs of Gypsies and Travellers. The evidence<sup>12</sup> indicates that there is no requirement for new sites for Travelling Showpeople in Bassetlaw.

### **Retail Needs**

- 5.1.30 The ~~national~~ retail sector is characterised by rapid change, retail market restructuring and changing consumer demands related to new technologies and the impact of the 2020-21 Covid pandemic. The Bassetlaw Retail and Leisure Study, 2017<sup>13</sup> states there is no identified need for new retail development to 2035. It identifies limited opportunities in and around Worksop and Retford town centres for growth. A sustainable small-scale extension to Harworth & Bircotes town centre is identified by Policy ST13 to support the wider regeneration ambitions of the town and its neighbourhood plan<sup>14</sup>.

### **Distribution of Growth**

- 5.1.31 In order to meet objectively assessed development needs, Policy ST1 sets out the scale and distribution of new housing, employment and retail development across the District during the plan period up to ~~2037~~ 2038.

- 5.1.32 Consistent with the principles of sustainable development, and to make the most efficient use of land, through Policy ST1 this Plan takes a proactive approach to bringing forward as much previously developed land **and/or underused land** as possible, including within the development boundaries of the Main Towns. The strategy seeks to maximise the use of all suitable, available and viable previously developed land, including all of those that have a realistic prospect of delivering within the plan period.
- 5.1.33 Despite Bassetlaw's strong record in bringing previously developed land back into use, the effective re-use of suitable previously developed sites will only meet a proportion of the District's overall need for new homes and may not necessarily deliver significant infrastructure improvements.

### **Housing Growth**

- 5.1.34 Using the objectively assessed housing need, the total requirement is a minimum of **10,047 10,638** dwellings for the **17 18** years from 2020-**2037 2038**. The Housing Trajectory in Appendix 3 shows that as at 1 **April December** 2021 almost **50% 60%** of the housing requirement is on committed sites with extant planning permissions, and 4% of the requirement is on sites allocated in made neighbourhood plans, but without planning permission.
- 5.1.35 Housing growth will be directed to the most sustainable settlements commensurate with their place in the settlement hierarchy with Worksop absorbing about a third of the growth; a large part already has planning permission.
- 5.1.36 This approach also maximises the delivery of affordable and specialist housing in a sustainable manner by allocating more sites of a larger scale on the edges of the Main Towns, where access to shops and services is more straightforward.

### **New Allocations**

- 5.1.37 The housing supply is **12,198 12,938**. Following consideration of existing completions in 2020-2021, existing sites with planning permission, sites allocated in made neighbourhood plans, and the windfall allowance, the residual Local Plan allocations for the period 2020-**2037 2038** is therefore **3639 4,057** new homes.
- 5.1.38 To meet the residual requirement within this plan period; as well as redeveloping brownfield sites and identifying small scale greenfield sites within the development boundaries, two large urban extensions are identified; on the northern edge of Worksop at Peaks Hill Farm for **1000 1,080** dwellings; and, at Ordsall South in Retford for **800 890** dwellings.
- 5.1.39 The Land Availability Assessment<sup>2</sup> and Sustainability Appraisal<sup>3</sup> concluded that these sites are those which cause least harm to the environment, are suitable for development and would take the development of the urban area up to clear and defensible boundaries. Both would also contribute to the provision of significant infrastructure over the plan period and beyond and deliver a mix of housing to

meet affordable and specialist needs. Together these sites are considered to be the most appropriate and suitable locations for the future expansion of our towns.

5.1.40 The strategy directs housing growth to locations attractive to the market, whilst ensuring there are no locations that are over-burdened by development, or that other locations are not receiving the opportunity to grow especially where this is required to support local service provision.

5.1.41 As can be seen from Figure 8 below the allocations to meet the residual requirement are largely focused on Worksop and Retford, with 1870 2,060 new homes in Worksop, 1194 1,332 in Retford, and 75 in the Large Rural Settlement of Tuxford. There will be no new allocations in Harworth & Bircotes as a consequence of the where there is 1,676 1799 existing commitments.

	Completions 2020-21 as at 1 April 2021	Extant planning permissions as at 1 December 2021	Made neighbourhood plan allocations without planning permission as at 1 December 2021	Local Plan site allocations	Total growth	% growth
Worksop	171	4228 1263	0	1870 2060	3269 3494	29.7 30.0
Retford	136	798 813	0	1194 1332	2128 2281	49.3 19.6
Harworth & Bircotes	82	4676 1799	0	0	4758 1881	46.0 16.2
Large Rural Settlements	48	4474 1203	202 199	75	4496 1525	43.6 13.1
Small Rural Settlements	324	4188 1213	264 256	0	4773 1793	46.4 15.4
Other Villages & Countryside	14	56	4	0	74	0.67 0.64
Bassetlaw Garden Village	0	0	0	500 590	500 590	4.6 5.1
<b>TOTAL</b>	<b>775</b>	<b>6447 6347</b>	<b>467 459</b>	<b>3639 4057</b>	<b>10998 11638</b>	<b>100.00</b>
Windfall	0	4200 1300	0	0	4200 1300	
<b>TOTAL with windfall</b>	<b>775</b>	<b>7347 7647</b>	<b>467 459</b>	<b>3639 4057</b>	<b>12198 12938</b>	

Figure 8: Distribution of housing growth

5.1.42 Distribution of employment land is influenced by the market and accessibility; by to local labour and also to strategic transport routes to make the movement of employees, goods and supplies more straightforward. Worksop and Retford are allocated additional employment land adjoining the development boundary to support local business needs. Both towns are also expected to experience growth in employment generating uses over the plan period, including in the town centres. However, much of the employment growth, evidenced by market demand is for land along the A1 and A57 growth corridors. A significant proportion has planning permission (see Policy ST7). Additional employment land is allocated to support accessibility to economic growth in the rural area; including through the regeneration of the former Bevercotes Colliery–High Marnham former power station site and to act as a catalyst for the new Garden Village.

## Worksop

- 5.1.43 Worksop is the principal town in the District, has a population of approximately 41,820<sup>15</sup>, and enjoys relative ease of access to a range of higher order health, education, cultural, retail and employment opportunities.
- 5.1.44 It is the most sustainable location for significant growth and provides the best opportunity to deliver the objectives of D2N2 Growth and Recovery Strategy<sup>5</sup>: the town and its catchment is expected to deliver substantial employment growth (see Policy ST7) reflecting its easy access to the A1 and A57 growth corridors and its ability to maximise sustainable transport choices. As such, it is the place where most new jobs will be created over the lifetime of the plan. Significant regeneration is expected to start in the town centre and its environs by ~~2037-2038~~ (see Policy ST5).
- 5.1.45 Over the past three years, Worksop has experienced high levels of housing growth, with areas such as Gateford Park seeing over 250 housing completions. As can be seen from Figure 8, at 1 ~~April~~ December 2021 ~~about~~ over 1400 of the expected housing growth in Worksop has been delivered, or is on committed sites, with the remainder to come from new allocations. Consequently, there is a requirement to allocate land for a minimum of ~~1870~~ ~~2,060~~ dwellings in Worksop. This includes ~~625-725 of the proposed~~ dwellings to be delivered through the Worksop Central Development Plan Document<sup>16</sup>. ~~75 are included as existing commitments.~~

## Retford

- 5.1.46 Retford is the second town in the District and has 22,013 residents<sup>15</sup>. It has a wide range of services, shops, and employment opportunities with good public transport links. It is a sustainable location for growth: the town is expected to deliver local employment growth (see Policy ST7) appropriate to meet local needs, and to maximise opportunities to sustainable transport choices, including at the East Coast Mainline Retford Railway Station. Enhancements to the town centre are expected to be underway by ~~2037~~ ~~2038~~ (see Policy ST14) facilitated by a neighbourhood plan.
- 5.1.47 Over the past three years, Retford has seen strong housing growth with about 350 dwellings completed. As at 1 ~~April~~ December 2021, ~~934~~ ~~949~~ of the expected housing growth in Retford has already been delivered or is on committed sites with extant planning permission. The remainder of the growth will be delivered from new allocations in the Plan providing for about ~~1194~~ ~~1,332~~ additional dwellings.

## Harworth & Bircotes

- 5.1.48 Focussed around the ongoing regeneration of the former Harworth Colliery and reflecting the aspirations of the Harworth & Bircotes Neighbourhood Plan<sup>14</sup> the town has benefitted from significant investment and regeneration in recent years. It has a population of 7,948<sup>15</sup>. Harworth & Bircotes has a good range of shops and services and benefits from easy access to the A1 (M) and South Yorkshire. Significant employment growth (see Policy ST7) is expected to capitalise on its strategically advantageous location. Given its growth to date, Policy ST14



promotes a small scale expansion of the town centre to meet the needs of the growing community.

- 5.1.49 Over the past three years, Harworth & Bircotes has seen additional housing growth with over 364 homes being delivered. A significant amount of land is also committed with planning permissions for over 1676 1799 homes, and 82 completions in 2020-2021. On that basis, no new allocations are proposed for Harworth & Bircotes as delivery will be largely met from existing commitments in this Plan which fulfils its role in the settlement hierarchy.

### **Large Rural Settlements**

- 5.1.50 The size of the District's rural settlements, and the level of services and facilities in them varies considerably. Similarly, their ability to accommodate growth in keeping with their character and form varies.
- 5.1.51 The Bassetlaw Rural Settlement Study, 2020<sup>17</sup> finds that the Large Rural Settlements - Blyth, Carlton in Lindrick and Costhorpe, Langold/Hodsock, Misterton and Tuxford - are the most sustainable due to them having the largest populations, a range of employment, shops and services and having more frequent and commercially viable public transport services to nearby larger towns and cities. All also act as service centres for the surrounding rural area.
- 5.1.52 It is expected that the Large Rural Settlements will deliver about 1496 1525 dwellings over the plan period. This will largely come from existing planning permissions and allocations in neighbourhood plans. There will be no new allocations except for the site proposed at Ollerton Road, Tuxford for 75 dwellings which will contribute to the housing requirement of Tuxford. Providing for housing development in this tier of the hierarchy will help maintain rural vitality by allowing these settlements to grow to support existing facilities and provide a focal point for use by residents of surrounding settlements. During 2018-2021, 111 dwellings were delivered in the Large Rural Settlements.
- 5.1.53 The spatial strategy identifies that growth in the Large Rural Settlements should not exceed the number of dwellings in these settlements by more than 20%, to ensure that they retain their identity and distinctiveness, and so that development is in keeping with their size, the level of services and infrastructure capacity.

### **Small Rural Settlements**

- 5.1.54 As with the Large Rural Settlements evidence<sup>17</sup> finds that the sustainable growth of the Small Rural Settlements would also help to sustain these villages in the long term. But it is recognised that their often greater environmental constraints can limit the ability of each settlement to accommodate growth (see Policy ST2).
- 5.1.55 The growth in the Small Rural Settlements will be primarily delivered through committed sites with planning permission and from made neighbourhood plans, as well as appropriate development consistent with the provisions of Policy ST2. Considering the large number of settlements in this tier of the hierarchy it is expected that about 1773 1,793 dwellings of the District's housing requirement will be delivered from the Small Rural Settlements during the plan period. Since

the 1 April 2020 the Small Rural Settlements have contributed significantly to boosting housing delivery in Bassetlaw with 324 completions.

- 5.1.56 The spatial strategy and Policy ST2 identifies that to promote sustainable development, growth should not exceed the number of dwellings in eligible **Small Rural** Settlements by more than 5%. The level of growth will also be monitored to inform the preparation of neighbourhood plans.
- 5.1.57 Settlements which do not meet the criteria as a Large or Small Rural Settlement are considered to be in the countryside. Proposals for residential development and employment uses in the countryside will be assessed against other relevant policies in this Plan.
- 5.1.58 In addition, throughout the settlement hierarchy, new housing sites which are in accordance with other policies in the Local Plan can be allocated through relevant neighbourhood plans.
- 5.1.59 Policy ST1 therefore makes provision for a minimum of **10,638** dwellings from 2020 to **2037 2038**. Of this, approximately **7,581** dwellings have already been built or committed (through the granting of planning permission, or through allocation in neighbourhood plans) with a further **1,300** anticipated on windfall sites. Policy ST1 therefore provides housing land for approximately **3,639 4057** dwellings.

### **Bassetlaw Garden Village**

- 5.1.60 Located strategically at the A1/A57 junction on a strategic growth corridor, the Bassetlaw Garden Village is not associated with meeting the growth needs of any particular settlement. Rather it contributes to achieving the wider aspirations of the D2N2 Growth and Recovery Strategy<sup>5</sup>, increasing the productivity of the local economy, reducing out-commuting, increasing the number and quality of better paid jobs in the District and improving accessibility to services for the rural communities.
- 5.1.61 The Garden Village provides a genuinely long-term sustainable growth plan for Bassetlaw, beyond the lifetime of the Local Plan. On that basis, **590** dwellings will be provided by **2037 2038** providing greater flexibility in the housing supply through increased choice and competition whilst contributing to **necessary strategic** physical, social and green/blue infrastructure **on site and where relevant in the locality**.

### **Infrastructure Delivery**

- 5.1.62 In order to deliver the level of growth associated with Policy ST1, the Plan will **facilitate the delivery of that** necessary infrastructure, services and facilities **proportionate to the level of growth identified by this Plan in this plan period are delivered**. Site-specific policies identify the key infrastructure requirements **identified as necessary to support the delivery of each site**. An Infrastructure Delivery Plan<sup>18</sup> (IDP) has been prepared alongside this Plan; **this details which identifies** the key infrastructure requirements **necessary to deliver this plan**,



anticipated costs, delivery partners and expected delivery timeframes. Policy ST58 identifies the mechanisms the Council anticipates using to secure infrastructure as part of the development process. ~~The Infrastructure Schedule contained within the IDP sets out an overview of the key infrastructure requirements necessary to deliver this Plan.~~

## **POLICY ST1: Bassetlaw's Spatial Strategy**

1. The spatial strategy for Bassetlaw will be delivered over the plan period 2020-2037 through:
  - a) managed sustainable development and growth, appropriate to the size of each settlement to meet the evidenced need for new homes and jobs, to regenerate the District's town centres, and to support necessary improvements to infrastructure, services and facilities will be achieved by:
    - i. promoting the efficient and effective use of land and the re-use of previously developed land in sustainable locations, unless there are overriding amenity, biodiversity or heritage matters that preclude such use; and by seeking to minimise the use of the most versatile Grade 1-3 agricultural land, where practicable;
    - ii. emphasising the need to develop in sustainable locations in close proximity to transport hubs and key public transport nodes, and by encourage encouraging higher density development in those locations;
    - iii. ensuring that sufficient physical, social and green/blue infrastructure is delivered to meet identified needs in a timely manner.
  - b) enabling the provision of housing land for a minimum of 10,047 10,638 dwellings (591 dwellings per annum), through completed sites, sites with planning permission, new site allocations in this Local Plan, or and from site allocations in made neighbourhood plans in accordance with the settlement hierarchy below:
    - i. at the Main Towns:
      1. approximately 2569 2,769 dwellings in Worksop Outer Area;
      2. approximately 700 725 dwellings in the Worksop Central DPD;
      3. approximately 2128 2,281 dwellings in Retford;
      4. approximately 1758 1,881 in Harworth & Bircotes;
    - ii. by supporting the delivery of 1496 1,525 dwellings in the Large Rural Settlements;
    - iii. by supporting the delivery of 1733 1,793 dwellings in the eligible Small Rural Settlements;
    - iv. by supporting the development of 500 590 dwellings through a site allocation at the Bassetlaw Garden Village;

### **Category**

1. Main Town

2. Large Rural Settlement

3. Small Rural Settlement

### **Settlement**

Worksop, Retford and Harworth & Bircotes

Blyth, Carlton in Lindrick and Costhorpe, Langold, Misterton and Tuxford

Barnby Moor, Beckingham, Clarborough, Clayworth, Cuckney, Dunham on Trent, East Drayton, East

- |                   |  |
|-------------------|--|
|                   | Markham, Elkesley, Everton, Gamston, Gringley on the Hill, Hayton, Laneham, Lound, Mattersey, Misson, Nether Langwith, Normanton on Trent, North Leverton, North and South Wheatley, Rampton, Ranby, Ranskill, Rhodesia, Scrooby, Shireoaks, South Leverton, Styrrup, Sutton cum Lound, Sturton le Steeple, Treswell, Walkeringham, West Stockwith |
| 4. New settlement | Bassetlaw Garden Village   |
| 5. Countryside    | All areas not identified above   |

- c) windfall sites, which are expected to be a reliable source of housing supply during the plan period contributing **1200 1,300** homes.
- d) **considering** places not identified in the settlement hierarchy **are considered** to be part of the wider countryside, where development will be supported where consistent with other policies in this plan and **or** to address an identified local need and **or can be where** justified through a neighbourhood plan or national policy;
- e) providing for **40 21** pitches for Gypsy and Travellers by **2025 2029** and a further **30 21** pitches by **2037 2038** to meet identified local needs;
- f) contributing to the provision of approximately **9,735 additional jobs 169ha of land** in the E(g), B2 and B8 Class **Uses between 2020 — 2037** at the General Employment Sites, and **to meet the needs for** sub-regional/regional logistics use **only** on approximately 118ha of land at the Apleyhead Strategic Employment Site **between 2020 — 2038**;
- g) safeguarding, regenerating and enhancing the role of the District's town centres at Worksop, Retford and Harworth & Bircotes to secure their longevity as vibrant centres that provide appropriate housing, business, retail, leisure and community facilities to serve each settlement, and its catchment effectively.

## **Bassetlaw Garden Village**

A number of changes are proposed, subject to consultation, within the Bassetlaw Garden Village section. For ease of consultation, Policy ST3: Bassetlaw Garden Village Design Framework and Policy ST4: Bassetlaw Garden Village and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

This consultation is not an opportunity to make comments on any unchanged parts of the Bassetlaw Local Plan 2020-2037: Publication Version.

Equally this consultation is not intended to be an opportunity to make comments on the changes which are shown for information only; these changes are minor modifications which do not need to be subject to consultation before the Plan is submitted for its examination. These are shown as: **new** or **deleted**.

## 5.3 Bassetlaw Garden Village

- 5.3.1 The Bassetlaw Garden Village is covers 223ha and is strategically located between Worksop and Retford to take advantage of existing road and rail infrastructure. The site is bordered by the A1 on its western edge and the Sheffield-Lincoln railway line along its northern edge. Mansfield Road bisects the site east-west providing a good access between Retford, the A57, A1 and Worksop. Clumber Park SSSI lies to the south west of the A1 and Doncaster Sheffield Airport is within 20 miles. The site (see Figure 9) comprises agricultural land, but includes the non designated Morton Hill Farm and its outbuildings in the northern part of the site.



Figure 9: Bassetlaw Garden Village

- 5.3.2 Consistent with the National Planning Policy Framework<sup>1</sup>, the Local Plan recognises that the long term supply of new homes can sometimes be best achieved through planning for a new settlement, and that delivery may need to extend over an individual plan period. Such proposals can be considered appropriate This is provided that they are well located and designed, with quality standards identified, the have scope for wider economic potential and environmental gains and infrastructure investment are considered, and supported by the necessary infrastructure and facilities including a genuine choice of transport modes. and that new residents will have good access to services and employment and that quality standards are identified.
- 5.3.3 Delivering growth at the Garden Village promotes a long-term self-sustaining sustainable location for new development. It will provide a positive legacy to the benefit of future generations and the environment by providing specific benefits that would not be achievable elsewhere in the district. Notably the potential for a new railway station and parkway; better accessibility to sustainable/public transport, local shops and community facilities for the district's rural communities; as well as providing opportunities to build in positive and zero carbon technologies, green/blue infrastructure and gains to biodiversity from the outset.
- 5.3.4 Additionally, The Garden Village will also help the District in addressing its economic growth aspirations, in particular contributing to the diversification of the

economy, with the D2N2 LEP recognising ~~it's the Garden Village's~~ 'significant role' in helping to deliver **a step change in the economy by facilitating** employment in key regional growth sectors over the plan period ~~and beyond~~.

- 5.3.5 On that basis, ~~the~~ Bassetlaw Garden Village will have a unique and **vibrant** identity, over time becoming a destination in its own right, distinct from surrounding towns and villages. It will transform into a new self-sustaining, healthy, green community, representing a lifestyle choice for those who wish to live or work there.
- 5.3.6 The scale of development will mean that the Garden Village provides the basis of a genuinely long-term sustainable growth plan for Bassetlaw, beyond the lifetime of the Local Plan; ~~an approach consistent with national policy<sup>4</sup>~~. In recognition of its delivery timeframe, the Bassetlaw Garden Village Vision Statement 2021<sup>22</sup> sets out a 30 year vision, supported by development and locally-led Garden City design principles, to inform the development of a **developer-led** masterplan framework for the site allocation.
- 5.3.7 Policies ST3 and ST4 reinforce the vision. Policy ST3 sets out the **strategic design** principles that development within the strategic allocation in Policy ST4, should accord with ~~Garden Village, including land within the~~. **Policy ST4 sets out the more detailed policy framework that the masterplan framework and development should address. This includes the more detailed infrastructure requirements to support the first phase of housing, employment and commercial development expected to be delivered in this plan period to 2038.**

### **Garden City Principles**

- 5.3.8 The Town and Country Planning Association (TCPA) locally-led Garden City principles below provide a framework for good place-making, delivery and management at a Garden Village level. The TCPA promotes innovation, imagination and use specific to a local context to ensure the Bassetlaw Garden Village is unique and appropriate to place. Nevertheless, it is the first two criteria that make a Garden Village distinctive from other housing allocations.
- Land value capture for the benefit of the community;
  - Strong vision, leadership and community engagement;
  - Community ownership of land and long-term stewardship of assets;
  - Mixed-tenure homes and housing types that are genuinely affordable;
  - A wide range of local jobs in the Garden Village within easy commuting distance of homes;
  - Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;
  - Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience;
  - Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;
  - Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

- 5.3.9 Additionally, Sport England's Active Design principles<sup>23</sup> provide a framework to encourage sport and physical activity through the design and layout of the built environment. These will be used as the basis for delivering healthy place-making at the Garden Village, considered particularly important to help redress the significant health inequalities that exist in the District.
- 5.3.10 Embedding these principles in policies ST3 and ST4 will ensure that the Garden Village comes forward as an exemplar form of **sustainable** development, appropriate to local character and distinctiveness. Design, development and delivery will epitomise the highest standards of place-making and place-keeping across all aspects of planning and delivery, consistent with national policy<sup>1</sup>.
- 5.3.11 The site has a number of existing challenges that development would need to address. The site is within 950m of the Clumber Park SSSI and the Sherwood Forest ppSPA, and within 15km of Birklands and Bilhaugh SAC/ Sherwood Forest NNR. **A Recreational Impact Assessment has been undertaken for both protected sites. In relation to Local Plan growth these identify that a range of mitigation measures are likely to be sought at Clumber Park and at relevant development sites the Garden Village (see Policy ST40A). A draft Recreational Impact Assessment is underway: this is expected to confirm the mitigation identified by Policy ST4: that a Suitable Accessible Natural Greenspace (SANG) should be established on site in the early phase of development to ensure potential recreational impacts are managed, that contributions are secured towards ongoing Strategic Access Management & Monitoring.**
- 5.3.12 **At the Garden Village, The delivery of a Suitable Alternative Natural Greenspace (SANG) in the first phase of development will be required to ensure potential recreational impacts from the Garden Village on the Clumber Park SSSI are managed appropriately.** The western edge of the site allocation falls within the exclusion zone of the SSSI. **Amongst measures designed to protect the important bird species associated with Clumber Park, On that basis,** a 400m green infrastructure buffer **will be implemented by Policy ST4** to minimise cat predation<sup>24</sup> into the more sensitive areas **of Clumber Park.**
- 5.3.13 A necessary part of the proposal is to ensure that development creates no harm to heritage assets on or off site. The Bassetlaw Garden Village Desk Based Archaeological Assessment 2021<sup>25</sup> **and the Bassetlaw Garden Village Geophysical Assessment 2021** confirms cropmarks associated with late Iron Age and Romano-British settlement activity, indicating archaeological remains on site. **A geophysical survey is underway to help identify the extent and further characterise the archaeological resource across the site. this is expected to confirm that** Evidence confirms that the applicant will be required to undertake intrusive site investigations **will be required** prior to development, to inform the detailed design and masterplan framework, and to ensure appropriate mitigation identified by Policy ST4 can be secured. Where appropriate, archaeological remains should be preserved and left in situ, forming part of the green infrastructure network for example.

- 5.3.14 Additionally, the non-designated heritage asset at Morton Hill Farm should be protected and positively integrated within development. The approach should reflect the significance of the asset both in terms of design and materials used.
- 5.3.15 ~~The design of the site should be in accordance with relevant National Grid guidance<sup>26</sup> due to overhead power lines crossing parts of the site;~~ Overhead power lines cross parts of the site; the siting of buildings and their height must be carefully considered and access for maintenance maintained. ~~The design of the site should therefore be in accordance with relevant National Grid guidance<sup>26</sup> and should to~~ make positive use of land underneath and in proximity of the overhead lines, ~~creative use of~~ such as for green/blue infrastructure ~~would be supported~~.

#### **Mix of Uses**

- 5.3.16 Policy ST4 provides for 10ha of employment land by 2038 to support the diversification of the local economy and to provide for approximately 1200 jobs<sup>7</sup>. A significant opportunity exists to showcase the green energy and zero carbon employment sector and modern methods of construction on site. Land for more traditional E(g) and B Class employment, supportive incubator space as well as space for local businesses to grow will be supported. A series of hubs across the site will provide for a range of employment generating jobs for local residents.
- 5.3.17 The Garden Village will also provide land for a substantial level of quality housing that will deliver around 4000 new homes over its lifetime, 590 dwellings by 2038. Given the complex nature of delivering a Garden Village, the housing trajectory in Appendix 3 clarifies that the Plan is not reliant on housing development coming forward for approximately 10 years, and no completions have been identified on site until 2031-2032 at the earliest.
- 5.3.18 Levels of growth would be accelerated in the next plan period to match future demands once initial strategic infrastructure needs have begun to be addressed, helping to ensure that the first phase of development is not car-dominated. The ~~future~~ delivery rates for of this site will be kept under review ~~monitored~~, and as national policy states, ~~if circumstances change, the allocation can be revisited~~ reflected as policies are updated upon ~~through the~~ first review of the Local Plan.
- 5.3.19 Housing is expected to be delivered by volume national developers, smaller local and regional construction companies as well as individuals constructing their own homes through self-build plots. This type of diversity in construction partners will ensure that year-on-year delivery can be boosted and maintained moving forward.
- 5.3.20 As a new settlement, the Garden Village must provide for an appropriate housing mix in terms of type, size and tenure, including for market and affordable housing, specialist housing and starter homes. As the Garden Village will be built over more than one ~~two~~ plan periods, housing mix will be agreed on a phase by phase basis to ensure the mix is in accordance with the most up to date local housing needs assessment.

#### **Green and Blue Infrastructure**



- 5.3.21 The Garden Village extends to around 223 hectares. ~~Not all of this land will be needed for development. A requirement of Policy ST3 the Garden Village is delivery of environmental quality through all aspects of its design. On that basis, 40% of the site area should comprise a comprehensive green/blue infrastructure network. The initial landscape-led design in the Vision Statement<sup>22</sup> demonstrates that this is feasible, whilst also accommodating the local character and distinctiveness of its rural location and its heritage. has been heavily influenced by the local character and distinctiveness of its rural location and its heritage, whilst significantly contributing to environmental quality. Moving forward, as part of the collaborative masterplanning process, the design will also need to respond to particular constraints. Even so, it must make provision for 40% green/blue infrastructure across the site.~~
- 5.3.22 The Level 2 Strategic Flood Risk Assessment 2021<sup>27</sup> advises that this interconnected network should ~~also~~ provide for an integrated flood management and sustainable drainage scheme. A Drainage Phasing Plan based on the SuDS train method will be required to ensure adequate drainage infrastructure ~~manages surface water run-off appropriately is provided~~ throughout the development's life. ~~to ensure surface water run-off in particular can be appropriately managed.~~
- 5.3.23 Sustainable drainage can also make significant contributions to ~~the~~ higher 20% biodiversity net gain target ~~identified for the sought on site. However the Garden Village should also contribute~~ This should include a contribution towards biodiversity opportunities mapping targets<sup>28</sup> ~~sought by Policy ST40~~, such as for wood pasture, species rich grasslands, and woodlands whilst ensuring that new habitats can be sensitively managed to minimise breeding opportunities for protected bird species from nearby Clumber Park SSSI, as defined by the Habitats Regulations Assessment 2021<sup>24</sup>.
- 5.3.24 An arboriculture survey and management plan will ensure the mature trees on site are protected and carefully integrated into the design, and that new provision is complementary, contributing to the 20% tree canopy cover target for the Garden Village. Such measures will create a distinctive setting, deliver air quality benefits and help the district adapt to the changing climate, ~~whilst recognising its setting adjacent to Sherwood Forest.~~
- 5.3.25 ~~The green/blue infrastructure should be multi-functional to accommodate suitable recreational space such as a park. A green wheel around the perimeter should be capable of buffering potential impacts from adjoining infrastructure, whilst providing~~ clear settlement edges with the adjoining countryside, and providing appropriate amenity for future occupiers and neighbouring residents, including the farmholding to the south east.

~~Green/blue infrastructure should include a linear park and a green wheel around the perimeter. The green/blue infrastructure should be multi-functional to accommodate suitable recreational space such as a park. This multi-purpose landscape feature can also function as a Suitable Alternative Natural Greenspace, act as a buffer to the A1 corridor and the railway line, provide. A green wheel around the perimeter should be capable of buffering potential~~



~~impacts from adjoining infrastructure, whilst providing clear settlement edges with the adjoining countryside, and providing appropriate amenity for future occupiers and neighbouring residents, including the farmholding to the south east.~~

- 5.3.26 Together these new features should connect ~~to~~ a network of smaller ~~neighbourhood~~ spaces for recreation, sport, play, active travel, food production and wildlife. This will ensure all ~~neighbourhoods~~ users have easy access to quality green/blue infrastructure, ~~Design details such as space for inclusive cycling, whilst inclusive design such as,~~ storage for mobility scooters and pushchairs will ensure residents of all ages and abilities are able to enjoy a healthy lifestyle ~~and experience social interaction.~~
- 5.3.27 Indoor and outdoor sports facilities will be required to meet the informal and formal needs of all ages and abilities to encourage healthy, active lifestyles. The level and type of provision will be agreed with Sport England on a phase by phase basis in accordance with the latest Playing Pitch Strategy and Built ~~Indoor~~ Sports Facilities Strategy.

#### **Healthy active lifestyles**

- 5.3.28 Healthy place-making ~~is a cross-cutting theme underpinning~~ underpins the design of the Garden Village, reflecting World Health Organisation guidelines for physical activity<sup>29</sup>. On that basis, Policy ST3 requires the design and development to promote ~~healthy, active lifestyles, focussed around~~ the '15 minute neighbourhood' concept. The Vision Statement<sup>22</sup> identifies that ~~this can be achieved, by focussing development around~~ the provision of three community hubs, ~~which~~ contain complementary everyday services and community facilities, that are accessible by active travel through walking, cycling and public transport, ~~thereby minimising the need to use the private car should underpin the approach.~~
- 5.3.29 Each hub should have a different focus: the northern hub is focussed around the safeguarded railway station/transport interchange; whereas the central hub should host education, health/community facilities and a local centre, in response to the ~~local education authority's~~ requirement for an integrated primary/secondary school to be centrally located on site. The eastern hub could provide for a range of complementary small-scale commercial and community uses. ~~Design of active buildings will be supported.~~
- 5.3.30 Consistent with national policy<sup>1</sup> and the National Design Guide<sup>30</sup>, densities should vary across the site, ensuring different neighbourhoods have their own character and identity. To reflect the principle of the 15 minute neighbourhood, higher densities will be supported around key activity and transport nodes. A density plan will be required ~~to accompany the masterplan framework~~ to ensure the principles of the Bassetlaw Garden Village Vision Statement<sup>24</sup> are delivered.

#### **Sustainability**

- 5.3.31 The Garden Village ~~should fully embrace~~ is expected to epitomise the green agenda: new ~~housing development~~ will be ~~of the relevant~~ designed to ~~meet the~~ achieve the highest relevant standards in each development ~~the first~~ phase, ~~ensuring that each subsequent phase is designed to meet the relevant highest standards including~~ for water efficiency and energy efficiency. ~~This can be~~

~~achieved through~~ A range of design measures, sustainable construction techniques and materials, and, use of green/blue infrastructure ~~will be sought~~ to make the Garden Village resilient to the effects of climate change.

- 5.3.32 Zero-carbon ~~and energy positive~~ technologies should be built-in to the design. ~~This could include~~ A range of measures appropriate to local context, including localised energy delivery through district heating systems and co-generation. ~~The~~ and development of appropriate community energy schemes will be supported. A Green Energy Assessment should inform the masterplan framework to demonstrate how opportunities have been maximised.

#### **Active Travel, Public Transport and Connectivity**

- 5.3.33 Transport, and the movement of vehicles and people, is vital to the successful development of the Garden Village. The design should embed the promotion of active travel choices ~~by such as~~ walking, cycling, bus and rail over the use of the private car ~~from the outset~~. To enable this step-change, a highly legible, attractive and accessible movement network should be focussed around ~~the delivery of, and connectivity to,~~ an integrated transport interchange ~~and public transport network~~ on site.

~~The Garden Village has direct access to the Sheffield-Lincoln railway line providing a significant opportunity to deliver meaningful transport infrastructure and associated economic and environmental benefits to the district. Policy ST56 safeguards land for a new railway station and associated infrastructure which will act as the anchor for the new transport interchange.~~

- 5.3.34 In the early stages of development it is important that residents do not become car dependent. A new bus service should be provided ~~in the first phase to and~~ through the site, ~~supported by bus priority measures,~~ to enable strong direct connections to Worksop and Retford and ~~their nearby~~ employment areas, as well as supporting sustainable movement for residents ~~within the site~~. In the medium term, this should improve accessibility for rural residents to community facilities on site and ~~to~~ the railway station.
- 5.3.35 Safe, convenient walking and cycling links to Worksop across the A1 ~~will be required from the outset~~. Improvements to the existing on road provision will be sought in the short term ~~to enable suitable access to and from the site~~, whilst the potential for a pedestrian/cycle bridge over the A1 will be explored ~~in later phases~~. Early discussions with ~~Highways National~~ Highways and the National Trust are essential to ensure its appropriate delivery. In the long term, access to Retford off road via public rights of way to Ordsall South should be considered.
- 5.3.36 Two level crossings adjoin the site and a third is within close proximity to the south-east. Once construction begins the on site Howards crossing will be closed to maintain the safe operation of the railway network. After ~~2037~~ 2038, the closure of the Rushey's Sidings level crossing to the south-east will be required alongside the diversion of the road network between Jockey Lane and Mansfield Road to enable the safe movement of vehicles, ~~cyclists and pedestrians and traffic~~. Early discussions with Network Rail and the Local Highways Authority will be required.

- 5.3.37 Given its location, and likely advances in vehicle technology over the plan period and beyond, the transport network will be expected to incorporate infrastructure to enable the charging of electric/ alternative fuel technology vehicles **at private dwellings, for public transport and in public car parking areas**. The transport interchange should enable this to be undertaken at a strategic level.
- 5.3.38 The Garden Village has direct access to the Sheffield-Lincoln railway line providing a significant opportunity to deliver meaningful transport infrastructure and associated economic and environmental benefits to the district. Policy ST56 safeguards land for a new railway station and associated infrastructure **which will act as the anchor for at the new transport interchange**.
- 5.3.39 Even with these requirements, a development of this scale is expected to generate impacts to the highway network. On that basis, the Garden Village **transport infrastructure** has been identified as a priority project in the County Council's Strategic Infrastructure Plan 2022<sup>30</sup>.
- 5.3.40 Advice from the Local Highways Authority will inform the partial re-alignment of Mansfield Road between the A1/B6420 roundabout and **the Mansfield Road level crossing**. Built to distributor road standard it will act as the spine for the development but also provide added benefits, **by enhancing highways safety and accessibility for pedestrians and cyclists through segregated walking and cycling infrastructure**.
- 5.3.41 Policy ST4 requires that where off site impacts are significant, improvements to the local road and rail network will be required<sup>31</sup>. Detailed evidence will be required through a **site specific Transport Assessment and Travel Plan for each phase of development**.

~~The delivery of the Garden Village is expected to take many years. A delivery strategy and phasing plan will be required alongside the masterplan framework. This should include safeguarding land for new infrastructure on site in accordance with Policy ST56, such as a new integrated primary-secondary school. Policy ST4 requires that this strategy be reviewed to accompany each development phase. This will ensure that each phase of development appropriately mitigates its impact on strategic and local infrastructure and contributes to the delivery of the Infrastructure Delivery Plan<sup>18</sup> in a proportionate and timely manner.~~

#### **Stewardship and Legacy**

- ~~5.3.40 Essential to the successful delivery of the Garden Village is maintaining the quality of green/blue infrastructure and community assets. At the appropriate point, they should be transferred into community ownership to secure the long-term collaborative stewardship for future generations.~~
- ~~5.3.41 The Council will establish a Stewardship Management Group to facilitate the approach and procedures for delivery. This will be locally-led involving the landowners, existing local community representatives, and over time new residents and developer partners. A Stewardship and Legacy Plan must~~

~~accompany the masterplan framework and should identify opportunities for community participation.~~

### **Masterplanning**

5.3.42 Policy ~~ST4~~ **ST3** requires development to be guided by a comprehensive ~~developer-led~~ masterplan framework for the whole ~~village site allocation~~, accompanied by an agreed suite of supporting strategies, design code, parameter plans, ~~delivery strategy and~~ phasing plan. These will jointly form a framework for informing planning applications and the phased delivery of the ~~Garden Village~~.

5.3.43 The masterplan framework should be agreed with the Council and be approved by the Bassetlaw Garden Village Consultative Group; a partnership facilitated by the Council, comprising key stakeholders and the landowners, who have facilitated the delivery of the Garden Village to date. ~~Membership of the Group is identified in the Bassetlaw Garden Village Vision Statement 2021.~~ It is expected that work will be completed on the masterplan framework by 2025, to inform implementation. This is anticipated to tie in with funding bids to Government and other organisations.

### **Infrastructure provision**

5.3.44 The delivery of the Garden Village is expected to take many years. ~~However, the National Planning Policy Framework recognises that infrastructure requirements associated with new settlements may not be capable of being identified fully at the outset. On that basis, this Local Plan recognises the importance of ensuring each phase is not reliant on the car, it is essential that infrastructure is appropriately phased alongside development.~~

~~5.3.45 This will To ensure that each phase of development appropriately mitigates its impact on strategic and local infrastructure, and so that each phase is not overly reliant on the car, the delivery strategy and phasing plan will be expected to deliver the requirements of Policy ST3 and Policy ST4 and the provisions set out in and contributes to the delivery of the Infrastructure Delivery Plan<sup>18</sup> in a proportionate and timely manner. This should include safeguarding land for new infrastructure on site in accordance with Policy ST4 and Policy ST56, such as a new integrated primary-secondary school. As such, Policy ST4 requires a the delivery strategy and phasing plan be prepared and will be reviewed to accompany each application phase.~~

~~To ensure infrastructure is appropriately phased alongside development a delivery strategy and phasing and implementation plan will be required alongside the masterplan framework. This should include safeguarding land for new infrastructure on site in accordance with Policy ST4 ST56, such as a new integrated primary-secondary school. Policy ST4 requires that this strategy be reviewed to accompany each development phase. This will ensure that each phase of development appropriately mitigates its impact on strategic and local infrastructure and contributes to the delivery of the Infrastructure Delivery Plan<sup>18</sup> in a proportionate and timely manner.~~

### **Stewardship and Legacy**

- 5.3.46 Essential to the successful delivery of the Garden Village is maintaining the quality of green/blue infrastructure and community assets. ~~At the appropriate point, they should be transferred into community ownership to secure the long-term collaborative stewardship for future generations.~~ The Council will establish a Stewardship Management Group to facilitate the approach and procedures for delivery. This will be locally-led involving the landowners, existing local community representatives, and over time new residents and developer partners. A Stewardship and Legacy Plan ~~should~~ **must** accompany the masterplan framework and ~~should~~ identify opportunities for community participation.

### **POLICY ST3: Bassetlaw Garden Village Design and Development Principles**

1. ~~All development within Bassetlaw Garden Village~~ A masterplan framework will be required to be produced to inform the development of ~~initial application for the Bassetlaw Garden Village site allocation.~~ The overall design and layout ~~The~~ will be expected to reflect the locally-led Garden City principles as set out by the Town and Country Planning Association (TCPA) and be in accordance with the following Bassetlaw Garden Village Vision Statement<sup>22</sup> key **design** principles ~~below~~:
- a) a healthy active place – a healthy garden village designed to reflect Sport England’s Active Design principles<sup>23</sup>, focussed around the 15 minute neighbourhood and three hubs connected by active travel, with integrated multifunctional open space that incorporates edible space, sport, recreation and play, private and community gardens, active non residential buildings and access to nature;
- b) a well-connected and integrated place – an accessible garden village that prioritises **active travel through** walking and cycling, integrated public transport, with strong **sustainable** links to the A1, nearby towns, Clumber Park and the surrounding rural community, built in capacity in homes, businesses and open space to enable innovative transport solutions and safe neighbourhoods with natural surveillance and smart lighting;
- c) a sustainable place – a resilient garden village, masterplanned to achieve exemplary sustainable design and relevant sustainable building standards, using sustainable building materials, that integrate zero carbon ~~and positive energy~~ technologies and build in climate change resilience with tree planting, sustainable drainage, integrated water management and adaptable homes that support a mixed community and a range of diverse **businesses**;
- d) a place where innovation is built in – an adaptable garden village that showcases innovative construction methods and new technologies, integrates efficient and cost saving energy and water networks and smart technologies to support smart living and working practices and transport solutions;
- e) a place where community ownership and participation is embraced – a cared for garden village of attractive distinctive built and natural environments, meaningful space for community interaction and events, with residents actively involved in managing public space and community facilities;
- f) a quality place - a landscape-led garden village designed to achieve 40% green/blue infrastructure cover, 20% biodiversity net gain and 20% tree canopy

cover, that responds positively to landscape, heritage, ecology, topography and aspect, which integrates a robust sustainable drainage scheme and sensitive heritage management.

2. The masterplan framework will be expected to incorporate the proposed location and distribution of uses across the site in accordance with the following key development principles:
  - a) to provide for an appropriate range of densities across the site to ensure a highly walkable and highly connected street-based layout that encourages segregated walking and cycling. This should be evidenced by a density plan;
  - b) to comprise a scheme of an appropriate scale, layout, form and materials which respects the significance and setting of affected heritage assets, and takes into account the results of the Bassetlaw Garden Village Desk Top Based Archaeological Assessment 2021<sup>25</sup>, the Bassetlaw Garden Village Geophysical Assessment 2021, intrusive site investigations, the applicant's heritage statement and mitigation strategy;
  - c) that incorporates a network of green/blue infrastructure, landscape and heritage assets and locally important ecologically important habitats, informed by the applicant's Landscape and Visual Impact Assessment. This should:
    - i. show all structural landscaping and the treatments to be provided including boundary treatments and measures to ensure a depth buffer with the A1 and the railway line, and a 100m separation with existing properties on the south-eastern boundary;
    - ii. show how development will safeguard, maintain and where possible enhance sightlines and key views in and across the allocation, including the retention of long open views towards Retford and to the south;
    - iii. include the mix of open space uses as identified by the Infrastructure Delivery Plan<sup>18</sup>;
    - iv. show how existing trees, woodland and important hedgerows will be protected, and the location of new tree and woodland planting, informed by the applicant's arboriculture assessment to ensure their long term management;
  - d) to comprise a scheme of an appropriate scale, layout, form and planting which takes into account relevant mitigation to manage potential recreational disturbance upon the nearby Clumber Park SSSI, in accordance with Policy ST40A; the Bassetlaw Habitats Regulations Assessment 2021 and the applicant's project level shadow HRA including winter bird surveys by:
    - i. ensuring that housing development is situated outside the 400m exclusion zone of the Clumber Park SSSI and the Sherwood Forest ppSPA boundaries;
    - ii. ensuring that no habitat suitable for breeding by ground nesting birds associated with Clumber Park SSSI and Sherwood Forest ppSPA is created within 400m of housing development;
    - iii. providing for a Suitable Alternative Natural Greenspace on site;
  - e) to show how surface water will be managed on site, through an integrated flood management and Drainage Phasing Plan informed by the applicant's Flood Risk Assessment and a Surface Water Management Masterplan and Strategy. This should include whole life management and maintenance arrangements;
  - f) by providing for a zero carbon and renewable energy network including identifying opportunities for localised heating systems, use of sustainable design and



- construction, and provision of infrastructure to support electric and clean vehicle alternatives, informed by the applicant's Green Energy Assessment;
- h) by identifying the proposed transport links, including access to the site, main internal highway network, a dedicated access to the farmholding adjoining the south-east boundary; principal walking, cycling and bridleway links through the site towards the transport interchange and community hubs, including links to the surrounding network, and ensuring the public right of way is retained, maintained and enhanced;
  - i) to show the location and nature of the public transport interchange and associated infrastructure, including land for the provision of a new Railway Station and associated infrastructure and how the development will maximise opportunities for a comprehensive and connected public transport service;
  - j) by providing for an appropriate level of formal and informal sports pitches and facilities to meet the evolving needs of the community informed by the Bassetlaw Playing Pitch Strategy<sup>33</sup> and the Bassetlaw Built Facilities Strategy<sup>34</sup>;
  - k) to show how the closure of the affected level crossings in the locality can ensure the safe movement of vehicles, pedestrians and cyclists, as a result of consultation with Network Rail and the Local Highways Authority;
  - l) by identifying the location and form of the local centre, the health hub, the community facilities and provision of 8ha of land on site for the development of an integrated primary-secondary school and early years facility;
  - m) to respond positively to the National Grid assets present within the site and the Network Rail assets along the northern boundary, which by demonstrating how the National Grid Design Guide and Principles and relevant Network Rail guidance have been applied and how the impact of the assets has been reduced through good design.

4. Where planning permission is granted, Permitted Development Rights may be removed in order to control future alterations or extensions that may impact on the quality, appearance and character of the Garden Village.

5. The masterplan framework should be produced in consultation with the Bassetlaw Garden Village Consultative Group and local communities and the provisions of Policy ST58, and include a statement that sets out how community and stakeholder engagement has influenced the design and layout and its intended delivery.

6. The final masterplan framework should be submitted to the Council for its approval prior to the submission of the initial planning application for the site.



## **POLICY ST4: Bassetlaw Garden Village**

1. Land at the Bassetlaw Garden Village, as identified on the Policies Map, will be developed as a self-sustaining new settlement over the next 30 years. The scale of the development means that the site should meet the highest design quality standards in accordance with the principles identified in Policy ST3.

2. Within this Plan period, to contribute to the growth ambitions within the Local Plan, the first phase of development is expected to provide approximately 590 new

dwellings, 10 hectares of employment land and 5 ha of commercial land, and an appropriate level of infrastructure, delivered in a timely and proportionate manner to ensure that the settlement is non-car dominant from the outset. By 2038 this should include:

- a) an appropriate mix of housing types, sizes and tenures to help meet local housing need, including affordable housing, specialist housing, extra care accommodation, and, where appropriate, serviced plots for self-build and custom build homes with an appropriate amount of outside private amenity space;
- b) a robust employment mix of E(g), B2 and B8 uses to support job growth, employment diversification and enterprise to complement the wider development proposed in the locality of the Garden Village;
- c) commercial land adjacent to the A1/ Mansfield Road junction comprising an appropriate mix of E(b) use and visitor accommodation;
- d) provision for appropriate utilities infrastructure; for water supply, foul water, electricity supply and digital connectivity through consultation with relevant infrastructure providers;
- e) provision for, at least, 18ha of green and blue infrastructure, including a Suitable Alternative Natural Greenspace on site;
- f) provision of the first phase of community infrastructure, which as a minimum should include the development of a convenience store and a community hub;
- g) provision for an appropriate level of outdoor and indoor sports facilities commensurate to the level of housing proposed;
- h) necessary school transport services to nearby education facilities prior to the delivery of on-site education facilities;
- i) the safe and suitable vehicular access into the site from the A1/Mansfield Road junction;
- j) the partial realignment of Mansfield Road to distributor standard to support the delivery of the first development phase, including segregated walking and cycling links;
- k) enhanced walking and cycling provision over the A1;
- l) the closure of Howards No1 Level Crossing;
- m) the provision of a dedicated and high frequency bus service to and through the site to Worksop, Retford and nearby employment sites.

3. Beyond 2038, further phases of development at the Garden Village should deliver:

- a) the remaining 3410 new dwellings;
- b) a range of main town centre uses, in order to optimise the settlement's self-sufficiency and to support the village's residential and working community. This should include:
  - i. local shops and services that meet the day to day needs of the local community without impacting upon the vitality and viability of existing town centres in accordance with Policy ST13;
  - ii. additional community facilities including indoor and outdoor sports facilities commensurate to the level of housing proposed;
  - iii. provision of on site primary and community healthcare facilities;
  - iv. a co-located 4 Form entry primary and secondary school with capacity to co-locate one early years nursery facility and associated supporting infrastructure;



- c) the ongoing provision of at least a further 71ha of green and blue infrastructure to achieve the 40% site coverage;
  - d) walking and cycling infrastructure as necessary to support the development proposed in each subsequent phase, including:
    - i. a new dedicated walking and cycling crossing over the A1; and
    - ii. an enhanced walking and cycling link from the site to HS13: Ordsall South;
  - e) an integrated transport hub including a railway station with a platform and necessary supporting infrastructure located to the north of the railway line, public transport interchange, electric vehicle charging hub, and cycling hub and supporting infrastructure;
  - f) the ongoing re-alignment and upgrade of part of the B6420 Mansfield Road between the A1/B6420 roundabout and Mansfield Road level crossing to distributor road standard, including appropriate junctions with the existing B6420 Mansfield Road to support the level of development proposed in each phase;
  - g) the closure of Rushey's Sidings Level Crossing, and, the redirection of vehicular and pedestrian/cycle movements to Jockey Lane via a new road link to enable the safe crossing of the railway line in accordance with advice from Network Rail and the Local Highways Authority;
  - h) additional utilities infrastructure to support the level of development proposed in each phase in consultation with relevant infrastructure providers.
4. The applicant's Delivery Strategy and Phasing Plan will be expected to demonstrate that the Garden Village will be coordinated with the timely and proportionate delivery and implementation of infrastructure (on and off site) as identified as necessary by the Infrastructure Delivery Plan. This will ensure that:
- a) identified potential adverse impacts are satisfactorily and appropriately mitigated;
  - b) adequate supporting facilities and infrastructure will allow the establishment of a self-sufficient and cohesive community;
  - c) occupiers have an appropriate range of sustainable travel options from an early stage, including access to bus services and the cycle and pedestrian link to Worksop and nearby employment areas;
  - d) each phase is making an appropriate and proportionate financial contribution to the site allocation's strategic and local infrastructure requirements as identified by the Infrastructure Delivery Plan including:
    - i. the delivery of off-site transport infrastructure improvements, including to the junction of the B6420/A620; and, to the junctions at the A614 Blyth Road/A57/A1; the A60 Mansfield Road/A619; the A57/Sandy Lane; the A57/Claylands Avenue/Shireoaks Common; the A57/B6034/Netherton Road and the A57/B6040;
    - ii. for a high frequency bus service from the site to Worksop and Retford, and to nearby employment areas;
    - iii. towards the new Garden Village railway station and associated infrastructure;
    - iv. for appropriate highway demand management measures to be in operation throughout the lifetime of the construction of the site;
    - v. towards the phased delivery of on site sports, community facilities, healthcare facilities and education facilities;
    - vi. towards a new public transport interchange.
5. Planning obligations will be sought to secure the timely transfer of the land required to accommodate the infrastructure identified by 2 and 3 above. Other infrastructure

shall be secured by planning condition, agreement and/or other mechanism considered appropriate.

6. Upon review of the Local Plan the Council will undertake a review of infrastructure delivery, to ensure any potential impacts and mitigation associated with the additional 3410 dwellings at the Garden Village are identified in consultation with relevant infrastructure partners. In relation to transport and highways this should take into account:
  - i. the optimisation of existing, and the introduction of further, sustainable transport measures where appropriate along with the need to provide wider infrastructure improvements;
  - ii. any additional transport and highways infrastructure on and off site that will be needed to support the delivery of the Bassetlaw Garden Village taking into account implemented and committed highway schemes.

7. The masterplan framework shall include a Stewardship and Legacy Plan which addresses the long-term governance and stewardship arrangements (including the management, maintenance and renewal) of the green and blue infrastructure, the public realm, community and other relevant public facilities. Planning obligations will be sought to secure the long term funding, maintenance and stewardship of the assets where necessary.

#### **POLICY ST4: Bassetlaw Garden Village**

1. Land at Bassetlaw Garden Village, as identified on the Policies Map, will be developed for approximately 500 dwellings, 10 hectares of employment land and 5ha of land for employment generating uses and associated infrastructure in this plan period, and a further 3500 dwellings and associated infrastructure thereafter as part of a safe, sustainable, quality new settlement.
2. Proposals to develop land at Bassetlaw Garden Village will be expected to deliver:
  - a) development in accordance with Policy ST3;
  - b) a mix of housing types, sizes and tenures to meet local needs including affordable housing, specialist housing and extra care accommodation, and, where appropriate, serviced plots for self build and custom homes, with outdoor amenity space appropriate to property type;
  - c) a robust employment mix of E(g), B2 and B8 uses to support job growth, employment diversification and enterprise clustering to complement the wider development proposed in the area;
  - d) a commercial area adjacent to the A1/Mansfield Road junction comprising employment generating uses to include an appropriate mix of E(b) use and visitor accommodation;
  - e) a heritage-led landscape scheme of an appropriate scale, layout, form and materials, supported by a Landscape and Visual Impact Assessment, which integrates a network of green/blue infrastructure, landscape and heritage assets and locally important ecologically important habitats. This should include:
    - i. sensitive use of soft landscaping, such as trees, hedgerows, and an in depth green buffer along the periphery of the site to provide a clear boundary, and along the south eastern boundary to provide 100m separation with existing properties;

- ii. maintaining sightlines and views from and through the development, including the retention of long open views towards Retford and to the south through use of green/blue infrastructure;
  - iii. ensuring that housing development is situated outside the 400m exclusion zone of the Clumber Park SSSI boundary;
  - iv. an appropriate landscaping strategy to ensure that housing development is not situated within 400m of habitats associated with the protected ground nesting bird species associated with Clumber Park SSSI;
  - v. density appropriate to place, such as lower density development on the periphery of the site with higher densities towards the activity nodes;
  - vi. use of level access accommodation, such as bungalows, along the urban-rural interface;
- f) a scheme of an appropriate scale, layout, form and materials which respects the significance and setting of affected heritage assets, supported by a heritage statement to be informed by the Bassetlaw Garden Village Desk Top Based Archaeological Assessment 2021<sup>25</sup> and geophysical survey, intrusive site investigations, and mitigation strategy;
- g) a Habitats Regulations Assessment<sup>24</sup>, including winter bird surveys to identify potential impacts on the Birklands and Bilhaugh SAC and Sherwood Forest ppSPA;
- h) ensure that potential recreational impacts upon Clumber Park SSSI, Birklands and Bilhaugh SAC, Sherwood Forest NNR are appropriately managed and mitigated, informed by the Recreational Impact Assessment for the sites in accordance with Policy ST40;
- i) an integrated flood management and Drainage Phasing Plan informed by a Flood Risk Assessment and a Surface Water Management Masterplan and Strategy, to manage surface water drainage on site to include whole life management and maintenance arrangements;
- j) a multifunctional, coherent and connected green/blue infrastructure network to include the mix of uses as identified by the Infrastructure Delivery Plan<sup>18</sup> and a Suitable Alternative Natural Greenspace to enable a circular walk. The future management and maintenance shall be agreed through a planning application;
- k) a tree strategy to protect existing trees and woodland and important hedgerows, and to manage new tree and woodland planting, supported by an arboriculture assessment to ensure their long term management;
- l) a design that enables access by the relevant bodies to the overhead power lines crossing the site and to the railway line along the northern boundary to enable whole life management and maintenance;
- m) sufficient health capacity, which is expected to comprise a primary healthcare facilities, community health services and ancillary facilities;
- n) a new multi-purpose community facility including changing accommodation and indoor and outdoor space for sport informed by the Bassetlaw Playing Pitch Strategy<sup>33</sup> and the Bassetlaw Built Facilities Strategy<sup>34</sup>;
- o) sufficient education capacity; in this plan period this will comprise an appropriate financial contribution towards school transport provision to primary and secondary facilities in the locality until the on site provision is operational; and, provision of serviced land to accommodate an integrated early years facility, 4 Form Entry primary school, and secondary school (approximately 8ha) and associated supporting infrastructure after 2037, as identified by the Infrastructure Delivery Plan<sup>18</sup>;

- p) a Local Centre to include a convenience goods store of an appropriate size, commensurate to its location and other local shops and services that meet the day to day needs of the local community without impacting upon the vitality and viability of existing town centres in accordance with Policy ST13;
  - q) a low carbon and renewable energy network including opportunities for localised heating systems, sustainable design and construction to meet relevant sustainable building standards such as in accordance with Policy ST50, informed by a green energy assessment;
  - r) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, referring to the development's Transport Assessment and Travel Plan, informed by Local Highways Authority advice, detailing:
    - i. the re-alignment and upgrade of part of the B6420 Mansfield Road between the A1/B6420 roundabout and Mansfield Road level crossing to distributor road standard, including appropriate junctions with the existing B6420 Mansfield Road and the A1/ B6420 junction;
    - ii. an appropriate financial contribution towards the improvement of the junction at the B6420/A620; and the roundabout at the A614 Blyth Road/A57/A1;
    - iii. provision of appropriate infrastructure to support electric and clean vehicle alternatives;
    - iv. provision for an integrated transport hub in accordance with Policy ST54 including a railway station with a platform and necessary supporting infrastructure located to the north of the railway line, public transport interchange, electric vehicle charging hub and cycling hub and supporting infrastructure;
    - v. a strategy for the safe closure of the level crossings in the locality, and to ensure the safe movement of vehicles, pedestrians and cyclists, through early consultation with Network Rail and the Local Highways Authority;
    - vi. an appropriate financial contribution towards a high frequency bus service from the site to Worksop and Retford, Clumber Park and nearby employment areas to support the first phase of the development;
    - vii. high quality infrastructure to support walking and cycling throughout the site, and provision of links to adjacent employment areas, to Clumber Park and to other nearby locations;
    - viii. appropriate highway demand management measures to be in operation throughout the lifetime of the construction of the site;
    - ix. an appropriate financial contribution towards the new Garden Village railway station and associated infrastructure;
    - x. dedicated access to the farmholding adjoining the south-east boundary.
3. The proposed development at the Garden Village should deliver a scheme in accordance with a comprehensive masterplan framework informed by the Bassetlaw Garden Village Vision Statement 2021<sup>22</sup> and in accordance with the provisions set out above and Policy ST58. The masterplan framework must be agreed with the Local Planning Authority and approved by the Bassetlaw Garden Village Consultative Group.
4. To ensure the long term sustainable governance and stewardship arrangements of the public and community assets are delivered and phased appropriately the

masterplan should be accompanied by a Stewardship and Management Plan, to be approved by the Bassetlaw Garden Village Stewardship Working Group.

5. Where planning permission is granted, Permitted Development Rights may be removed in order to control future alterations or extensions that may impact on the quality, appearance and character of the Garden Village.



## **Provision of Land for Employment Development**

A number of changes are proposed, subject to consultation, within the Provision of Land for Employment Development section. For ease of consultation, Policy ST7: Provision of Land for Employment Development and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

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## 6.1 Promoting Economic Growth

- 6.1.1 A strong local economy is vital to maintaining and enhancing the overall prosperity and well-being of the District and its communities. In recent decades, the District's economy has begun a transformation: employment in traditional industries; such as heavy manufacturing and coal fired power generation has declined significantly, resulting in the District beginning to experience a step-change in economic growth. The Council Plan<sup>1</sup> is committed to diversifying the economy further, by attracting inward investment and helping existing businesses thrive.
- 6.1.2 Consistent with national policy<sup>2</sup> ~~and based upon robust and up-to-date evidence~~, this Local Plan translates that commitment into a positive economic strategy capable of delivering sustainable economic growth that is responsive to strong market signals ~~and is based upon robust and up-to-date evidence~~. In Bassetlaw, specialised manufacturing continues to buck national trends and grow, providing high value jobs with good growth prospects. The logistics sector continues to grow, with recent significant development at Symmetry Park and Manton Wood, and current substantial construction at Snape Lane, evidence that potential exists for the District to capitalise on its strategic accessibility along the A1 and A57 corridors.
- 6.1.3 The approach taken reflects the aims of the D2N2 Recovery and Growth Strategy 2021<sup>3</sup>: to support low carbon growth; promote productivity, particularly around employment and skills; business growth and innovation; and endorse connectivity and inclusion, including integrated infrastructure and place shaping. The aim of the strategy is to reduce the gap in economic activity across the region by 2030: lead the most ambitious carbon turn-around in the country and attract more high value employment to the area by capitalising on existing institutions and the manufacturing base to build high quality jobs.
- 6.1.4 Bassetlaw is a key location where this activity is expected to take place. At a sub-regional level, the D2N2 LEP recognise the role the District can play in developing identified growth sectors: creative and digital technologies; construction, particularly modern methods of construction; renewable energy and low carbon energy production; engineering and civil engineering; and the visitor economy.
- 6.1.5 Additionally, the D2N2 LEP recognise that in the future, the logistics sector would be well-positioned to integrate with other sectors, such as robotics, information technology and analytics, reinforcing the Council Plan<sup>1</sup> ambitions to enhance economic productivity over the plan period.
- 6.1.6 Policy ST1 identifies the District-wide spatial strategy for meeting the growth associated with economic (business) development: within class E (g) (uses which can be carried out in a residential area without detriment to its amenity), B2 (industry), B8 (storage and distribution), by **2037-2038**.
- 6.1.7 The Housing and Economic Development Needs Assessment 2020<sup>4</sup> indicates that the District's recent economic growth could be sustained particularly for manufacturing and logistics over the longer term. **Policy ST7 therefore builds on**



the Council Plan<sup>1</sup> aspirations and capitalises on the District's locational advantage by promoting employment locations with proximity to the A1/A57 strategic road network and local labour, which also provide strategic connectivity to the M1, the wider East Midlands region and South Yorkshire.

- 6.1.8 However, to build in ~~long-term~~ economic resilience and facilitate a step-change in the long term, Policy ST7 resists over-reliance on these sectors, by also identifying locations, such as the Bassetlaw Garden Village and at **Carlton Forest and Marnham Energy Hub** that are capable of meeting the needs of other D2N2 employment growth sectors. Other allocations are capable of supporting the general employment needs ~~role of the Main Towns and rural area, and/or are capable of accommodating the range of D2N2 regional/sub-regional employment growth sectors.~~

- ~~6.1.8 Policy ST7 therefore builds on the Council Plan<sup>1</sup> aspirations and capitalises on the District's locational advantage by promoting employment locations with proximity to the A1/A57 strategic road network and local labour, which also provide strategic connectivity to the M1, the wider East Midlands region and Sheffield City Region. Other identified sites are capable of supporting the role of the Main Towns, and/or are capable of accommodating the range of D2N2 regional/sub-regional employment growth sectors.~~

- 6.1.9 Having a more diversified economy **will therefore support the Council Plan aspirations to increase economic productivity.** The approach taken by Policy ST7 will help increase the number and quality of jobs, particularly higher skilled jobs, improve access to training opportunities, increase wage levels for residents across all sectors (contributing to raising real wages by 40% in median weekly earnings<sup>3</sup>), and reduce out-commuting, thereby introducing real economic benefits to residents and the District.

- 6.1.10 Nine General Employment Sites and a Strategic Employment Site make up the District's designated employment land portfolio **identified by Policy ST7**. Totalling 287.9ha, these designated employment sites play an important role in meeting local economic growth as well as **identified** sub -regional/regional logistics **growth** needs.

#### **General Employment Sites**

- 6.1.11 The Housing and Economic Development Needs Assessment 2020<sup>4</sup> identifies that the employment land need has increased from 63ha in 2019 to 84ha. **But national planning policy states that future needs can be based on the past take-up of employment land and property and/or future property market requirements. As Policy ST1 highlights, to ensure the District's employment land supply is appropriately reflected in this Plan the evidence<sup>4</sup> recommends using a supply-led completions trend approach scenario to better reflect that a significant supply of employment sites is well progressed and being actively promoted in the District. in response to high levels of market activity and demand for economic growth evident in the District.**
- 6.1.12 **National planning policy states that future needs can be based on the past take-up of employment land and property and/or future property market requirements.**

In this context, by planning for future B2/B8 land needs at the rate of past completions including outliers, it is possible that needs are met almost completely through planning permissions and allocations in the supply. An additional 10ha allocation is promoted at the Bassetlaw Garden Village. This is considered appropriate as part of the sustainable strategy for that new settlement. Although 184.3ha of general employment land is considered an appropriate target by the evidence<sup>4</sup>, Policy ST7 identifies a developable area for the general employment sites at a slightly lower 169.2-128.5ha (as at 1 December 2021). This provides some flexibility in supply delivery moving forward.

- 6.1.13 The General Employment Sites are considered essential to the long-term economic success of Bassetlaw; are able to support the D2N2 growth sectors as well as local employment needs, and are able to diversify the economy and support jobs that can upskill residents and contribute to an increase in real wages essential to support other quality of life aspirations our communities have.
- 6.1.14 On that basis, Policy ST7 will only consider other types of development on these sites in exceptional circumstances - it is the Council's intention to protect General Employment Sites from non-employment uses outside the E(g) and B Use Classes which could impact upon their viability as employment locations. Small-scale ancillary uses will be supported in the General Employment Sites where this meets the day to day needs of workers employees on the employment sites.
- 6.1.15 The sites are based on evidence in the Land Availability Assessment 2021<sup>5</sup>. This reflects the requirements of national guidance<sup>6</sup> - it includes up to date information relating to site suitability, market attractiveness, land availability and deliverability.
- 6.1.16 The sites selected will provide a balanced, flexible supply of general employment land over the plan period. As of 1 April December 2021, there is 169.2 128.5ha of developable employment land on the General Employment Sites. 42ha at Snape Lane, Harworth is under construction, a further 105.8 118.5 ha has planning permission and is considered to be deliverable in the early part of the plan period.
- 6.1.17 In addition, Policy ST7 makes a positive policy intervention to secure the regeneration of the former colliery power station site at High Marnham Bevercotes for the green energy sector. This is regarded as essential to support local rural communities as well as the wider economic aspirations for the District; in this plan period and the next. A Local Development Order will facilitate delivery in accordance with Policy ST8.

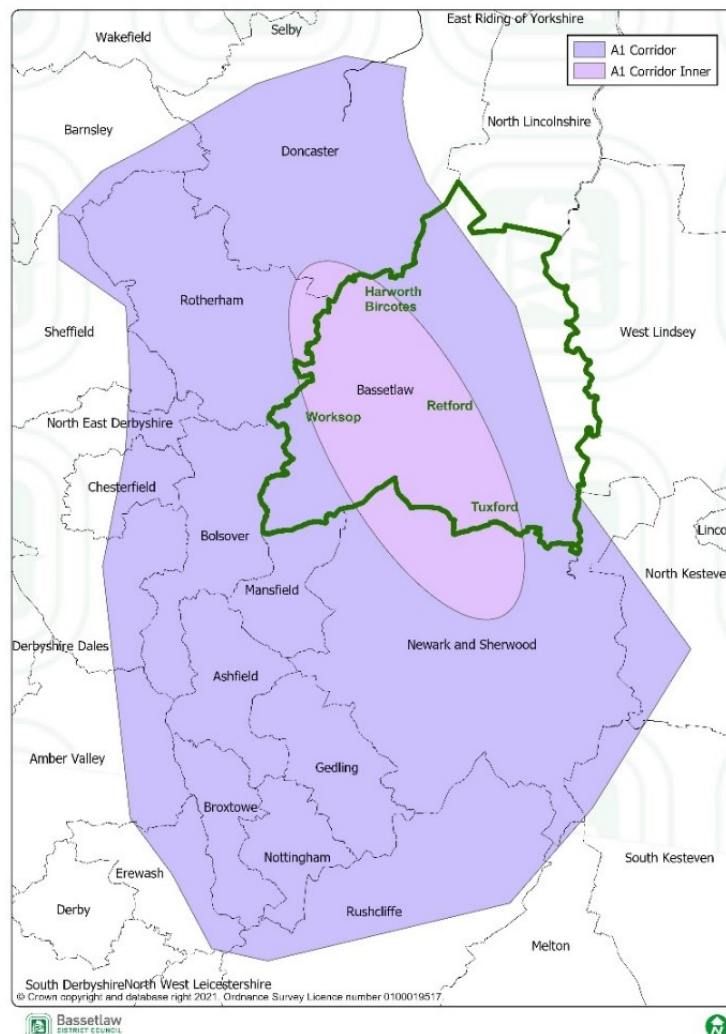
#### **Strategic Employment Site**

- 6.1.18 The National Planning Policy Framework<sup>2</sup> requires policies to address specific locational requirements of different sectors, including provision for storage and distribution operations (logistics) at a variety of scales and in suitably accessible locations. In this case, the logistics market is defined as large scale units and operations (100,000 sqft to 1,000,000 sqft or more) rather than final mile distribution.

6.1.19 Bassetlaw's general functional economic market area is broadly self-contained, with the District having strong links to ~~Sheffield City Region South Yorkshire~~ and further links to Nottinghamshire authorities to the south. The Sheffield City Region Strategic Employment Land Appraisal 2020<sup>8</sup> recognised the potential of the A1 corridor in Bassetlaw, ~~and but~~ that further assessment should ~~follow to~~ enable a better understanding of the logistics needs in the City Region area.

6.1.20 ~~But The~~ Bassetlaw A1 ~~Corridor~~ Logistics Assessment 2021<sup>9</sup> recognises that occupiers considering large scale units cover wider areas of search than typical travel to work areas or general or potentially strategic functional economic market area boundaries. National planning practice guidance<sup>7</sup> supports this; recognising that the logistics industry has distinct locational requirements that need to be considered separately from those relating to general ~~employment industrial~~ land.

6.1.1921 In this case, the evidence<sup>9</sup> states that the property market area for large scale logistics is considered a more appropriate area of search (~~identified by Figure 12A below~~). The A1 (Doncaster to Newark with Bassetlaw at the core) is identified within a larger demand area ~~paralleling the M1 corridor running from Nottingham to the near side of Barnsley~~.



**THIS PLAN IS SUBJECT TO CONSULTATION Figure 12A: A1 logistics property market area and focussed area of search within Bassetlaw**

- 6.1.2022 The ~~impact of the Covid 19 pandemic has significantly increased demand for large scale logistics, with the market indicating market indicates~~ that the property market area encompassing Bassetlaw has seen a dramatic rise in logistics interest; the A1 has connectivity, available labour and land to meet logistics needs that the wider property market area is currently not providing. The role of the A1, ~~is identified as by the evidence, is that of~~ a sister logistics market to the M1 corridor.
- 6.1.2123 With the Local ~~Plans~~ Plan expected to plan for 15 years from adoption (expected to be in ~~2022 2023~~) and the Bassetlaw A1 ~~Corridor~~ Logistics Assessment 2021<sup>9</sup> suggesting that the recent past rate of take up / delivery under represents future need, it is considered that a site in Bassetlaw could contribute to meeting this future economic sub-regional/regional need ~~for logistics~~.
- 6.1.2224 Policy ST7 aims to capitalise on this opportunity, by allocating site SEM001: Apleyhead Junction as a site capable of accommodating a sub regional/regional ~~investment need~~ for large scale logistics ~~only within the property market area over the plan period to meet an identified need across within the property market area~~. The site is ~~considered to be sub-regionally unique; capable of delivering up to 4.75m sqft of employment space, and is considered to be sub-regionally unique in this context, in being able to meet and~~ the widest range of logistics occupier needs including the largest floorspace and site requirements in the market, ~~as well as meeting the distinct locational requirements of the logistics industry - namely accessibility to the strategic road network and a local labour market~~.
- 6.1.25 The site is being actively promoted; pre-application consultation was undertaken in November 2021, indicating a commitment to move forward with a policy compliant scheme in the short term.
- 6.1.26 As a sub-regional/regional site, it is vital that economic benefits associated with Apleyhead are not lost from the property market area. Policy ST7 therefore ensures that proposals should reinforce rather than adversely impact delivery of relevant economic growth strategies and Local Plans. On that basis, ongoing Duty to Cooperate and a draft Statement of Common Ground confirms that partner authorities are accepting of Apleyhead addressing an identified need for large scale sub-regional/regional logistics.

~~Furthermore, the site adjoins the A1/A57 strategic transport corridors, so is considered to meet the distinct locational requirements of the logistics industry - namely accessibility to the strategic road network and the labour market.~~

~~Ongoing Duty to Cooperate and Statements of Common Ground with partner authorities including in the property market area will ensure any benefits associated with this policy are not lost at a strategic level to D2N2 LEP or Sheffield City Region LEP, and do not adversely impact upon the economic growth strategies of the District or any other authority in the property market area defined by the A1 Logistics Assessment 2021.~~

## Employment and Skills Plan

- 6.1.27 To support the District's growth agenda it is necessary to secure equivalent growth in the area's employment base. The Council Plan<sup>1</sup> recognises the importance of initiatives to improve local employment, educational attainment and upskill residents. A highly skilled and employable workforce, with access to training and work opportunities is essential to support the delivery of Policy ST7 by helping to attract inward investment and enable local businesses to grow.
- 6.1.28 Policy ST7 aims to assist delivery of the job opportunities needed to achieve this ambition through securing an Employment and Skills Plan Plans from major employment development. These will support and promote opportunities for local people and businesses to be involved in the construction and implementation stages of new development. Each plan should be agreed with the Council's Economic Development team to ensure each scheme, and where relevant each phase, contributes appropriately.
- 6.1.29 The Council encourages the use of a Planning Performance Agreement, where appropriate. This will ensure that ~~where appropriate~~, a dedicated, specialist officer team is in place to progress each site allocation through the planning system in a timely manner.

## POLICY ST7: Provision of Land for Employment Development

1. To deliver the Council's strategy for economic prosperity and inward investment and to support job growth and upskilling of residents, sustainable economic growth will be directed to the General Employment Sites and a Strategic Employment Site in this plan period.
2. Development within the General Employment Sites that is not within E(g)/B2/B8 use and at the Strategic Employment Site that is not within B8 use will only be supported where it is for an ancillary use. In these cases, proposals will need to demonstrate that they support, maintain or enhance the primary business and employment function of the site; and that the number and distribution of ancillary units would not result in an over-concentration that might affect the function and appearance of the area.
3. Major development proposals within the General Employment Sites and the Strategic Employment Site will be required to enter into a site related Employment and Skills Plan to maximise local employment and training opportunities in each phase of the development during construction and at end user stage.

### General Employment Sites

4. Employment land will be developed in this plan period for E(g) (uses which can be carried out in a residential area without detriment to its amenity), B2 (Industrial) and B8 (Storage and Distribution) uses to meet local employment needs at the following General Employment Sites ~~to support the delivery of growth to meet local employment needs~~:

Reference	Site Name	Site Area (Ha)	Available Employment Land (Ha)	Available Employment Land (Ha) by 2037-2038
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### Sites with planning permission

EM001	Shireoaks Common	26.0	7.5	7.5
EM002	Symmetry Park	21.95	14.4	14.4
EM003	<del>Explore Steeley Centre of Excellence for Modern Construction</del>	46.5	16.0	16.0
EM004	Welbeck Colliery	29.6	3.0	3.0
EM005	Carlton Forest	10.6	10.6	5.0
EM006	Trinity Farm	11.11	5.0 2.7	5.0 2.7
EM007	Snape Lane	80.9	74.9 32.9	69.9 27.9
EM008a	Former Bevercotes Colliery	80.0	42.0	42.0
<b>Site allocations</b>				
EM008	High Marnham Green Energy Hub	60.0	60.0	38.4
EM009	Bassetlaw Garden Village	223.0	10.0	10.0
<b>TOTAL</b>		<b>298.55 529.66</b>	<b>201.4 139.1</b>	<b>169.2 128.5</b>

### Strategic Employment Site

5. Proposals for land at SEM001: Apleyhead Junction (118.7ha), as identified on the Policies Map, will be developed in this plan period to meet the needs for sub-regional and/or regional logistics (Class B8) only within the property market area defined by the Bassetlaw A1 Corridor Logistics Assessment 2021<sup>9</sup>. Proposals should:
- a) be in accordance with Policy ST9;
  - b) provide evidenced support from D2N2 LEP in relation to delivery;
  - c) be supportive of the role of key urban centres, such as Worksop;
  - d) demonstrate the ability to deliver significant economic development benefits in terms of development value and gross value added for the District, and to the wider property market area;
  - e) not adversely adverse impact upon the economic growth strategies and compromise the deliverability of other employment allocations in this Local Plan and/or within the property market area in relation to large scale logistics;
  - f) be satisfactorily accommodated by critical infrastructure, in terms of capacity and timescales associated with investment works;
  - g) have good access to key strategic transport routes;
  - h) provide for a significant number of new permanent jobs including skilled employment.

### Strategic Employment Site

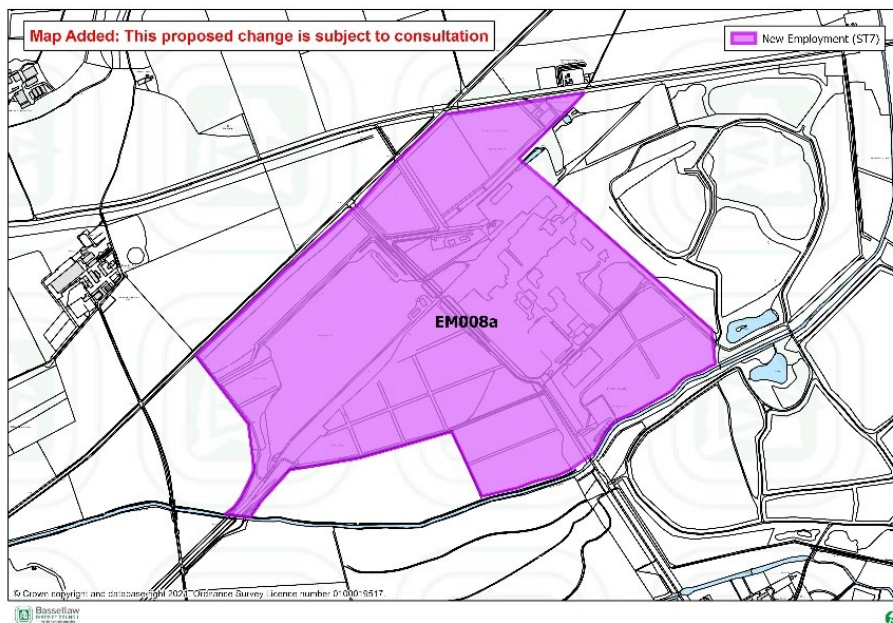
~~Proposals for land at SEM001: Apleyhead Junction (118.7ha), as identified on the Policies Map, will be developed in this plan period to meet the needs for sub-regional and/or regional logistics needs (Class B8) only within the property market area defined by the Bassetlaw A1 Logistics Assessment 2021 in this plan period. Proposals should subject to the requirements of Policy ST9:~~

~~All proposals on this site will be required to:~~

- ~~i) be in accordance with Policy ST9;~~
- ~~j) provide evidenced support from demonstrate D2N2 LEP in relation to support for delivery;~~
- ~~k) be supportive of the role of key urban centres, such as Worksop;~~

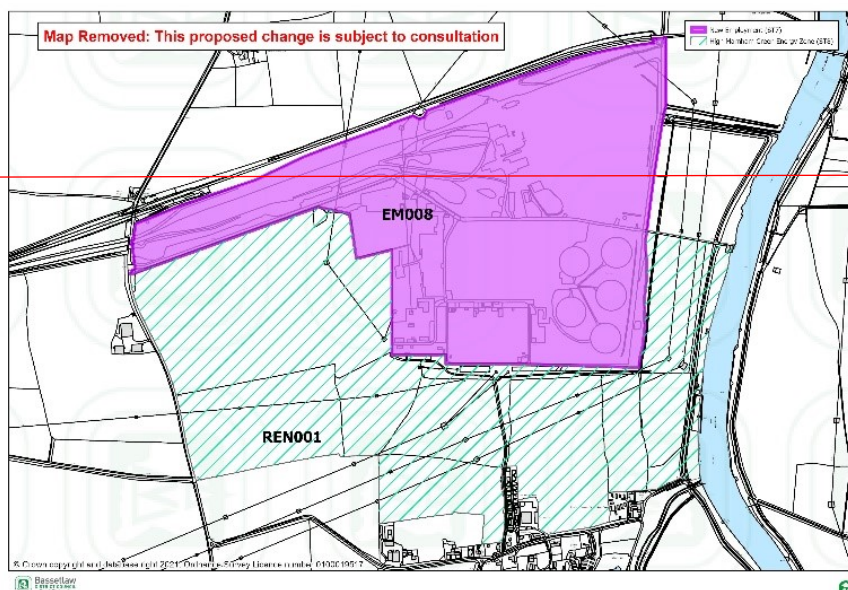


- l) demonstrate the ability to deliver significant economic development benefits in terms of development value and gross value added for the District, and to the wider property market area, D2N2 and Sheffield City Region LEPs;
- m) not adversely adverse impact upon the economic growth strategies and compromise the deliverability of other employment allocations in this Local Plan and/or within the property market area in relation to large scale logistics authorities in the logistics property market area defined by the Bassetlaw A1 Logistics Assessment 2021<sup>9</sup>;
- n) would not compromise the viability or deliverability of other employment allocations identified by this Local Plan;
- o) be satisfactorily accommodated by critical infrastructure, in terms of capacity and timescales associated with investment works;
- p) have good access to key strategic transport routes;
- q) provide for approximately 3857 jobs in accordance with the provisions of Policy ST1, including a significant number of new permanent jobs including skilled employment.



**Policies Map addition: Former Bevercotes Colliery**





**Policies Map change: Former Marnham Power Station site**

## High Marnham Energy Hub

A number of changes are proposed, subject to consultation, within the High Marnham Energy Hub section. For ease of consultation, Policy ST8: EM008: High Marnham Energy Hub and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

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## 6.2 Site EM008: High Marnham Green Energy Hub

6.2.1 Land at the former High Marnham Power Station (60.0ha) provides a long-term opportunity to positively re-use a longstanding, substantial brownfield site and facilitate its redevelopment (see Figure 12). Its closure directly affected employment in the rural area, and indirectly affected local supply chains.

6.2.2 Its regeneration provides a significant opportunity to catalyse the growth of the green and low carbon employment sector in the District and promote the sensitive growth and investment in this part of the rural area. The site is expected to be delivered over two plan periods, with 38.4ha by 2037 and the rest thereafter.

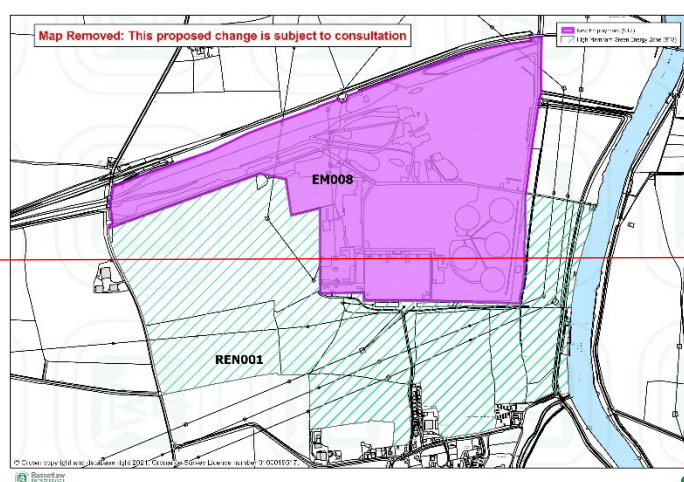


Figure 12: High Marnham Green Energy Hub and Local Development Order boundaries

6.2.3 With the capability of connecting directly into national grid and digital infrastructure the site offers a unique opportunity to create a distinctive hub focussed around the needs of the renewable energy and low carbon sector, including research, development, engineering and manufacturing. Opportunities exist to link operations and their supply chain with nearby further education establishments. This mutually beneficial arrangement would strengthen the bespoke business offer but also help enhance the skills and opportunities to the local community.

6.2.4 By doing so, the High Marnham Green Energy Hub will make a significant contribution to the D2N2 Recovery and Growth Strategy 2021<sup>3</sup>: to support low carbon growth, whilst contributing to national and local objectives to reduce carbon emissions, reduce energy demand through on-site efficiencies, and reduce excess energy waste through the site's circular energy potential. The development of the site will also contribute positively towards the step-change in the local economy through the potential for attracting new employers and quality jobs that bring a different offer to that promoted at other employment sites across the District.

6.2.5 The site's infrastructure capabilities also provide an opportunity for commercial scale renewable and low carbon energy production (excluding wind energy), such as ground mounted solar beyond the employment land boundary, as identified by Figure 12, consistent with Policy ST51.

6.2.6 Due to its rural location in eastern Bassetlaw, any development will need to ensure potential impacts are appropriately mitigated, such as traffic movements upon local settlements of Ragnall and Grassthorpe, and upon the amenity of local communities at nearby High and Low Marnham, Fledborough, Normanton on Trent and Ragnall.

6.2.7 There are a number of heritage assets in the locality including the designated St Gregory's Church and Manor Farm and the viaduct and bridge over the River Trent. A planning application should be informed by a heritage statement and archaeological assessment, which will inform the design, scale, layout and materials of development and will ensure all assets, including their settings are protected and where possible enhanced.

6.2.8 The site lies within an important part of the green/blue infrastructure network. The Marnham Railway Yard Local Wildlife Site and Fledborough to Harby Dismantled Railway Local Wildlife Site adjoin the northern and eastern boundary respectively. Their ecological value is afforded protection. Meanwhile the eastern boundary of the site also lies within the buffer of the River Trent Main Green Corridor, defined by Policy ST39. Any development within their buffers, should improve the quality and functionality of the green/blue infrastructure. This could be through biodiversity enhancements appropriate to context, measures to improve ecological connectivity and/or measures to enhance water quality of the River Trent for example. All should be informed by an Ecological Impact Assessment as sought by Policy ST40.

6.2.9 The Level 2 Bassetlaw Strategic Flood Risk Assessment 2021<sup>40</sup> identifies the site is partly located within Flood Zones 2 and 3 and that there are surface water constraints due to its topography. On that basis, a Flood Risk Assessment incorporating a Surface Water Management Strategy and Management Plan will be required to inform the design and development.

6.2.10 Several organisations, including the National Grid, have infrastructure assets on or that cross the site. The design must be in accordance with relevant organisations guidance; the siting of buildings and structures and their height must be carefully considered and access for maintenance maintained. To make positive use of land underneath and in proximity of the overhead lines, creative use of green/blue infrastructure would be supported.

6.2.11 Given the unique opportunities this site presents, and the complexities associated with the site and its surrounds, Policy ST8 requires that the future development, including for commercial scale renewable energy, be guided by a specialist planning tool: an Local Development Order (LDO). An LDO will provide permitted development rights for identified appropriate land uses and will detail the location, scale and design parameters of development, helping to enable growth by positively and proactively shaping the site. It will also play an important role in incentivising development by simplifying the planning process and enhancing the attractiveness of the site to businesses in the green energy sector.

6.2.12 The LDO will set out the framework to enable initial delivery from early in the plan period. It is anticipated that work will be completed on the draft LDO by Autumn 2022, to inform implementation following adoption of the Local Plan. An LDO can be modified outside the Local Plan process; this provides more flexibility to adapt to any changing national legislation and guidance, changing market requirements and the needs of the sector, to the benefit of businesses, regional economies, and local communities.

## **POLICY ST8: EM008: High Marnham Green Energy Hub**

1. Land at site EM008: High Marnham Green Energy Hub, as identified on the Policies Map, will be developed in a comprehensive and sensitive manner to support low carbon growth, reduce carbon emissions and to leave a positive low carbon economic and environmental legacy for Bassetlaw.
2. Proposals will be required to provide E(g)/B2/B8 employment functions connected with renewable energy and low carbon technology sectors for approximately 38.4ha of employment land in this plan period, and a further 21.6ha thereafter as part of the comprehensive and sensitive redevelopment of the site.
3. Proposals for commercial scale renewable energy and low carbon technologies, should be in accordance with Policy ST51;
4. Proposals should ensure the safe operation of national energy infrastructure and other physical infrastructure on site and maintain access to enable whole life management and maintenance;
5. The proposed development at site EM008: High Marnham Green Energy Hub should deliver a scheme in accordance with a comprehensive Local Development Order. Proposals which would jeopardise the site's comprehensive redevelopment or that is contrary to Local Development Order will not be supported.



## Section 7: Housing

A number of changes are proposed, subject to consultation, within the housing section. For ease of consultation, Policy ST15: Housing Distribution, Policy 16: Peaks Hill Farm, Policy 21 Trinity Farm, Policy 27: Ordsall South and Policy ST32: Gypsy and Travellers and the relevant supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

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## 7.1 Provision of Land for Housing

- 7.1.1 Since the start of the plan period on the 1 April 2020, the District has benefitted from a significant number of housing sites with planning permission, a number of housing completions, as well as sites allocated through **made** neighbourhood plans. But this does not fully meet the objectively assessed housing need for the District set out in Policy ST1: Bassetlaw's Spatial Strategy.
- 7.1.2 Housing allocations are therefore required to provide for the changing housing needs of our communities; such as **for** affordable housing and housing for older people; to support economic growth; **to** contribute to the delivery of strategic infrastructure; and, to maintain a five-year housing land supply.
- 7.1.3 This means, as required by national policy<sup>1</sup>, Policy ST15 will allocate sufficient land for housing in accordance with the spatial strategy, which concentrates housing development in the three Main Towns, followed by the Large Rural Settlements.
- 7.1.4 A site allocation is a planning policy that describes what type of land use, or mix of uses, would be acceptable on a specific site or whether the site is protected for certain types of development. The purpose of the site allocations in Policy ST15 is to allocate sites for housing development. Site allocations are important because they give guidance and certainty to developers and landowners and they help local people understand what may happen in their neighbourhood in the future. They provide a positive policy about the future development of the site and help ensure an appropriate amount and type of **development housing** happens in the right place, supported by infrastructure that addresses the needs and impacts generated by that development on local communities.
- 7.1.5 Each site allocation has been assessed through the Land Availability Assessment 2021<sup>2</sup>, with account taken of constraints on development, such as flood risk; and infrastructure partners' views. Further detailed assessment was provided by the Sustainability Appraisal<sup>3</sup> which identified potential sensitivities, and the Bassetlaw Heritage Methodology 2022<sup>4</sup> which ensured the historic environment was given due consideration in the site selection process, as well as a wide range of **other** Local Plan evidence. The Site Selection Methodology 2022<sup>5</sup> used all available evidence to **undertake inform** a robust site selection process for the site allocations contained in this Local Plan. The Whole Plan Viability Assessment 2022<sup>6</sup> ensures that development is capable of delivering infrastructure required as a consequence of its development. The Local Plan evidence base is available on the Council's website [www.bassetlaw.gov.uk](http://www.bassetlaw.gov.uk)
- 7.1.6 The Land Availability Assessment 2022<sup>2</sup> identifies each site as either deliverable within the first 5 years of the plan period or developable later within the plan period. The envisaged start date and duration of construction for each allocation (taking account of the extent of site preparation and upfront infrastructure provision required, together with expected overall annual delivery rates) is reflected in the housing trajectory in Appendix 3. Each **housing** allocation is supported by a site-specific policy in this Plan.



- 7.1.7 In the early part of the plan period more housing development will be delivered by commitments in sustainable locations in Worksop, Retford and Harworth & Bircotes in accordance with Policy ST1. Similarly, during the same timeframe, housing development will take place in the Large Rural Settlements either through neighbourhood plan allocations, or via commitments. The ongoing organic growth of the Small Rural Settlements will complement development elsewhere.
- 7.1.8 Moving through the plan period, allocations will continue to come forward, alongside the initial phases of development of strategic sites at HS1: Peaks Hill Farm and HS13: Ordsall South. This will be supported by appropriate growth in the rural area. Towards the end of the plan period Bassetlaw Garden Village will start to deliver quality housing as part of the beginnings of this new **community settlement**.
- 7.1.9 Sites allocated in this Plan will be expected to deliver the approximate net number of dwellings identified in the relevant site-specific policy. To make best use of available land this should form part of an appropriate density across each site, reflecting site context and location, in accordance with Policy ST30.
- 7.1.10 Each site allocation policy highlights site-specific planning issues. Matters that apply to all development e.g. design, are not repeated in each site allocation policy. The site allocation policy must therefore be read alongside other policies in this Plan to ensure all relevant planning issues are properly considered.
- 7.1.11 To achieve sustainable development, the Council will require developers of each site, in conjunction with Nottinghamshire County Council and other infrastructure partners, and **in accordance with Policy ST58** to produce a masterplan proportionate to **the** nature and scale of the development. ~~in accordance with Policy ST58 that sets out~~ This should include the **necessary** delivery strategy for that site.
- 7.1.12** The Bassetlaw Whole Plan Viability Assessment 2022<sup>6</sup> states that the infrastructure identified for sites: HS1, HS3, HS4, HS7, HS11 and HS13 can reasonably be sought through on site delivery and developer contributions as part of a deliverable scheme provided that the site is exempt from the Community Infrastructure Levy (CIL). Infrastructure provision for the other sites will be sought through on site delivery, **a CIL charge and developer contributions planning obligations, and secured via planning conditions, legal agreements or other appropriate mechanisms.**
- 7.1.13** The Council will encourage developers to use a Planning Performance Agreement to ensure that a dedicated, specialist officer team is in place to progress site allocations of 50 or more units through the planning system **in a timely manner.**

## **POLICY ST15: Provision of Land for Housing**

1. In addition to the delivery of completions since the 1 April 2020, sites with planning permission and site allocations in made neighbourhood plans, land for

approximately 3014 3334 3332 new dwellings will be allocated during the plan period, and a further 4070 3810 dwellings thereafter in the following locations:

Reference	Site Name	Total Available (Ha)	Approximate Overall Capacity (net new dwellings)	Approximate net new dwellings by 2037-2038
HS1	Peaks Hill Farm, Worksop	53.0	1120	4000 1080
HS2	Bassetlaw Pupil Referral Centre, Worksop	0.88	20	20
HS3	Radford Street, Worksop	3.5	120	120
HS4	Former Manton Primary School, Worksop	3.7	100	100
HS5	Talbot Road, Worksop	0.44	15	15
HS7	Trinity Farm, Retford	11.15	244 305	244 305
HS8	Milnercroft, Retford	0.46	5	5
HS9	Former Elizabethan School, Retford	1.3	46	46
HS10	St. Michael's View, Retford	0.38	20	20
HS11	Fairy Grove, Retford	2.7	61	61
HS12	Station Road, Retford	0.1	5	5
HS13	Ordsall South, Retford	106.56	1250	800 890
HS14	Land south of Ollerton Road, Tuxford	2.9	75	75
New settlement	Bassetlaw Garden Village	223.0	4000	500 590

\*There is no site HS6



## 7.2 SITE HS1: Peaks Hill Farm, Worksop

7.2.1 Situated on the northern edge of Worksop, Peaks Hill Farm (in Figure 14) adjoins an existing residential area to the south and Existing Employment Site EES10: Carlton Forest, to the north-east. The site (53 ha) provides an opportunity to create a sustainable and well integrated urban extension – for 1120 dwellings and 10.6ha of employment land - to significantly contribute to Worksop's housing and local business needs in this plan period and the next. The site will have good access to a range of local employment, retail and community facilities within the planned development and Worksop itself.

7.2.2 Site HS1 will be guided by a comprehensive masterplan framework, including an agreed suite of supporting strategies, a design code, **delivery strategy** and **an infrastructure and** phasing plan in accordance with Policy ST58. Together these will provide a visionary framework appropriate to the site's delivery timeframe, as required by national policy<sup>1</sup>. All will require community consultation and Council approval.

7.2.3 The first step was the **site promoters** Peaks Hill Farm Concept Plan 2020<sup>8</sup>. This set out the vision and broad development strategy for the site, ~~illustrated by a concept plan~~. A public and stakeholder consultation took place alongside the November 2020 Local Plan<sup>9</sup> consultation. Comments will be used by **the site promoter**, where appropriate, to inform the masterplan framework for the site.

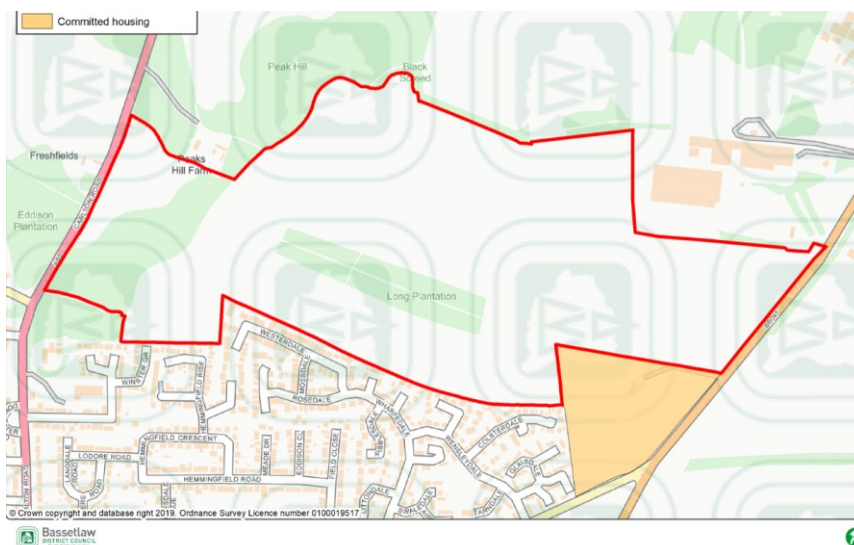


Figure 14: Peaks Hill Farm

7.2.4 Given the complex nature of delivering a large urban extension, it is considered appropriate to set a Local Plan growth target of 1000 1080 dwellings to help meet local housing needs and strategic infrastructure priorities in this plan period, with the remaining homes to be delivered thereafter. On that basis, the Housing Trajectory shows that housing delivery is not expected to start on site until at least 2026-2027.

7.2.5 The site will provide a range of house types and sizes to contribute to meeting 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.

- 7.2.6 Complementing this will be the delivery of employment land – the principle has been agreed through a planning permission - allocated by Policy ST7 for 5ha in this plan period with a further 5.6ha of land thereafter, **expected to create** approximately 1000 jobs including in the green technology sector<sup>10</sup>.
- 7.2.7 A high quality, landscape-led design influenced by its wider rural fringe location, prominent natural assets and heritage associations will be required. As a result, the development will sit within an extensive, interconnected multifunctional green/blue infrastructure network. This should include space for recreation, sport, play, active travel, food production and wildlife in accordance with relevant open space standards in Policy ST46 and the priorities for sport identified by Policy ST47. This will ensure all neighbourhoods have easy access to quality greenspace to meet their day to day needs.
- 7.2.8 The site adjoins the Worksop built up area but is situated within Carlton in Lindrick parish. As an urban extension to Worksop it can reasonably be expected that residents from this development will use the town for the majority of their service and infrastructure needs. On that basis, the housing numbers generated by Peaks Hill Farm contribute to Worksop's housing growth and infrastructure requirements.
- 7.2.9 The creation and enhancement of green/blue infrastructure will help achieve biodiversity opportunities mapping targets<sup>11</sup>, partly through a requirement for 10% biodiversity net gain in accordance with Policy ST40. Proposals must be accompanied by an Ecological Impact Assessment, in accordance with relevant national legislation.
- 7.2.10 The site has a distinctive woodland setting - a requirement will be to retain and enhance these mature woodlands. An arboriculture management plan will be required to ensure that the wooded landscape is appropriately integrated into the design, and that new woodland planting is appropriate to the setting. The existing strong woodland significantly limits views from the wider landscape to the north. It will be important to retain and enhance this natural boundary treatment to reinforce the new development boundary of Worksop and the wider countryside.
- 7.2.11 On that basis, GG3: Carlton in Lindrick/Worksop North Green Gap (see Policy ST38) will ensure the continued separation of Worksop from Carlton in Lindrick. To reflect its location adjoining a green gap, appropriate design techniques such as soft landscaping, tree planting, low level accommodation and lower density development should be considered, particularly along the northern periphery to reinforce landscape quality.
- 7.2.12 Short views from Carlton Road east, across the landscape to the mature woodland is recognised, by the Site Allocations: Landscape Study 2019<sup>12</sup>, as important, and should be maintained. This land should therefore remain open. Its use as publicly accessible green/blue infrastructure to complement the woodland and provide an attractive gateway to the site should be sensitively integrated.

- 7.2.13 The site has a distinctive history; in the northern part of the site is a World War II Polish aircraft crash site dating from 1944. The design should incorporate a memorial in honour of the Polish Airmen who lost their lives there. This should be undertaken in consultation with the Council and the local community.
- 7.2.14 Additionally, there are a number of other heritage assets in the locality including the listed Broom Farm and Freshfields. A planning application should be informed by a heritage statement and archaeological assessment, which will inform the design, scale, layout and materials of development and will ensure all assets, including their settings are protected and where possible enhanced.
- 7.2.15 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 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, education facilities, community hub/sports facilities, and open space should be appropriately located to encourage sustainable access, to reduce car use for local journeys.
- 7.2.16 Peaks Hill Farm will provide a new distributor road linking Blyth Road (B6045) to Carlton Road (A60). This road will be dual purpose supporting a green corridor with complementary, segregated pedestrian and cycle links and public transport corridor. Further benefits will be seen elsewhere in Worksop: the Bassetlaw Transport Study 2022<sup>13</sup> shows that the new road will significantly improve the flow and movement of traffic in and around Worksop, including through the town centre.
- 7.2.17 This evidence<sup>13</sup> also considers the impacts of Peaks Hill Farm on a number of local junctions around the town. These include improvements to Blyth Road/Kilton Hill and Blyth Road/Farmers Branch. More detailed evidence in relation to traffic impacts will be required through a Transport Assessment for the site.

## **POLICY 16: Site HS1: Peaks Hill Farm, Worksop**

1. Land at Peaks Hill Farm, Worksop, as identified on the Policies Map will be developed for approximately 1000 1080 dwellings, 5ha of employment land and supporting infrastructure as identified by the Infrastructure Delivery Plan<sup>7</sup> in this plan period, and a further 420 40 dwellings, 5.6ha of employment land and associated infrastructure thereafter as part of a safe, sustainable, quality living and working environment.
2. In this plan period, proposals to develop land at Peaks Hill Farm will be expected to deliver:

### **Good quality design and promote local character**

- a) a scheme of an appropriate scale, layout, form and materials, supported by a landscape statement, which protects and enhances the GG3: Carlton in Lindrick-Worksop North Green Gap in accordance with Policy ST38. This should include:
  - i. sensitive use of soft landscaping, such as trees, hedgerows;

- ii. maintaining sightlines and views from and through the **allocation development**, including the retention of short open views from Carlton Road east through use of green/blue infrastructure;
  - iii. lower density development on the periphery of the site with higher densities towards the centre of the site and its activity nodes;
  - iv. use of level access accommodation, such as bungalows, along the urban-rural interface, where appropriate;
- b) the sensitive design and location of buildings that maintain appropriate residential amenity for existing and future residents in accordance with Policy 48;
- c) a scheme of an appropriate scale, layout, form and materials which respects the significance and setting of affected heritage assets, including **and** a commemorative memorial in recognition of the World War II plane crash site, supported by a heritage statement to include the results of an archaeological assessment comprising a geophysical survey, intrusive site investigations and mitigation strategy;
- d) a scheme that ensures the requirements for non-minerals development in Minerals Safeguarding Areas in the Nottinghamshire Minerals Local Plan<sup>14</sup> have been met.

### **Mix of uses**

- e) a mix of housing types, sizes and tenures to meet local needs, including affordable housing, specialist housing, and serviced plots for self-build and custom homes, where appropriate, in accordance with Policy ST30;
- f) a residential care home, unless market evidence demonstrates a lack of demand in which case the land should revert to specialist housing designed to meet the needs of older people;

### **Green/blue infrastructure**

- g) a multifunctional, coherent and connected green/blue infrastructure network designed to promote climate resilience **and** to include:
- i. **18.3 7.6** ha of publicly accessible open space as identified by the Infrastructure Delivery Plan<sup>7</sup>, **to include the land between Carlton Road and the woodland to the east**. The future management and maintenance shall be agreed through a planning application;
  - ii. **the retention of** approximately 8.1ha of existing woodland **as well as and** important hedgerows, **as well as** replacement planting for trees lost to development of at least equal amenity and ecological value of a local provenance. This should be informed an arboriculture management plan to ensure their positive integration and enhancement;
  - iii. a green, tree lined active travel corridor alongside the distributor road with species rich verges to support ecological connectivity;
  - iv. an in depth woodland buffer along the northern periphery of the site to provide a positive rural interface;
  - v. a green buffer along the southern boundary to provide appropriate separation with existing residential properties;

### **Social and community facilities**

- h) 2.5ha of serviced land and an appropriate financial contribution towards enabling a 2 form entry secondary school satellite facility on site to address pupil growth associated with the development;



- i) a Local Centre **on site** to be located within a safe, easy walking and cycling distance to the majority of new households ~~on the site~~, including a convenience goods store of an appropriate size, commensurate to its location;
- j) an appropriate financial contribution towards enabling **off-site** primary and acute healthcare services to address patient growth associated with the development;
- k) a community hub with sports pitches and appropriate ancillary accommodation **on site**;

### Transport and connectivity

- l) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, referring to the development's Transport Assessment and Travel Plan, informed by advice of the Local Highways Authority including:
  - i. ~~the alignment and technical specification of~~ a new road designed to distributor standard, between a point of access on the A60 Carlton Road and a point of access on the B6045 Blyth Road; ~~the alignment and technical specification should be~~ capable of accommodating public transport and ~~as a minimum a marked stepped~~ cycle ~~track either side of the carriageway lane~~;
  - ii. a well-connected street hierarchy that provides high quality, safe and direct walking, cycling and public transport routes within the site;
  - iii. new pedestrian and cycle links from the site to neighbouring areas to the south, ~~and if feasible to EES10 Carlton Forest to the north~~;
  - iv. appropriate highway demand management measures to be in operation throughout the lifetime of the construction of the site;
  - v. a financial contribution towards a high frequency bus service from the site to Worksop town centre and the wider area supported by appropriate on site public transport infrastructure;
  - vi. connections to the public rights of way network to the east and west of the site;
  - vii. appropriate improvements to **off-site** highways infrastructure ~~as identified by the Infrastructure Delivery Plan~~ in the locality of the site including ~~towards an appropriate financial contribution towards the improvement of~~ the B6045 Blyth Road/Farmers Branch, Worksop; ~~and to~~ the B6045 Blyth Road/ B6041 Kilton Hill, Worksop ~~and to junctions at the A60 Mansfield Road/A619 and at the A57/Claylands Ave/A60/Shireoaks Common junction A57/A60 junction at Shireoaks/Claylands Avenue.~~

**Infrastructure shall be secured by planning condition, agreement and/or other mechanism considered appropriate by the relevant infrastructure partners, the Council and the developer.**

3. The proposed development on land at Peaks Hill Farm should deliver a scheme in accordance with an agreed masterplan framework for the site in accordance with the provisions above and Policy ST58.





## 7.8 SITE HS7: Trinity Farm, Retford

- 7.8.1 Situated on the north-west edge of Retford, Trinity Farm is adjacent to a growing mixed-use area. Planning permission has been granted for Phase 1 (in blue in Figure 19) comprising 196 dwellings and 11.11ha of employment/employment generating uses land and commercial units (2.7ha allocated for employment uses by Policy ST7), and supporting infrastructure.
- 7.8.2 Site HS7 forms a logical, sustainable extension – for a further 244-305 dwellings on 11.15 ha - to contribute to meeting Retford's housing needs in the longer term. The site will have good access to a range of employment, retail and community facilities within the wider planned development and Retford itself.

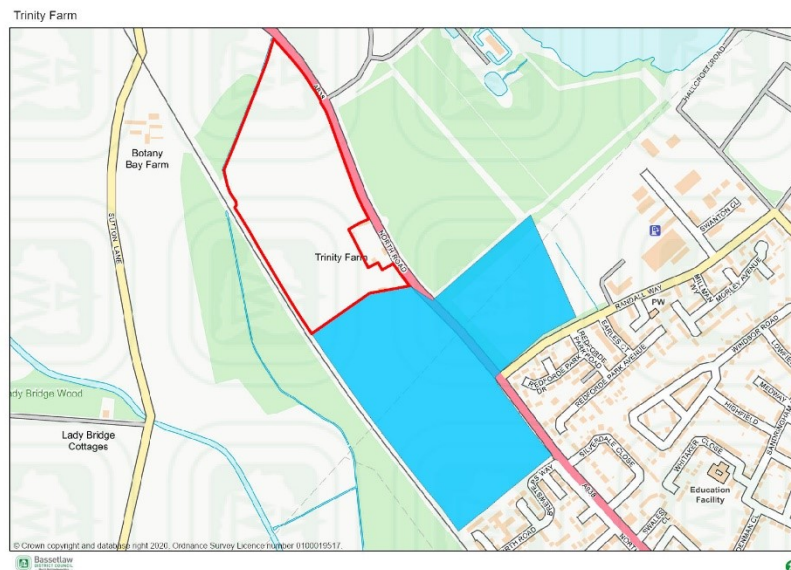


Figure 19: Trinity Farm, Retford

- 7.8.3 Site HS7 will be guided by a comprehensive masterplan framework, including an agreed suite of supporting strategies, a design code, and delivery strategy and infrastructure and phasing plan in accordance with Policy ST58. The masterplan framework should be prepared in such a way so that both phases of development form one cohesive neighbourhood. All will require community consultation and Council approval.
- 7.8.4 The Land Availability Assessment 2022<sup>2</sup> identified the site as suitable to contribute to the housing requirement in Retford. Phase 1 is expected to commence within the next year underway. On that basis, the Housing Trajectory shows that Phase 2 is expected to start from 2029-2030.
- 7.8.5 Site HS7 should seek to diversify the housing offer available in the area, ensuring that there is a better range of quality homes available. On that basis, Policy 21 requires a mix of house types and sizes to be provided to contribute to meeting local housing needs, including for affordable homes and specialist housing. Retford has a slightly higher proportion of residents aged over 65. Opportunities to provide retirement accommodation, extra care and/or a care home should therefore be considered.

- 7.8.6 Site HS7 lies within the impact zone of the nearby Sutton and Lounds Gravel Pits SSSI. In line with Policy ST40, all relevant assessments should be undertaken to ensure there is no adverse impact upon this protected site. On that basis, a high quality, green/blue infrastructure-led design influenced by its rural fringe location is required. Opportunities to maximise ecological connectivity to the nearby Sutton and Lounds Gravel Pits SSSI and Idle Valley Nature Reserve, as well as to woodland to the north and Retford Beck should be taken.
- 7.8.7 ~~As a result of The Retford Beck running along the northern boundary means that this~~ part of the site lies within Flood Zone 3 and Flood Zone 2. In accordance with national policy<sup>1</sup>, 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 at higher flood risk adjacent to the beck. A Flood Risk Assessment will be required to inform the design to ensure the housing can be safely accommodated and that the development generates no increase in flood risk elsewhere. Consequently, the design will also be required to incorporate a comprehensive sustainable drainage scheme in order to mitigate any future flood risk.
- 7.8.8 The northern part of the site lies within an archaeological zone. Cropmarks on site indicate the potential for archaeology of regional importance. The site was also the location of Second World War aircraft crash site. A planning application should therefore be informed by a heritage statement and archaeological assessment including a geophysical survey and intrusive site investigations which will inform the design and layout of development and will ensure assets and their settings are protected and where possible enhanced. Where appropriate, archaeological remains should be preserved and left in situ, forming part of the green/blue infrastructure network for example.
- 7.8.9 Overhead power lines cross the site. The design ~~should~~ be in accordance with relevant National Grid guidance<sup>19</sup>; the siting of buildings and their height must be carefully considered and access for maintenance maintained. ~~To make~~ Positive use of land underneath and in proximity of the overhead lines, ~~creative use of for~~ green/blue infrastructure would be supported.
- 7.8.10 The site has the capacity to accommodate 1.5ha of multifunctional open space to meet new residents' needs. This should include space for children's play, amenity greenspace and allotments ~~as well as a new community woodland to provide carbon offsetting benefits~~. Green/blue infrastructure should also provide a substantial landscape buffer to the railway line along the western boundary, to protect future residents' amenity.
- 7.8.11 Opportunities should be taken to enhance provision for active travel and public transport, particularly to nearby facilities and employment opportunities. Cycle routes in particular should cross the wider site, connect to the green/blue infrastructure network, ~~the new housing development to the south~~, and Retford town centre. ~~Connection to the A~~ a public right of way ~~exists~~ to the north east of the site, ~~a connection to this~~ will be sought to improve recreational access to the countryside, whilst the existing footway provision along the North Road frontage should be extended along the site frontage. More detailed evidence in relation to traffic impacts will be required through a Transport Assessment for the site.

- 7.8.12 The development must also mitigate its impact on local infrastructure to help deliver relevant requirements set out in the Infrastructure Delivery Plan<sup>7</sup>.

## **POLICY 21: Site HS7: Trinity Farm, Retford**

1. Land at Trinity Farm, Retford, as identified on the Policies Map will be developed in the plan period for approximately 244 305 dwellings and supporting infrastructure as identified by the Infrastructure Delivery Plan<sup>7</sup>, as part of a safe, sustainable, quality living environment.
2. Proposals to develop land at Trinity Farm will be expected to deliver:

### **Good quality design and promote local character**

- a) the sensitive design and location of buildings that maintain appropriate residential amenity for existing and future residents in accordance with Policy 48;
- b) a flood management scheme which incorporates an appropriate Sustainable Drainage System (SuDS), including green/blue infrastructure measures, informed by a Flood Risk Assessment (FRA), a hydrology assessment and, a Surface Water Management Masterplan and Strategy, in accordance with Policy ST52. Whole life management and maintenance arrangements must be agreed through the planning application process;
- ~~e) a design that enables access by the relevant bodies to the overhead power lines crossing the site and the railway line along the western boundary to enable whole life management and maintenance;~~
- c) a positive strategy for responding to the National Grid assets present within the site and the Network Rail assets along the western boundary, which demonstrates how the National Grid Design Guide and Principles and relevant Network Rail guidance have been applied and how the impact of the assets has been reduced through good design.
- d) a scheme that ensures the requirements for non-minerals development in Minerals Safeguarding Areas in the Nottinghamshire Minerals Local Plan<sup>14</sup> have been met;
- e) a scheme of an appropriate scale, layout, form and materials which respects the significance and setting of affected heritage assets supported by a heritage statement and archaeological assessment comprising a geophysical survey, ~~and~~ intrusive site investigations, and a mitigation strategy;

### **Mix of uses**

- f) a mix of housing sizes and tenures to meet local needs, including affordable housing and specialist housing, and serviced plots for self-build and custom homes, ~~as where~~ appropriate in accordance with Policy ST30;

### **Green/blue infrastructure**

- g) quality green/blue infrastructure to achieve a multifunctional, biodiverse, coherent and connected network that integrates with Phase 1 of the Trinity Farm development ~~to the south~~, adjoining ecological assets including Retford Beck, the woodland to the north and Sutton and Lounds Gravel Pits SSSI;
- h) approximately 1.5 ha of high quality, multifunctional publicly accessible open space, ~~as identified by the Infrastructure Delivery Plan<sup>7</sup>, to include approximately 0.5ha for community woodland as well as a neighbourhood play area;~~

- i) a depth landscape buffer adjacent to the railway line along the western boundary to mitigate noise pollution and protect residential amenity;

### **Social and community facilities**

- j) an appropriate financial contribution towards enabling primary and acute healthcare services to address patient growth associated with the development;

### **Transport and connectivity**

- k) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, referring to the development's Transport Assessment and Travel Plan, informed by Local Highways Authority advice including:
  - i. an appropriate access point to the site from North Road, capable of accommodating public transport;
  - ii. a well-connected street hierarchy that provides high quality, safe and direct walking, cycling and public transport routes within the site, to Phase 1 of the Trinity Farm development **including via a cycle track**, and to neighbouring areas;
  - iii. a new footway along the North Road frontage to connect to the existing footway to the south of the site;
  - iv. an appropriate financial contribution towards improving public transport infrastructure to address public transport usage associated with the development;**
  - v. appropriate highway demand management measures to be in operation throughout the lifetime of the construction of the site;
  - vi. a public right of way through the site to connect to the existing network to the north east;
  - vii. a strategy assessing potential **detailing that the scheme will not generate adverse safety impacts at the nearby Botany Bay level crossing on Sutton Lane, and where necessary appropriate mitigation**, through early consultation with Network Rail;
  - viii. **appropriate** improvements to **off-site** highways infrastructure **identified by the Infrastructure Delivery Plan** in the locality of the site including **an appropriate financial contribution** towards:
    - a. ~~improvements to~~ the junction at A620 Babworth Road / B6420 Mansfield Road / A620 Straight Mile / Sutton Lane;
    - b. ~~improvements to~~ the junction at Ordsall Road/A620 Babworth Road;
    - c. ~~improvements to~~ **the junction at** London Road / Whinney Moor Lane / Bracken Lane;
    - d. ~~improvements to~~ **the junction at** London Road / Whitehouses Road.

**Infrastructure shall be secured by planning condition, agreement and/or other mechanism considered appropriate by the relevant infrastructure partners, the Council and the developer.**

- 3. The proposed development on land at Trinity Farm will deliver a scheme in accordance with an agreed masterplan framework for the site in accordance with the provisions above and Policy ST58.



## 7.14 SITE HS13: Ordsall South

- 7.14.1 Situated on the southern edge of Ordsall, Retford, Ordsall South (in Figure 25) is adjacent to an existing residential area. The site (106.5ha) 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 **local** employment and other local services within the wider planned development and Retford itself.
- 7.14.2 Site HS13 is well located for local services, health facilities and employment, and is accessible by foot/bike, thus reducing the need to travel by car.
- 7.14.3 The Land Availability Assessment 2022<sup>2</sup> identified the site as suitable to contribute to the housing requirement in Retford. Given the complex nature of delivering a large urban extension, it is considered appropriate to set a Local Plan growth target of **800 890** dwellings to help meet local housing needs and strategic infrastructure priorities in this plan period, with the remaining homes to be delivered thereafter. On that basis, the Housing Trajectory shows that housing delivery is not expected to start on site until at least **2027-2028 2026-2027**.
- 7.14.4 The site (see Figure 25 **overleaf below**) includes an area of land currently used by Retford Golf Club as a training range. **In accordance with national policy the Built Sports Facility Study, the loss of the training range should be mitigated by an appropriate financial contribution being secured through a planning obligation that would be used towards enhancements to the club's Retford Golf Course. Its loss does not adversely affect the ability of the golf club to maintain its sporting offer but a financial contribution equivalent to the loss of the training range will be sought to improve the quality of the offer at the golf club.**

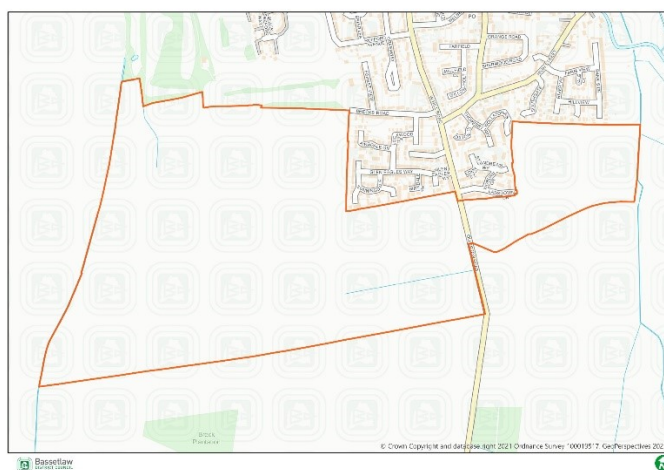


Figure 25: Ordsall South

- 7.14.5 Site HS13 will be guided by a comprehensive masterplan framework, including an agreed suite of supporting strategies, a design code, **and an infrastructure a delivery strategy** and phasing plan in accordance with Policy ST58. Together these will provide a visionary framework appropriate to the site's delivery timeframe, as required by national policy<sup>1</sup>. The masterplan framework should be



prepared in such a way so that all the land parcels are designed to function as one scheme. All will require community consultation and Council approval.

- 7.14.6 The scale of the site will enable the provision of a range of house types and sizes to contribute to meeting 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.
- 7.14.7 Retford has the highest number of residents aged over 75 in the District (10.6%)<sup>10</sup>. Ordsall South provides a significant opportunity to make provision for this age group, so that they can 'age well in place'. On that basis, in addition to the requirements of Policy ST27 5% of market housing will be designed to the higher Building Regulation wheelchair standard (M4 (3)), and provision will be made for extra care accommodation **on site**. Proximity to the **on site** community hub will therefore be a requirement so that residents can enjoy community life and retain their independence.
- 7.14.8 The GG7: Retford-Eaton Green Gap (see Policy ST38) will ensure the continued separation of Ordsall and Retford from Eaton. To reflect its location in a green gap, a landscape-led design appropriate to local context will be required. The Site Allocations: Landscape Study 2019<sup>12</sup> identifies use of green/blue infrastructure to sensitively 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. Appropriate use of design techniques such as soft landscaping and low level accommodation should be considered to maintain long views south to Eaton and across the Idle Valley. A new 23ha country park on the western boundary will integrate the **site development** with Whisker Hill to the north whilst providing significant opportunities for recreation for residents.
- 7.14.9 National policy<sup>1</sup> is supportive of creating beautiful places that reflect local character. It states that design codes should be used to provide a local framework for creating beautiful and distinctive places with a consistent and high quality design. The National Design Guide 2019<sup>20</sup> adds that where the scale or density of new development is different to the existing place, it may be appropriate to create a new identity. Character may also respond to how the communities' lifestyles could evolve in the future for example.
- 7.14.10 On that basis, Policy 27 recognises that Ordsall South may benefit from a variety of character areas so that different neighbourhoods each have their own identity and density, appropriate to location on site, whether it is edge of urban area or rural fringe for example. The approach taken should be detailed through a design code and density plan for the site.
- 7.14.11 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. A green buffer around the periphery should help integrate the existing development

with the new, whilst providing sufficient space to protect the amenity of existing and new residents.

- 7.14.12 ~~Biodiversity opportunities mapping targets<sup>14</sup> should be met through a requirement for at least 10% biodiversity net gain on site to help reverse the decline in priority habitats and species.~~ Opportunities exist to strengthen the biodiversity value on site. This could include the expansion of nearby lowland heath into the country park, and a greater mix of habitats within the buffers alongside all waterways adjoining the site (e.g. watercourses, drainage channels). ~~Careful design to incorporate a 2km walking/cycling route would deliver a Suitable Alternative Natural Greenspace helping to address wider recreational impacts upon protected sites.~~ Such measures would also contribute to the Local Plan requirement for at least 10% biodiversity net gain (see Policy ST40). Proposals must be accompanied by an Ecological Impact Assessment, in accordance with relevant national legislation ~~and Policy ST40.~~
- 7.14.13 The River Idle is in close proximity to the eastern boundary, ~~and both that and~~ the western boundary ~~are~~ is bounded by an unnamed watercourse, and drainage channels ~~are in proximity to both~~. The outer edges of these boundaries slightly lie within Flood Zone 3 and Flood Zone 2. In accordance with national policy<sup>1</sup>, 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.
- 7.14.14 The Level 2 Strategic Flood Risk Assessment 2021<sup>16</sup> shows that surface water ponding and run off occurs on site. Existing flow paths should be retained and integrated within green/blue infrastructure. A range of measures should be considered to manage surface water run-off on site; including, permeable surfaces, grey water recycling, soft landscaping, as well as de-culverting the drainage channel along the western boundary. 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 for biodiversity, amenity, water quality and recreation.
- 7.14.15 Provision for active travel and public transport to and ~~through~~ within the site will ensure that existing and new communities are well-integrated and connected. Opportunities to extend the 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 on site Local Centre, health hub and community hub/sports facilities, new primary school and open space should be appropriately located to encourage sustainable access within the site and to neighbouring areas, to reduce car use for local journeys.
- 7.14.16 A new two-point distributor standard access will be required to enable safe access from Ollerton Road to the eastern and western part of the site. This should be designed to allow a bus loop to run through the ~~wider~~ whole site, bringing public transport within easy reach of existing and future residents. It will also have the added benefit of slowing traffic on Ollerton Road.



- 7.14.17 The Retford Transport Assessment, 2021<sup>21</sup> considers the impact of Ordsall South on a number of strategic and local highways junctions in Ordsall, Retford and in the wider area. As a consequence of the increase in traffic expected to be generated by the development, Policy 27 identifies several junctions requiring improvements including the A620 Babworth Road / Ordsall Road and at London Road/Whitehouses Road. Contributions to traffic calming/~~management~~ schemes in Ordsall Old Village and at Main Road, Eaton will help manage traffic flow through the wider area. The definitive provisions for transport infrastructure will be agreed through ~~the future~~ planning applications, informed by a detailed Transport Assessment and Travel Plan for the site, undertaken by the promoters, to be agreed with the Local Highways Authority.
- 7.14.18 Demand management measures will be sought to help manage transport demand on the local network over the ~~development's construction~~ lifetime. Measures should seek to promote public transport use, including ~~provision of a high frequency bus service to Retford town centre and active travel~~ from the ~~early first phase~~ stages of development, and be responsive to changing travel patterns in each phase of development to reduce vehicle use on the network particularly for short, ~~local~~ journeys.
- 7.14.19 ~~An infrastructure, phasing and implementation strategy will be required alongside the masterplan framework.~~ Policy ST27 requires that ~~the delivery strategy this~~ be reviewed to accompany each development phase. This will ensure that each phase of development appropriately mitigates its impact on strategic and local infrastructure and contributes to the delivery of the Infrastructure Delivery Plan<sup>7</sup> in a timely manner.

## **POLICY 27: Site HS13: Ordsall South, Retford**

1. Land at Ordsall South, Retford (106.5ha), as identified on the Policies Map will be developed in this plan period for approximately ~~800~~ ~~890~~ dwellings and supporting infrastructure, and a further ~~450~~ ~~360~~ dwellings and associated infrastructure thereafter as set out in the Infrastructure Delivery Plan<sup>7</sup> as part of a safe, sustainable, quality living environment.
2. Proposals to develop land at Ordsall South will be expected to deliver:

### **Good quality design and ~~promote~~ local character**

- a) a scheme of an appropriate scale, layout, form and materials, informed by a landscape statement and density plan, which protects and enhances the GG7: Retford South-Eaton Green Gap in accordance with Policy ST38. This should include:
  - i. sensitive use of soft landscaping, such as trees, hedgerows;
  - ii. use of an appropriate density across the site within a range of 15-30 dwellings per hectare defined by local neighbourhood character areas and a design code;
  - iii. maintaining sightlines and views from and through the ~~development allocation~~ across the Idle Valley and to Eaton including through the new country park;
- b) the sensitive design and location of buildings that maintain appropriate residential amenity for existing and future residents in accordance with Policy 48;
- c) a flood management scheme informed by a Flood Risk Assessment (FRA), and, a Surface Water Management Masterplan and Strategy, in accordance with Policy

ST52, which ensures that development is located ~~outside the areas of higher risk fluvial flooding risk~~ in the most sequentially preferable parts of the site in areas at least risk of flooding; and, which incorporates an appropriate Sustainable Drainage System (SuDS), including green/blue infrastructure measures. Whole life management and maintenance arrangements must be agreed through the planning application process;

- d) the requirements for non-minerals development in Minerals Safeguarding Areas in the Nottinghamshire Minerals Local Plan<sup>14</sup>;

### Mix of uses

- e) a mix of housing types, sizes and tenures to meet local needs including:
- affordable housing;
  - sheltered housing courts for older people;
  - 5% of dwellings to be designed to Building Regulations standard M4(3) to be accessible to those in wheelchairs;
  - extra care accommodation; and
  - where appropriate serviced plots for self-build and custom homes;

### Green/blue infrastructure

- f) a multifunctional, coherent and connected green/blue infrastructure network to promote climate resilience. A long term management and maintenance plan must be agreed through the planning application process. Provision should include:
- a new 23ha country park ~~to include a Suitable Alternative Natural Greenspace and community woodland~~ on the western boundary of the site;
  - 4ha of high quality recreational open space ~~to meet needs identified by the Open Space Assessment Update 2020<sup>18</sup> as identified by the Infrastructure Delivery Plan<sup>7</sup>~~ throughout the site, including provision for children and young people;
  - an in depth landscape buffer around the periphery of the site to facilitate off road walking and cycling; appropriate separation ~~between with~~ existing residential properties and connectivity between existing and new development; and, buffers alongside waterways;
  - de-culverting of the drainage channel along the western boundary to enhance biodiversity value and flood management;
  - edible space, such as for allotments and community planting;

### Social and community facilities

- g) a Local Centre ~~on site~~ to include a convenience goods store of an appropriate size, commensurate to its location, as well as other local shops and services;
- h) a health hub ~~on site~~ including space for a general practitioners branch surgery and supporting community health care facilities;
- i) a built community facility including indoor and outdoor space for sport and changing accommodation, informed by the Bassetlaw Playing Pitch Strategy<sup>17</sup> and the Bassetlaw Built Facilities Strategy<sup>22</sup>;
- j) ~~offsetting improvements, via an appropriate financial contribution, equivalent to the loss of the golf training range, to be used to enhance the quality of~~ ~~to~~ the Retford Golf Course;
- k) appropriate provision of ~~2.5~~ 1.5ha of serviced land to accommodate a 1.0 Form Entry primary school and early years facility and associated supporting

- infrastructure; and an appropriate financial contribution towards enabling primary school education to address pupil growth associated with the development;
- l) a local recycling 'bring' bank;

### Transport and connectivity

- m) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, referring to the development's Transport Assessment and Travel Plan, informed by Local Highways Authority advice, detailing:
- i. a two-point distributor standard access to the east and west parts of the site ~~from Ollerton Road~~ for vehicles, cyclists and pedestrians ~~from Ollerton Road~~;
  - ii. a well-connected street hierarchy that provides high quality, safe and direct walking, cycling and public transport routes within the site and to neighbouring areas by non vehicular modes of transport;
  - iii. **appropriate** improvements to **off-site** highways infrastructure **as identified by the Infrastructure Delivery Plan** in the locality of the site including **an appropriate financial contribution** towards:
    - a. ~~improvements to~~ the junction at ~~the~~ A620 Babworth Road / B6420 Mansfield Road / A620 Straight Mile / Sutton Lane;
    - b. ~~improvements to~~ the junction at Ordsall Road/A620 Babworth Road;
    - c. ~~improvements to~~ **the junction at** London Road / Whinney Moor Lane / Bracken Lane;
    - d. ~~improvements to~~ **the junction at** London Road / Whitehouses Road;
    - e. **junctions at the: A614 Blyth Road/A57/A1; the A60 Mansfield Road/A619; the A57/Sandy Lane; the A57/Claylands Avenue/Shireoaks Common; the A57/B6034/Netherton Road and the A57/B6040; and the A57/A614/A1 Five Lanes End roundabout**
    - f. the provision of off-site traffic calming/**management** schemes along Main Road, Eaton and at Ordsall Old Village;
  - iv. appropriate highway demand management measures to be in operation throughout the lifetime of the construction of the site;
  - v. new and improved pedestrian and cycle links from the site to neighbouring areas including to Old Ordsall Village;
  - vi. a new footpath and marked cycle path along the Ollerton Road frontage (east and west) to connect to the existing network at Ordsall;
    - a. **new and improved pedestrian and cycle links from the site to neighbouring areas;**
    - b. **an appropriate financial contribution towards a marked cycle lane along Brecks Road from West Hill Road;**
    - c. **a financial contribution towards improvements to pedestrian and cycle infrastructure into Old Ordsall Village from the site;**
  - vii. improvements to the existing public rights of way that cross the site and run along its boundaries;
  - viii. a financial contribution towards a high frequency bus service from the site to Retford town centre and the wider area supported by appropriate public transport infrastructure within the site.

**Infrastructure shall be secured by planning condition, agreement and/or other mechanism considered appropriate by the relevant infrastructure partners, the Council and the developer.**

4. The proposed development on land at Ordsall South will deliver a scheme in accordance with an agreed masterplan framework for the site in accordance with the provisions above and Policy ST58.



## 7.20 Providing for Gypsies, Travellers and Travelling Showpeople

- 7.20.1 The overarching aim of the National Planning Policy for Traveller Sites<sup>28</sup> is to ensure fair and equal treatment of the travelling community, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. As part of this, the Council is required to proactively plan to meet the housing needs of Gypsies, Travellers and Travelling Showpeople in the District.
- 7.20.2 The Bassetlaw Gypsy and Traveller Accommodation Needs Assessment 2019<sup>29</sup> and its Addendum 2021 identifies Gypsy and Traveller need in accordance with the definitions of Government Policy.
- 7.20.3 There is a need for a minimum of 40 21 additional pitches in the first 5-10 years of this plan (to 2030), by 2029 with a further 30 21 pitches by 2037<sup>29</sup> 2038. It does not identify a need for sites for Travelling Showpeople. It has been agreed through Duty to Cooperate that the Council and neighbouring authorities is able to meet its own needs in full with no dependence on neighbouring areas.
- 7.20.4 To support the delivery of the spatial strategy and to ensure that these the identified needs are met in full, Policy ST32 seeks to protect existing authorised sites, and allocate new sites to meet identified needs for the first ten years of the Plan (to 2029 2030). Policy ST32 will address additional needs thereafter by setting out the criteria against which planning applications for Gypsy and Traveller sites will be determined.
- 7.20.5 Due to the nature and size of land required for Gypsy and Traveller accommodation, the evidence<sup>30</sup> and the Land Availability Assessment 2022 identified – through engagement with the Gypsy and Traveller community - deliverable sites for allocation. All are extensions to existing sites, or require current arrangements on sites owned by Gypsies and Travellers - who accord with the national policy definition - to be formalised.
- 7.20.6 As with sites identified for the settled community, it is important that each Gypsy and Traveller sites are located in sustainable locations is considered in accordance with the principles of sustainable development: National guidance<sup>28</sup> states that in general, new sites in the countryside, away from existing settlements, or where a site could dominate the nearest settled community, should be resisted. But as with bricks and mortar housing: well-planned and well-designed sites that make effective use of previously developed land and/or that positively enhance the environment will be supported. Enclosing a site with hard landscaping, high walls or fences, may give the impression that the site and its occupants are deliberately isolated from the rest of the community and will not be supported.

- 7.20.7 Similarly, it is vital that residents are able to access education, health and community facilities in the same way that the settled community can. Gypsy and Traveller sites **may** also need to have good access to the road network to accommodate the movement of larger vehicles associated with their livelihood, as well as their nomadic and traditional way of life. **Consistent with Policy ST44 opportunities for promoting healthy lifestyles are supported.**

~~7.20.7 As with bricks and mortar housing: well-planned and well-designed sites that make effective use of previously developed land and/or that positively enhance the environment will be supported. Enclosing a site with hard landscaping, high walls or fences, may give the impression that the site and its occupants are deliberately isolated from the rest of the community and will not be supported. Consistent with Policy ST44 opportunities for promoting healthy lifestyles are supported.~~

- 7.20.8 **A Gypsy and Traveller pitch is normally conditioned through a planning application. The approach taken will be site-specific, and will reflect the needs of the households expected to live on the site, the size of the site, and its location. Licenses are a legal requirement for all caravan sites, and must be obtained from the Council's Environmental Health Team prior to occupation of sites.**

~~A Gypsy and Traveller pitch is normally conditioned through a planning application. The approach taken will be site specific, and will reflect the needs of the households expected to live on the site, to be for up to two touring caravans per pitch, one static caravan and a day room. This is dependent upon the size of the site pitch/plot proposed, and the location of the site. Licenses are a legal requirement for all caravan sites, and must be obtained from the Council's Environmental Health Team prior to occupation of sites.~~

- 7.20.9 The Bassetlaw Gypsy and Traveller Accommodation Needs Assessment 2019<sup>29</sup> identifies that there is a need for some form of emergency stopover provision for the Gypsy and Traveller community within the District. Negotiated stopping, accompanied by a protocol to be prepared by the Council's Strategic Housing team will help the Council and its partners effectively manage unauthorised encampments in the District.

## **POLICY ST32: Sites for Gypsies and Travellers**

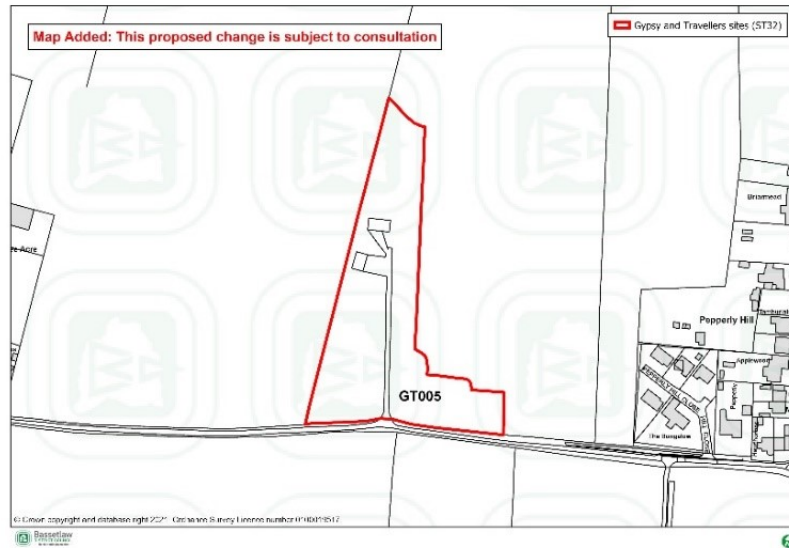
1. The accommodation needs of the District's Gypsy and Traveller community will be met through the provision for **40 42** pitches by **2037 2038**, with approximately **10 21** pitches **to be** delivered by **2025 2029**, by:
  - a) protecting existing authorised sites;
  - b) supporting the establishment or re-establishment of pitches on vacant plots and/or the extension of existing authorised Gypsy and Traveller sites; **and/or the following formalisation of existing Gypsy and Traveller sites to be formalised at:**
    - i. GT001: Land at Hayton (for **17 10** additional pitches);
    - ii. GT002: Land at Treswell (for 5 additional pitches);
    - iii. GT003: Land at Daneshill (for 4 additional pitches)
    - iv. GT004: Land at East Drayton (for **3 1** additional pitches)
    - v. **GT005: Land at North Blyth (for 4 additional pitches)**

vi. GT006: Land at Elkesley (for 9 additional pitches)

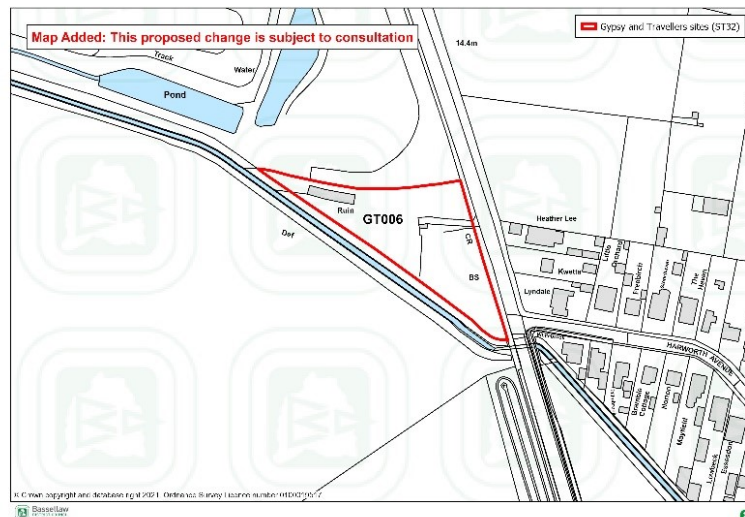
2. To meet the identified needs of the Gypsy and Traveller community, development of new Gypsy and Traveller sites or extensions to ~~other~~ existing authorised Gypsy and Traveller sites over the plan period should:
  - a) address an unmet need identified in the Bassetlaw Gypsy and Traveller Accommodation Needs Assessment 2019<sup>29</sup> and the Bassetlaw Gypsy and Traveller Accommodation Needs Assessment Addendum 2021, or any successor;
  - b) be located in a sequentially preferable location: within a settlement boundary, then in an edge of settlement location; and, only if suitable sites are not available should out of settlement sites be considered, evidenced by a sequential assessment;
  - c) be located outside high flood risk areas as defined by national policy<sup>1</sup>;
  - d) in the case of an extension, be small scale, intensify the use of an existing authorised, well managed site and/or make effective use of brownfield land;
  - e) be within ~~safe walking/cycling distance~~ easy access of a settlement, with access to a range of services including health and education provision in the locality;
  - f) be of a scale that is appropriate to local character, its local services and infrastructure and would not dominate the nearest settled community;
  - g) have suitable, safe and convenient access to the highway network;
  - h) have the ability to be well integrated into the local townscape or landscape, have no adverse impact on biodiversity and/or heritage assets and use boundary treatments and screening materials which are sympathetic to the existing urban or rural form;
  - i) ensure the amenity of the Gypsy and Traveller community and the settled community is managed appropriately in accordance with Policy 48; and
  - j) ensure that there is sufficient space for the planned number of pitches caravans, outdoor space, day rooms, parking and the safe movement of personal and commercial vehicles;
3. Where the identified need has been fully met, small extensions to, or intensification of, an existing authorised, well managed site may be supported if there is a need specific to the ~~family household~~ on site and the proposal accords with section 2 of this policy.
4. Any development granted under this policy will be subject to a condition limiting occupancy to Gypsies and Travellers.



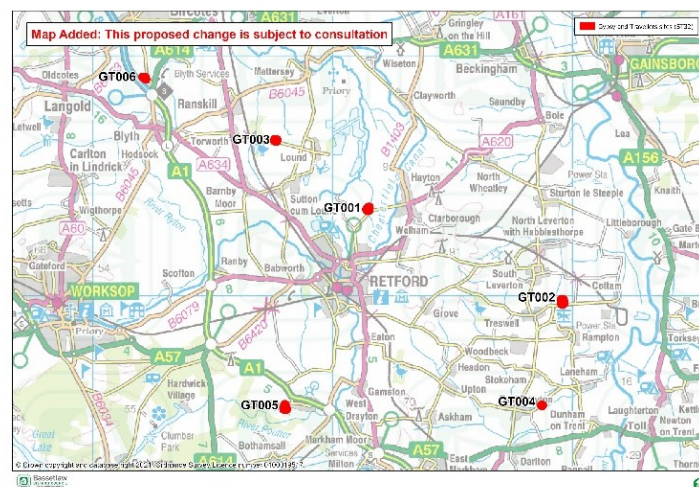




## Policies Map addition: Site GT005 Land at Elkesley

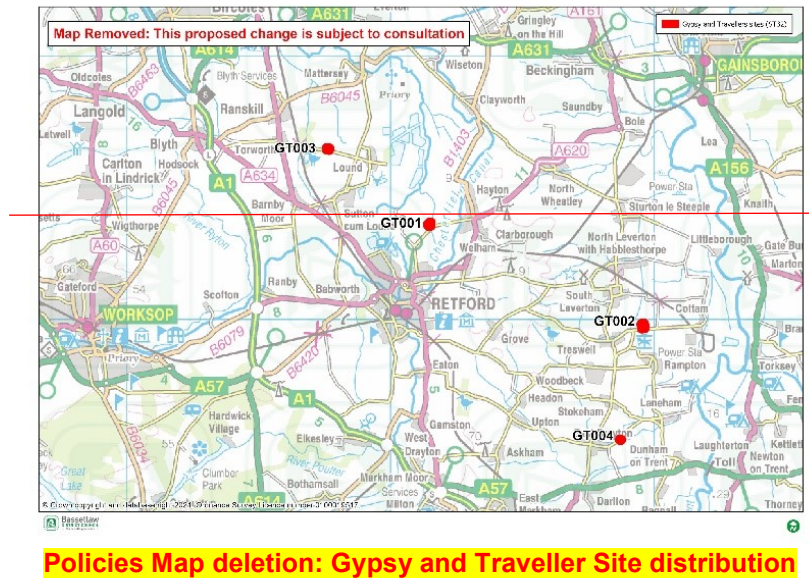


**Policies Map addition: Site GT006 Land at North Blyth**



### Policies Map addition: Gypsy and Traveller Site distribution





## Biodiversity and Geodiversity

A number of changes are proposed, subject to consultation, within the Biodiversity and Geodiversity section. For ease of consultation, Policy ST40: Biodiversity and Geodiversity and Policy ST40A: Recreational disturbance and Mitigation Strategy and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

This consultation is not an opportunity to make comments on any unchanged parts of the Bassetlaw Local Plan 2020-2037: Publication Version.

Equally this consultation is not intended to be an opportunity to make comments on the changes which are shown for information only; these changes are minor modifications which do not need to be subject to consultation before the Plan is submitted for its examination. These are shown as: **new** or **deleted**.

## 8.6 Protecting and Enhancing Biodiversity and Geodiversity

- 8.6.1 Biodiversity and geodiversity are important components of the planning system: a high quality, vibrant natural environment helps strengthen the connection between people and nature and contributes to health and well-being. National policy<sup>1</sup> seeks the protection and enhancement of valued biodiversity and geological conservation interests, seeking measurable net gains in biodiversity.
- 8.6.2 Policy ST40 aims to prevent harm to biodiversity and geodiversity from direct impacts such as land take, and from indirect impacts such as recreation, changes to the quality of a watercourse, as well as any potential cumulative impacts.

### Designated sites

- 8.6.3 **Internationally designated sites:** Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar Sites are strictly protected. None lie within the District but the Birklands and Bilhaugh SAC is approximately 3km from the District boundary. National policy<sup>1</sup> states that the presumption in favour of sustainable development does not apply to development that may affect these sites. **Proposals likely to have an adverse recreational impact on Birklands and Bilhaugh SAC will be assessed per policy ST40A (see paragraphs 8.6.7-8.6.15 below).**
- 8.6.4 The Sherwood Forest ppSPA lies within the District. The Habitats Regulations Assessment 2021<sup>14</sup> identifies that some potential sites within Bassetlaw contain habitats that have the potential to support the breeding and/or foraging of the Sherwood Forest ppSPA bird population.
- 8.6.5 On that basis, any schemes that lie within the 5km buffer zone of the Sherwood Forest ppSPA will require a project level 'shadow-level' Habitats Regulations Assessment to ensure any significant adverse effects on the Sherwood Forest ppSPA are identified and appropriately mitigated.
- 8.6.6 **Nationally designated sites:** Bassetlaw contains a large number of sites designated for their biodiversity and geodiversity importance. Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Ancient Woodland have a high level of statutory protection, with national policy<sup>1</sup> advising that developments that are likely to adversely affect these assets should normally be refused. As such, any development within their impact zone should be accompanied by an Ecological Impact Assessment to ensure that the integrity of these assets is protected.

### Recreational disturbance Avoidance and Mitigation Strategy

- 8.6.7 **Natural England identify that the Sherwood Forest Visitor Centre and surrounding forest (including the Clumber Park SSSI, Birklands and Bilhaugh SAC/Sherwood Forest NNR) is a regional recreational resource, drawing visitors from a wide area. Residential development in the District, including the proposed Bassetlaw Garden Village (see Policy ST4) has the potential to increase the recreational disturbance on existing sensitive habitats at these protected sites.**

8.6.8 Recreational disturbance has been considered in an Appropriate Assessment. This led to Recreational Impact Assessments being undertaken (for Clumber Park SSSI and for Birklands and Bilhaugh SAC/Sherwood Forest NNR). These have been undertaken with a partnership group, comprising: Newark & Sherwood District Council, Natural England, the National Trust and RSPB (the landowners) and neighbouring authorities. The assessments identify where recreational disturbance is happening at both sites, the main recreational uses causing the disturbance, the zone of influence for each site and broad measures required to mitigate the recreational impact of the expected increase in population in each zone.

8.6.9 The Recreational Impact Assessments show that the housing development proposed within the Local Plan would not have an adverse recreational impact on the Birklands & Bilhaugh SAC. On that basis, there is no requirement for a Recreational disturbance Avoidance and Mitigation Strategy (RAMS) for Birklands and Bilhaugh SAC within the Local Plan.

8.6.10 Following consultation with Natural England, the Council will establish a strategic solution to deliver fair, consistent and effective mitigation, through a RAMS, to address identified recreational impacts at Clumber Park.

8.6.11 A RAMS requires a strategic partnership approach whereby authorities falling within the 24.7km zone of influence of Clumber Park would need to work collaboratively to implement avoidance and mitigation measures designed to resolve the in-combination impacts associated with recreation from residential development. The Council will therefore continue to work with the partnership group to establish a strategic solution.

8.6.12 In line with other strategic mitigation around the country the RAMS should comprise a package of mitigation measures which would consist of:

- Strategic Access Management and Monitoring measures at Clumber Park: a range of measures designed to make visitors more aware of their impacts and ensure access is better managed such as wardens, educational material, physical infrastructure such as footpaths; and/or
- Suitable Alternative Natural Greenspace (SANG) on development sites: this is a new greenspace, or an existing greenspace that is enhanced to create a SANG capable of accommodating a route of approximately 2km within the development site boundary, in order to encourage everyday recreational activity close to home, rather than at Clumber Park.

8.6.13 Other opportunities for off site mitigation will be explored, through for example, providing dedicated cycle routes or enhancing connectivity to encourage recreational use away from Clumber Park.

8.6.14 Mitigation would need to be carefully planned, tailored to the site and agreed with stakeholders, in particular the National Trust and the RSPB.

8.6.15 Any residential development within the identified zone of influence will be required to either contribute towards mitigation measures identified in the RAMS

or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations and Wildlife and Countryside Act 1981.

8.6.16 The level of financial contribution sought per dwelling will be confirmed by the RAMS. However, to inform the policy approach the Whole Plan Viability Assessment 2022<sup>15</sup> has considered on a per dwelling financial contribution options reflective of costs identified for similar strategic RAMS elsewhere. This confirms that the contributions can be secured as part of a financially viable development in the District over the plan period.

8.6.17 Prior to the adoption of a RAMS as a Supplementary Planning Document, and following discussion with Natural England, residential development of 50 dwellings or more in the zone of influence in the district will be required to make an appropriate assessment of the in-combination impact of the development and identify suitable mitigation proposals, in line with Natural England advice.

8.6.18 **Locally designated sites:** At a local level, the District has 4 Local Nature Reserves, 290 Local Wildlife Sites and 24 Regionally Important Geological Sites. All contain habitats, species or geological features of local importance. All have been designated by the Nottinghamshire Ecological and Geological Data Partnership in accordance with locally agreed selection criteria.

8.6.19 Policy ST40 will help ensure these sites are protected during development and are managed appropriately for the features for which they are designated. Proposals can sometimes affect land surrounding, or neighbouring these designated sites as well as impacting them directly. Policy ST40 therefore requires that appropriate buffers are maintained to ensure that features for which a site is designated are not lost, and that potential impacts are identified through an Ecological Impact Assessment.

#### **Protected and Priority Habitats and Species**

8.6.20 Habitats and Species of Principal Importance identified under the Natural Environment and Rural Communities Act 2006 include legally protected species such as Great Crested Newts and badgers, as well as local priority habitats and species.

8.6.21 Proposals that will potentially affect these species will be required to submit information to enable an assessment of their impact, in accordance with relevant national legislation.

#### **Nature Recovery Network**

8.6.22 Biodiversity is not confined to designated sites or to the District boundary. Many features serve as wildlife corridors, links and stepping stones, which play a vital part in the Nature Recovery Network, integral to the delivery of the government's 25 year Environment Plan<sup>13</sup>. The Bassetlaw Nature Recovery Network will form part of the national network of wildlife-rich places, and will be instrumental in the movement of species within and beyond Bassetlaw, to the Humberhead Levels Nature Improvement Area in Doncaster and North Lincolnshire for example.

- 8.6.23 The District's Nature Recovery Network provides a local baseline, with the draft Nottinghamshire Biodiversity Opportunity Mapping<sup>14</sup> identifying opportunities to help tackle network fragmentation. Policy ST40 will ensure that development within or adjoining the Nature Recovery Network maintains the integrity, value and continuity of the network. Opportunities to enhance and expand its functionality and biodiversity particularly for the four main habitat networks - woodland, heathland and acid grassland, and other grassland and wetland - should be considered. Proposals that lead to fragmentation will be resisted.
- 8.6.24 The Local Plan will contribute to the delivery of a more coherent and resilient ecological network, by connecting designated sites with notable habitats, sites and ecological corridors; trees and woodland identified by Policies ST40 and ST41; as well as with land with strong biodiversity value.
- 8.6.25 It will also ensure that the biodiversity value of undisturbed greenfield sites as well as many brownfield sites and built features will be captured. Where possible, these features will be integrated into the functional network and appropriate management sought to retain their importance.

### **Biodiversity Net Gain**

- 8.6.26 Biodiversity net gain aims to leave the District's biodiversity assets in a better state than currently exists. Reflecting the principles and definitions of the ~~updated draft~~ Environment ~~Bill 2019~~ Act 2021, all new development will be expected to secure at least 10% net gain in biodiversity so that the biodiversity value of the development exceeds the pre-development on site habitat value by at least 10%.
- 8.6.27 Net gain should be delivered on site. Only in exceptional cases where this is not practicable will compensatory off site contributions be appropriate. In general, it is expected that biodiversity net gain can be achieved through good design of new development: features such as sustainable drainage or tree planting are requirements of other Local Plan policies so their use should not create additional costs to development. Use of the latest Natural England metric will be supported to evidence applications.
- 8.6.28 The requirement for 10% biodiversity net gain is not expected to be a legal requirement until 2023. But the Whole Plan Viability Assessment 2022<sup>15</sup> confirms that biodiversity net gain can be secured as part of a financially viable development. On that basis, and to reflect the multiple benefits to biodiversity, the natural environment and climate the Local Plan supports its introduction on adoption of this Plan.
- 8.6.29 Reflecting ~~emerging national~~ legislation a commuted sum equivalent to 30 years maintenance will be sought and should be accompanied by a management plan to ensure the continued protection of features. Further guidance will be set out in the Greening Bassetlaw SPD.

## **POLICY ST40: Biodiversity and Geodiversity**

1. The Council will seek to protect and enhance the biodiversity and geodiversity of Bassetlaw, including:

#### **International Sites**

- a) a proposal that may impact on a Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site and/or the Sherwood Forest ppSPA will only be supported where it can be demonstrated that there will be no likely significant effects on their integrity, unless there are no alternative solutions and it is justified by an 'imperative reasons of overriding public interest' assessment under the Habitats Directives. **Recreational impact on the Birklands and Bilhaugh SAC will also be subject to Policy ST40A;**
- b) **any scheme within the 5km buffer zone of the Sherwood Forest ppSPA will require a project level 'shadow level' Habitats Regulations Assessment to ensure any significant adverse effects on the Sherwood Forest ppSPA are identified and appropriately mitigated;**

#### **National Designations**

- c) a proposal that may either directly or indirectly adversely impact a Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) or ancient woodland and their buffer zones will be refused other than in wholly exceptional circumstances. All proposals should seek to protect and enhance these features wherever possible. **Recreational impact on Clumber Park SSSI and the Sherwood Forest NNR will also be subject to Policy ST40A**
- ~~d) where it can be demonstrated that housing development within the identified zones of influence of Clumber Park SSSI, and Sherwood Forest ppSPA will create adverse recreational impacts on the integrity of these designated sites the development will make provision for appropriate mitigation measures including on the development site, and/or as a financial contribution towards mitigation, management and monitoring at the designated asset.~~

#### **Local Designations and Locally Important Ecological Features**

- e) proposals having a direct or indirect adverse effect on a Local Nature Reserve, Local Wildlife Site or Local Geological Site and their buffer zones or other biodiversity/geodiversity asset, will only be supported where there are no reasonable alternatives; and the case for development clearly outweighs the need to safeguard the ecological, recreational and/or educational value of the site.
2. In all cases, where the principle of development is considered appropriate the mitigation hierarchy must be applied so that:
    - a) firstly harm is avoided wherever possible; then
    - b) appropriate mitigation is provided to ensure no net loss or a net gain of priority habitat and local populations of priority species;
    - c) as a last resort, compensation is delivered to offset any residual damage to biodiversity;
    - d) they protect, restore, enhance and provide appropriate buffers around wildlife and geological features at a local and wider landscape-scale to deliver robust ecological networks, to help deliver priorities in the **draft** Nottinghamshire Biodiversity Opportunity Model for Bassetlaw and Idle Valley 2018<sup>14</sup>;
    - e) they establish additional ecological links to the Nature Recovery Network.



### **Biodiversity Net Gain**

3. All new development should make provision for at least 10% net biodiversity gain on site, or where it can be demonstrated that for design reasons this is not practicable, off site through an equivalent financial contribution.
4. A commuted sum equivalent to 30 years maintenance will be sought to manage the biodiversity assets in the long term.

### **POLICY ST40A: Recreational disturbance Avoidance and Mitigation Strategy (RAMS)**

1. Where identified through a project level Habitat Regulations Assessment, in compliance with the Habitat Regulations and Habitats Directive, to mitigate any recreational disturbance impacts, residential development will need to implement on-site mitigation to avoid and/or reduce recreational disturbance impact through sensitive layout and design measures, and, green/blue infrastructure proportionate to the scale of the development.
2. New residential development within the Clumber Park SSSI Zone of Influence and/or the Birklands and Bilhaugh SAC/Sherwood Forest NNR Zone of Influence will be subject to proportionate financial contributions to deliver off site mitigation measures at the relevant protected site and/or appropriate Suitable Alternative Natural Greenspace and/or other infrastructure projects on the relevant development site as identified by the relevant strategic RAMS.
3. Prior to the completion of a long term strategic solution, the Council will negotiate bespoke site-specific mitigation from all residential development of 50 or more dwellings in the district within the identified Clumber Park SSSI zone of influence, as evidenced by the project level Habitats Regulations Assessment for each proposal.

## Renewable Energy Generation

A number of changes are proposed, subject to consultation, within the Renewable Energy section. For ease of consultation, Policy ST52: Renewable Energy Generation and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

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## Renewable ~~and Low Carbon~~ Energy Generation

10.2.1 The UK Government has committed to cut Greenhouse gas emissions by 78% by 2035 and to achieve net zero by 2050<sup>3</sup> ~~in line with the Zero Carbon Strategy.~~ Strategic planning policy can contribute towards this commitment by positively supporting forms of renewable energy ~~and/or low carbon~~ developments in the District over the plan period. ~~Whether commercial or domestic, appropriate renewable energy and/or low carbon developments will contribute towards reducing the reliance on more conventional forms of energy and the use of fossil fuels.~~

10.2.2 The Government's National Policy Statements apply to Nationally Significant Infrastructure Projects. As such, Policy ST51 applies only to renewable and low carbon energy development of 50 megawatts or less installed capacity. Many small scale renewable technologies are now permitted development, therefore the requirements of Policy ST51 do not apply in those cases.

10.2.3 Renewable energy includes two forms of energy generation:

- a) low-carbon: where technologies emit low levels of carbon emissions or no net carbon emissions are created (carbon emissions created are balanced by taking the same amount out of the atmosphere e.g. through tree planting); and,
- b) zero-carbon: where technologies emit no carbon emissions.

10.2.4 In Bassetlaw, the preference is for zero-carbon energy generation to make a positive contribution to meeting national energy targets and to minimise the District's impact on Climate Change. ~~Whether commercial or domestic, appropriate renewable energy developments will help contribute towards reducing the reliance on more conventional forms of energy and the use of fossil fuels facilitating an easier transition to zero carbon by 2050. Elsewhere, micro to medium scale commercial renewable energy generation and community wind generation will be supported where they are consistent with relevant policies in this Plan.~~

10.2.5 This approach will also help transition Bassetlaw from a net carbon producer (historically the District housed three coal fired power stations) to a net contributor of zero carbon and low carbon renewable energy.

10.2.6 Proposals should consider a diverse mix of renewable energy technologies. This will help facilitate a secure, reliable, affordable net zero energy system that is resilient in 2050 and that is not overly reliant on any one technology.

~~The National Planning Policy Framework<sup>2</sup> emphasises that a positive strategy should be adopted to promote energy from renewable and low carbon sources, with policies designed to maximise the development of low carbon energy.~~

~~Opportunities exist District-wide for appropriately located large scale commercial renewable energy schemes (excluding wind energy). Through the comprehensive redevelopment of the former High Marnham Power Station the~~

~~ability to connect to the high voltage electricity grid provides a significant opportunity to promote a large area for these technologies, adjacent to and within the employment site identified by Policy ST8.~~

- 10.2.7 Large scale ground mounted proposals for solar farms are capable of contributing substantially to total solar power generation nationally, ~~and the District is currently experiencing an increase in interest for such schemes. But in the District~~ This has the potential for adverse impacts, so in accordance with the UK Solar Photovoltaics Strategy<sup>11,12</sup>, the preference is for future expansion of solar photovoltaics to be on commercial and industrial roof-space. Nevertheless, large scale ground mounted proposals may be acceptable subject to meeting the criteria in Policy ST51.

### **Area of Best Fit for Renewable Energy Development**

- 10.2.8 The National Planning Policy Framework<sup>2</sup> emphasises that a positive strategy should be adopted to promote energy from renewable energy sources, with policies designed to maximise the development of renewable energy and heat. It states that plans should consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development.
- 10.2.9 In Bassetlaw, when assessing the suitability of land for renewable energy development, developers should first consider whether the proposal could be located within the Area of Best Fit as identified by Policy ST51 and on the Policies Map.
- 10.2.10 The Area of Best Fit focuses renewable energy development at the former High Marnham Power station, recognising the site's previous use for energy generation; and its ability to provide a significant opportunity for direct connectivity to the national electricity grid, via existing energy switching and/or transmission infrastructure.
- 10.2.11 Additionally, this approach promotes the positive regeneration of an area of brownfield land whilst minimising likely associated impacts on the wider environment and nearby communities.
- 10.2.12 The Area of Best Fit does not preclude renewable energy development elsewhere in the district nor does it mean that land within the area must be developed for renewable energy exclusively.
- 10.2.13 On that basis, proposals within the Area of Best Fit should be guided by a comprehensive masterplan framework, a delivery strategy and phasing plan in accordance with Policy ST58. The masterplan framework should include all relevant technical assessments considered necessary to address site-specific issues relevant to the site such as relating to the historic and/or the natural environment. Together these will coordinate delivery of the site. Community consultation and Council approval will be required prior to submission of a planning application.

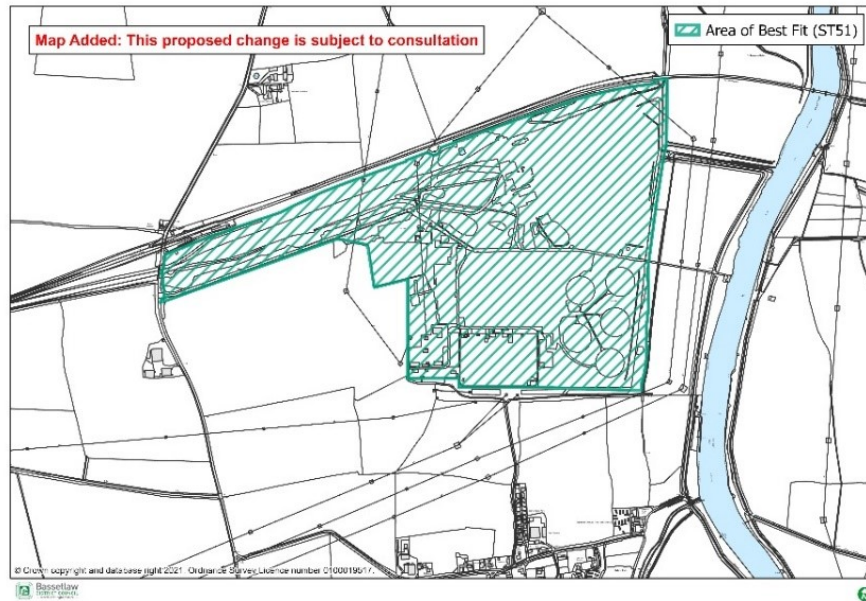
- 10.2.14 In practice, there will be other parts of the District that will be suitable for renewable energy. The benefits of delivering increased renewable energy capacity will need to be assessed against any potential adverse effects. The type of possible impacts will vary depending on the technology being used, but the need to protect residential amenity is likely to be a common issue for many scheme types. Other considerations will include impact on the local environment or wider landscape, harm to sites of biodiversity value, impact on heritage assets and interference with telecommunications and aviation equipment.
- 10.2.15 The District also has two other former power station sites; at Cottam (see Policy ST6) and West Burton. The Council recognise the significant regeneration that will need to be undertaken at both sites in the long term, which could include some form of zero carbon energy generation. Both are at different stages in the decommissioning process; on that basis the Council will continue to work with the landowners and site promoters to ensure that the opportunities for regeneration of both sites, and potentially zero energy generation, are maximised appropriately through the review of the Local Plan.
- 10.2.16 As the number of renewable energy developments across the District continues to increase, the issue of cumulative impact will need to be carefully considered. Cumulative impacts can relate to landscape and visual amenity, bird populations and other wildlife, the historic environment or any other matter. Such impacts may be experienced through the provision of a new renewable energy development alongside existing or proposed schemes, and/or by the extension and intensification of an existing scheme. Policies ST40, ST42 and ST37 are particularly relevant when considering these issues.
- 10.2.17 All proposals will be considered in terms of their impact on neighbouring land uses and the affected community. Developers ~~can~~ ~~should~~ demonstrate community support through an appropriate developer led pre-application consultation or through the neighbourhood planning process, where applicable. This should demonstrate the community response, including from the relevant parish/town council, is positive overall.
- 10.2.18 Where planning permission is required for renewable energy projects, this shall include a planning condition requiring the removal of associated infrastructure and the reinstatement of a building or restoration of land to its original condition or appearance within three years of the equipment becoming permanently non-operational.
- 10.2.19 Proposals which include the generation of energy from waste are a County matter and as such will be dealt with by Nottinghamshire County Council.
- 10.2.20 Policy ST51 requires developers to provide evidence based assessments of power generation based upon actual yield rather than installed capacity. This is necessary to enable the Council to have a robust understanding of the district's contribution towards national zero carbon targets. Further details are found in the Local Plan's monitoring framework.

- 10.2.21 More detailed guidance relating to the provision of renewable energy or ~~local~~ zero carbon technology development will be set out in the Greening Bassetlaw Supplementary Planning Document following the adoption of the Local Plan.

## **POLICY ST51: Renewable ~~and Low Carbon~~ Energy Generation**

1. Development that generates, shares, transmits and/or stores zero carbon and/or low carbon renewable energy will be supported in principle at the Area of Best Fit at the former High Marnham power station site, as identified on the Policies Map as a result of the ability of on site development to connect to the on site national electricity grid infrastructure.
2. Proposals for renewable energy development on land at the Area of Best Fit should deliver a scheme in accordance with an agreed masterplan framework, relevant supporting technical assessments, delivery strategy and phasing plan for the site in accordance with Policy ST58, and other relevant policies in this Plan.
3. Outside the Area of Best Fit, development that generates, shares, transmits and/or stores zero carbon and/or low carbon renewable energy including community energy schemes will be expected to demonstrate an operational and/or economic need for the development in that location, and the satisfactory resolution of all relevant site specific and cumulative impacts that the scheme could have on the area, taking into account operational and approved developments, as well as any proposed intensification to operational or approved proposals. An assessment should address cumulative visual and landscape impacts, as well as heritage, hydrology, hydrogeology, ecology, traffic and transport, noise, recreation and local amenity impacts.
4. All renewable energy development will be expected to provide details of the expected power generation based upon yield or local self-consumption to enable effective monitoring of the district's contribution to the national zero carbon targets.
5. A decommissioning programme will be required to demonstrate the effective restoration of land and/or buildings to their original use (such as agriculture) and condition three years after cessation of operations.





**Policies Map addition: Former Marnham Power Station site Area of Best Fit**

## **POLICY ST51: Renewable and Low Carbon Energy Generation**

1. Development that generates, shares, transmits and/or stores renewable and low carbon energy, including community energy schemes, will be supported subject to the provision of details of expected power generation based upon yield or local self-consumption of electricity and by demonstrating the satisfactory resolution of all relevant wider impacts (including cumulative impacts) upon:
  - a) location, setting and position in the wider landscape, resulting from its siting and scale;
  - b) the historic environment and natural environment, the most versatile agricultural land, air and water quality resulting from its location, scale, design, height or construction;
  - c) affected existing dwellings and communities from its scale, noise, light, glare, smell, dust, emissions or flicker;
  - d) existing highway capacity and highway safety.
2. Development should address the cumulative impact that the scheme could have on the area, taking into account operational and approved developments, as well as any extensions to operational or approved proposals. An assessment should address cumulative visual and landscape impacts, as well as heritage, hydrology, hydrogeology, ecology, traffic and transport, noise, recreation and local amenity impacts.
3. Community engagement proportionate to the type and scale of the proposal will be required for all commercial scale renewable energy and low carbon energy proposals to demonstrate how they will deliver environmental, social and economic benefits.
4. A decommissioning programme will be required to demonstrate the effective restoration of land and/or buildings to their original use (such as agriculture) and condition three years after cessation of operations.



## Transport Infrastructure

A number of changes are proposed, subject to consultation, within the Transport infrastructure section. For ease of consultation, Policy ST54: Transport Infrastructure and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

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## 11.1 Transport Infrastructure and Improvement Schemes

- 11.1.1 Improving connectivity and the existing transport infrastructure network is a key principle which essential to and will support the level of growth of the District identified by this Local Plan. By facilitating the movement of people between their home, work, shops, services and enabling the movement of goods to and across the District, it will help to facilitate local and sub-regional/regional economic growth opportunities, inward investment, regeneration and contribute towards the delivery of sustainable development.
- 11.1.2 Delivering and maintaining sustainable, reliable and adaptable transport infrastructure across Bassetlaw will help reduce traffic congestion, provide sustainable transport options to for residents and encourage increased use, particularly for local journeys. This brings added social, economic and environmental benefits to the District, as identified by Policy ST50 and Policy ST46, by improving air quality, the environment, the wellbeing of people and promoting climate resilience.
- 11.1.3 In order to facilitate the growth identified by the spatial strategy, there will need to be improvements to the existing transport infrastructure network where proposed development causes a direct impact.
- 11.1.4 The Bassetlaw Transport Study 2022<sup>1</sup> sets out the required or potential transport mitigation solutions to help deliver sustainable the new development identified by this Local Plan. This evidence<sup>1</sup> for the District replaces the previous assessments and provides the most up to date information and traffic assessments, to ensure the approach taken to transport infrastructure improvements is consistent with the spatial strategy and to provide a robust transport evidence base. Transport improvements 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 The evidence<sup>1</sup> does not identify any necessary improvements to transport infrastructure outside the District as a consequence of growth associated with the Local Plan. This includes the impact of consented growth in Harworth & Bircotes upon the adjoining Doncaster Council area, whereby necessary transport mitigation has been agreed, and will be delivered through, consented development schemes. The Council will continue to work positively with neighbouring authorities to ensure that cross boundary transport issues continue to be discussed and managed appropriately.
- 11.1.6 Transport improvements can 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. Policy ST54 identifies Additionally, a number of new highway schemes and improvements are required to deliver this Plan, such as the new distributor road in Worksop as part of at site HS1: Peaks Hill Farm. Such schemes, and those that are required to mitigate the impacts of each housing

and employment allocation, are detailed in relevant site-specific allocation policies.

11.1.7 As new development at the site allocations and elsewhere in the district comes forward, there will be a need for the developer to look in more detail at the specific transport and access impacts associated with individual sites. Where development would generate a significant amount of travel, a Transport Assessment will be needed to be undertaken by the developer. The determination of whether significant amounts of travel are generated will be dealt with on a site by site basis. This will need to review the transport implications of development as well as appropriate mitigation identified by Local Plan policies, where relevant. ~~Promotion of measures that enable sustainable transport choices will be especially important, and where relevant a Travel Plan will be required to demonstrate how these measures will be delivered. In all cases, a Travel Plan and, in some cases, a Transport Assessment will be required to accompany a planning application. These 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.~~

11.1.8 The scoping of Transport Assessments should be done in agreement with Nottinghamshire County Council as the highways authority and in line with latest national policy. It is also important that developers take account of requirements for infrastructure in the area identified by the Infrastructure Delivery Plan. In addition, there may be a need to take account of cumulative impacts of development, for example where this relates to delivery of particular infrastructure improvements.

11.1.9 As a strategic transport corridor, the A57 between the A1 and the M1 accommodates a significant level of regional and sub-regional traffic, not only in the District but also in the neighbouring authority of Rotherham. The Bassetlaw Transport Study identifies that the parts of this route in the District are at or over capacity and more substantial mitigation may be required.

11.1.10 Recognising its importance for strategic movement and connectivity, the County Council recently identified this stretch of road as a priority in their Strategic Infrastructure Plan 2022.

11.1.11 The Council is committed to working collaboratively with the Local Highways Authority, National Highways, neighbouring authorities and adjoining landowners on a vision statement, and to develop a longer term Improvement Plan for the A57. Collaborative working is also considered essential to seek to secure external funding to enable delivery of improvements to ensure the effective operation of the A57 over the lifetime of this plan and beyond.

11.1.12 The improvement plan would also provide the basis for securing appropriate and proportionate, and potentially pooled, financial contributions from relevant new development towards improving the A57 corridor. ~~The Council is committed to working with this partnership group to seek to secure sources of external funding to enable delivery of improvements to ensure the effective operation of the A57 over the lifetime of this plan and beyond.~~

~~As a strategic transport corridor, the A57 between the A1 and the M1 accommodates a significant level of regional and sub-regional traffic. The Bassetlaw Transport Study 2021<sup>4</sup> has identified that by 2037, parts of this route will likely be at or over capacity and that more substantial mitigation may be required. To plan for this, the Council is working with its partners, including the Local Highways Authority, Highways England, neighbouring authorities and adjoining landowners on an Improvement Plan for the A57. The Highway Authority recently identified this stretch of road as a priority in their Strategic Infrastructure Plan 2021. Therefore, appropriate and proportionate financial contributions from development, along with external funding will be required to address future improvements and to ensure its continued effective operation over the lifetime of this plan and beyond.~~

- 11.1.11 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~~ demand management measures to reduce single car occupancy and reliance on the car for local journeys is essential. This will be particularly important at the strategic site allocations, ~~through the introduction of more extensive public transport provision for example,~~ to help create sustainable new communities.
- 11.1.12 The majority of public transport trips in the District are made by bus. As part of delivering the growth in this Local Plan in a sustainable manner, the Council will continue to work with the bus operators, Nottinghamshire County Council and neighbouring authorities through an Enhanced Partnership ~~to deliver the Nottinghamshire Bus Service Improvement Plan, including to improve operating conditions for buses, such as to and within the strategic site allocations, through demand responsive transport in the rural area, and to neighbouring authorities such as Rotherham and Doncaster.~~ Such improvements can also help our communities have better access to shops and services, particularly from the rural area where current services are more limited.
- 11.1.13 The rail network is a significant public transport asset for the District. The potential for a new train station at Bassetlaw Garden Village will improve movement within the District and support more sustainable future commuting needs, notably to Sheffield and Lincoln for existing and future residents, particularly important for improving accessibility by our rural community. The Council will continue to work with Network Rail, Northern Rail and other stakeholders to secure improvements to the wider rail network, including from Worksop, Shireoaks and Retford stations.
- 11.1.14 Increasing opportunities for accessible and safe walking and cycling is a key priority for the Council Plan<sup>3</sup>. As well as providing walking and cycling routes to and through the strategic site allocations, local improvements, such as measures to enhance connectivity within and to the town centres and their environs, recognised by Policy ST14 will be taken where appropriate through the delivery tools for each town centre area.

#### **Longer term transport improvements**

- 11.1.15 The Local Plan identifies sizable strategic site allocations, such as site HS1: Peaks Hill Farm, ~~HS13: Ordsall South~~ and the Bassetlaw Garden Village, and

priority areas for regeneration, including Worksop Central (identified by Policy ST5). Their delivery will go beyond this plan period. On that basis, transport infrastructure improvements may not be fully delivered by 2037 2038.

- 11.1.16 The National Planning Policy Framework recognises that large scale new development and new settlements, as identified by the Local Plan, may be delivered over more than one plan period. Associated infrastructure requirements may not be capable of being identified fully at the outset. On that basis, this Local Plan recognises the importance of ensuring that infrastructure, in this case transport infrastructure, is appropriately phased alongside development. The Infrastructure Delivery Plan 2022<sup>18</sup> identifies the transport infrastructure required to deliver the growth identified by this Local Plan in a proportionate and timely manner.

- 11.1.17 Additionally, where relevant, land will be safeguarded by Policy ~~ST54~~ ST56 for transport infrastructure and protected from development that would prejudice their delivery. These planned transport improvement schemes are identified on the Policies Map.

- 11.1.18 The Local Plan acknowledges 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~~ collaborative partnership work with the D2N2 LEP, Homes England and Nottinghamshire County Council for example. Further information on the delivery and funding of transport infrastructure is set out in the Bassetlaw Infrastructure Delivery Plan 2022<sup>4</sup>.

## **POLICY ST54: Transport Infrastructure and Improvement Schemes**

### **1. The Council will work with Nottinghamshire County Council and other transport infrastructure partners to:**

- a) support and facilitate the delivery of measures identified in the Local Transport Plan and the Bus Service Improvement Plan for the district;
- b) deliver the transport infrastructure which improves movement within and to Bassetlaw, including measures that help support delivery of the site allocations identified by this Local Plan as identified by the Bassetlaw Infrastructure Delivery Plan;
- c) ensure that the impacts of new development on the strategic and local road network, including the A57 and A1, are adequately identified through a vision statement and Improvement Plan, and are appropriately and proportionately mitigated through partnership working with the Local Highways Authority, relevant neighbouring planning and highways authorities, and National Highways;
- d) support, in association with major development, the delivery of new or improved roads, such as a distributor road and sustainable transport improvements, linked where appropriate;
- e) support and facilitate measures that improve the management of the strategic and local highways network including through demand management, traffic

management and calming initiatives required as a result of site allocations identified by this Local Plan;

- f) support and where appropriate, enable sustainable transport measures that improve access to/from proposed major development around Worksop, Retford and Harworth & Bircotes and the Bassetlaw Garden Village;
- g) support plans for enhanced active travel connectivity within Worksop Central, Retford town centre and Harworth & Bircotes town centre and to surrounding areas;
- h) promote through major development the delivery of a more comprehensive network of multi user transport nodes and a new transport interchange at the Bassetlaw Garden Village;
- i) support delivery of the safeguarded transport improvements in Policy ST56 as required to help deliver the development required in this plan period and beyond;

2. Proposals for new development which have significant transport implications that either arise from the development proposed or cumulatively with other development proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan alongside an application. These documents will need to take into account Nottinghamshire County Council guidance and national Planning Practice, and where appropriate, the scope should be agreed with National Highways.

3. Appropriate provision for works and/or contributions may be required towards providing 1a-i of this policy to provide an adequate level of accessibility by all modes of transport and to mitigate the impacts of development upon the transport network. Consideration should be given to the cumulative impact of relevant development both in Bassetlaw and within neighbouring authorities, and how this links to planned infrastructure improvements. This should take into account the most recent Infrastructure Delivery Plan and Local Plan Transport Assessments, which, where relevant, will inform the scoping of the Transport Assessment and Travel Plan.

4. Where relevant, evidence obtained from a site-specific Transport Assessment or Transport Statement will inform the number and phasing of homes to be permitted on proposed development sites and will be established (and potentially conditioned) through the planning application process, in consultation with the highway authority.



~~1. To improve connectivity and enhance the District's transport network, the Council, will work with its infrastructure partners, developer partners and neighbouring authorities to:~~

- ~~a) deliver the highways infrastructure which improves movement in and around Worksop, including:~~
  - ~~i. 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;~~
  - ~~ii. improvements to A60 Mansfield Road/A619 Priority Roundabout, Worksop~~



- iii. measures to improve the B6045 Blyth Road/B6041 Kilton Hill, 3-Arm Signal Junction, Worksop
  - iv. measures to improve the B6045 Blyth Road/Farmers Branch, 3-Arm Priority Junction, Worksop
  - v. measures to improve traffic flow at Victoria Square;
- b) deliver the highways infrastructure which improves movement in and around Retford including:
- i. improvements to the junction at A620 Babworth Road / B6420 Mansfield Road / A620 Straight Mile / Sutton Lane;
  - ii. improvements to the junction at Ordsall Road/A620 Babworth Road;
  - iii. improvements to London Road / Whinney Moor Lane / Bracken Lane;
  - iv. improvements to London Road / Whitehouses Road;
  - v. provision of a traffic calming scheme at Ordsall Old Village;
- c) deliver the highways infrastructure to support the delivery of the Bassetlaw Garden Village, including:
- i. the re-alignment and upgrade of part of the B6420 Mansfield Road between the A1/B6420 roundabout and Mansfield Road level crossing to distributor road standard including appropriate junctions with to the existing B6420 Mansfield Road and the A1/ B6420 junction;
  - ii. improvements to the roundabout at the A614/A57/A1(T) Priority Roundabout, East of Worksop;
- d) ensure that the impacts of new development on the strategic A57 road network are appropriately mitigated including:
- i. improvements to the A57/A60/B6024/St Anne's Drive, Signal Roundabout, Worksop;
  - ii. improvements to the A57/Sandy Lane, Priority Roundabout, Worksop;
  - iii. improvements to the A57/Claylands Ave/Shireoaks Common, Priority Roundabout, Worksop;
  - iv. improvements to the A57/B6034/Netherton Road, Priority Roundabout, Worksop;
  - v. improvements to the Priority Roundabout, Mantonwood, Worksop;
  - vi. improvements to A614 Blyth Road/A57/A1(T), Priority Roundabout, East of Worksop;
  - vii. improvements to A57/B6041 Gateford Road, Priority Roundabout, Worksop;
- e) support measures in the rural area that address the impacts of new development, including:
- i. improvements to the A57/A6075 Darlton/ East Drayton junction;
  - ii. improvements to the A57/ Darlton Road, Darlton junction;
  - iii. improvements to the A57/Woodcotes Lane, Darlton junction;
  - iv. improvements to the A57 Main Street Darlton/Dunham junction;
  - v. provision of a traffic calming scheme at Main Road, Eaton;
- f) plan positively for bus service improvements within the District that support connectivity to areas of new development and help reduce congestion, including:
- i. provision of a new bus corridor along the new east-west distributor road at site HS1: Peaks Hill Farm;

- ii. provision of an extended bus service to serve site HS13: Ordsall South (east and west);
  - iii. a new bus interchange within Bassetlaw Garden Village and a new bus corridor and associated infrastructure along the re-aligned B6420 Mansfield Road;
  - iv. an extended bus corridor along the A57 to SEM001: Apleyhead Junction.
- g) support the provision of measures which improve cycling and walking networks within and between towns and villages in the District and to help reduce traffic congestion including:
- i. provision of an active travel network within Bassetlaw Garden Village, and to provide appropriate connectivity to the existing network with Worksop, Retford and Clumber Park;
  - ii. delivery of an active travel network to serve site HS1: Peaks Hill Farm and to provide appropriate connectivity south into Thievesdale and along Carlton Road and Blyth Road;
  - iii. provision of an active travel network to serve site HS13: Ordsall South and to provide appropriate connectivity to the existing network, Ordsall, Retford Town Centre and the wider countryside;
  - iv. promotion of new routes and improvements to the existing network within Worksop Central to neighbouring employment areas and along green/blue infrastructure corridors identified by Policy ST39.
- h) support improvements to the rail network including safeguarding land for a new railway station, and associated infrastructure north and south of the Sheffield-Lincoln railway line at the Bassetlaw Garden Village.

## Infrastructure and Delivery

A number of changes are proposed, subject to consultation, within the Infrastructure and Delivery section. For ease of consultation, Policy ST58: Provision and Delivery of Infrastructure and the supporting text is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

This consultation is not an opportunity to make comments on any unchanged parts of the Bassetlaw Local Plan 2020-2037: Publication Version.

Equally this consultation is not intended to be an opportunity to make comments on the changes which are shown for information only; these changes are minor modifications which do not need to be subject to consultation before the Plan is submitted for its examination. These are shown as: **new** or ~~**deleted**~~.

## 12.3 Provision of Infrastructure

- 12.3.1 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 Framework<sup>2</sup> is to align growth with infrastructure to enable the sustainable development of communities. **In some cases new development can be sited to enable new infrastructure in locations that will promote longer term sustainable growth. To do so,** 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/blue infrastructure: including open space, habitat and wildlife creation and measures to address climate change mitigation and adaptation.
- 12.3.2 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.
- 12.3.3 The Council will work with **infrastructure** partners such as the Local Highways Authority, **National Highways England**, the Local Education Authority, the utility companies, NHS Bassetlaw CCG, and neighbouring local authorities to anticipate and bring forward the necessary infrastructure that is required in order to deliver the spatial strategy.
- 12.3.4 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 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 proportionate with the nature and scale of development proposed, taking account of site-specific requirements **identified by the site allocation policies and other policies in this Plan**. 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. More detailed masterplan frameworks will be required for the strategic site allocations.
- 12.3.5 A delivery strategy will ensure certainty on outcomes sought for each 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. Where relevant, site promoters and developers should also explore the approach to long-term stewardship of assets with the local community. For the strategic site allocations, a phasing plan will also be a requirement in line with site-specific policies.

### **Bassetlaw Infrastructure Delivery Plan**

- 12.3.6 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 Assessment 2020<sup>3</sup>. This establishes the capacity of existing infrastructure to accommodate the demands arising from the occupiers of new development.
- 12.3.7 **The Bassetlaw Infrastructure Delivery Plan (IDP)<sup>4</sup> supports this Plan and sets out the details of the infrastructure required to deliver the growth identified by this Local Plan; the costs, delivery partners and the timing of provision. Infrastructure required as part of the development of housing and employment allocations is identified by the IDP and in site-specific policies.**
- ~~The Bassetlaw Infrastructure Delivery Plan (IDP)<sup>4</sup> supports this Plan and sets out the details of the infrastructure required to deliver the spatial strategy. This will include details of the type of infrastructure required to deliver the growth identified by 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. Infrastructure required as part of the development of housing and employment sites allocations is identified by the IDP and is set out in site-specific policies.~~
- 12.3.8 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. This will be reported through the Council's Infrastructure Funding Statement.
- ### **Infrastructure Delivery**
- 12.3.9 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, planning obligations (the Community Infrastructure Levy, developer contributions and provision sought through planning conditions) can be sought where the extra capacity required directly arises from a new development.
- 12.3.10 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.
- 12.3.11 Policy ST58 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 may be secured by developer contributions or through a Community Infrastructure Levy (CIL) charge.

12.3.12 ~~In some cases, development may be phased to ensure the provision is secured. Conditions attached to the planning permission or a S106 agreement will be used to secure phasing arrangements.~~ The Council will use planning conditions or legal agreements to facilitate the provision of strategic infrastructure. Where necessary this will involve suitable phasing of development and forward funding of its supporting infrastructure. In addition to developer funding, where necessary, the Council will collaborate with its partners to lobby central Government and funding partners for additional funding sources for strategic infrastructure projects.

12.3.13 In some cases, to support the level of growth planned, early delivery of strategic and necessary infrastructure may be required in advance of all contributions having been collected. It will therefore be necessary to obtain forward funding from alternative sources and to collect developers' contributions retrospectively for these infrastructure projects. In order to appropriately recover forward-funding, when planning applications for development which will be enabled by and/or benefit from such infrastructure come forward, the Council may seek retrospective financial contributions from all relevant development, at the appropriate contribution rate, even if those applications are not made until after the relevant infrastructure has been completed and/or fully or partially funded.

12.3.14 The Council intends to progress the introduction of the Community Infrastructure Levy (CIL) as soon as possible after the Local Plan Examination. CIL is a charge, used to fund strategic and local infrastructure projects for the benefit of local communities. The CIL Charging Schedule is subject to independent Examination. CIL is payable upon the granting of planning consent. This enables the Council to raise funds from development and provide some certainty 'up front' about how much funding developers will be expected to contribute.

12.3.15 Policy ST58 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.

12.3.16 The Highways Authority's preferred method for the delivery of highway infrastructure is ~~through agreements by planning conditions to be delivered~~ under Sections 38 and 278 of the Highways Act 1980. ~~S106 agreements should be used to secure improvements to public transport and potentially traffic management and/or traffic calming such as those identified by Policy 27: Ordsall South. Additionally, the County Council recognise that S106 agreements should be used to secure appropriate and proportionate contributions to strategic transport improvements, particularly where more than one development may be contributing to the infrastructure provision.~~ 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, 2019<sup>5</sup> (or subsequent updates).



- 12.3.17 Policy ST58 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, National Highways England and neighbouring planning authorities, to ensure a coordinated approach to delivering such road improvements.
- 12.3.18 The Whole Plan Viability Assessment 2022<sup>6</sup> reviewed the costs associated with the Local Plan policies in order to understand their individual and cumulative impact on development viability. It confirms that the approach to affordable housing in Policy ST29, together with the ~~planning obligations developer contributions sought~~ in this Local Plan and prioritised by the Infrastructure Delivery Plan 2022<sup>4</sup> can be achievable for site allocations of less than 50 dwellings with the proposed CIL rate identified in the draft CIL Charging Schedule 2021. Site allocations delivering 50 or more dwellings are expected to provide for significant infrastructure on site and/or through developer contributions, so will be exempt from the Community Infrastructure Levy (CIL).
- 12.3.19 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~~ planning obligations.
- 12.3.20 If the applicant considers that a policy compliant scheme cannot be afforded and that all possible steps have been taken to minimise the unmitigated impacts, Policy ST58 requires an open book viability assessment consistent with national guidance<sup>7</sup>. 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.
- 12.3.21 If it is clear from an open book viability assessment that at the point of application 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 ST58 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.
- 12.3.22 Further guidance on the implementation of Policy ST58 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 ST58: Provision and Delivery of Infrastructure**

1. The Council will work with neighbouring Local Authorities and infrastructure partners to ensure that the spatial strategy is supported by the timely, and where appropriate phased, provision of necessary physical, social and green/blue infrastructure and where appropriate its maintenance.
2. Proposals that form all or part of a site allocation must be accompanied by a masterplan for the site proportionate to the scale and nature of the allocation. The masterplan will be expected to:

- a) set out how development will contribute to the delivery of the objectives of the Local Plan and the site allocation;
  - b) where relevant, 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;
  - c) contain a delivery strategy, and where relevant, a phasing plan, 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 and likely need for developer contributions, where appropriate.
  - d) identify, where relevant the number/floorspace and phasing of homes and/or employment development to be permitted and the infrastructure delivery linked with the level and type of development proposed. Proposals should ensure that:
    - i. infrastructure needs and delivery timescales have the support of the relevant infrastructure partner(s), informed by relevant assessments and other relevant policies in this Plan;
    - ii. the infrastructure required to support each phase should address the specific site constraints, potential impacts of each phase and harness the site opportunities, evidenced by the site's delivery strategy in accordance to deliver the relevant infrastructure set out in with the most up to date Infrastructure Delivery Plan 2021 or any successor<sup>4</sup>.
3. Developers must consider the infrastructure requirements needed to support and serve the proposed development. For residential development of 10 dwellings or more, or a site of 0.5ha 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, though not exclusively:
- a) on site provision of new infrastructure (which may include building works and/or the provision of land);
  - b) off-site capacity and/or safety improvement works of infrastructure;
  - c) financial contributions towards new or expanded facilities-infrastructure;
4. Infrastructure will be sought by means of planning conditions attached to a planning permission, and/or developer contributions and/or through the Bassetlaw Community Infrastructure Levy charge or other mechanisms.
5. Where necessary, developers may be required to make a proportionate contribution on a retrospective basis towards such infrastructure as may have been forward-funded from other sources where the provision of that infrastructure is necessary to facilitate and/or mitigate the impacts of their development (including the cumulative impacts of planned development).
6. 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 or any other suitable mechanism;
7. In exceptional circumstances, where the developer contends the developer contributions sought, including that for affordable housing, would make a proposal unviable the Council will require an open book viability assessment in support of the proposal.

8. The Council will consider use of a review mechanism in a S106 agreement to secure developer contributions in the following circumstances:
- a) for an approved scheme with a non-policy compliant offer;
  - b) for phased, larger scale developments;
  - c) for developments that have abnormal costs.



## Monitoring Framework

A number of changes are proposed, subject to consultation, within the Monitoring framework section. For ease of consultation, the Monitoring Framework is shown within this Addendum with the relevant tracked changes. However, comments should only be made on the proposed changes which are subject to consultation. As previously stated, these changes will be shown as follows: **new** or **deleted**.

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Policy	Link to Strategic Objectives	Indicator	Target
<b>Policy ST1:</b> Bassetlaw's Spatial Strategy	SO1, SO2, SO4, SO6, SO8, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>Meeting housing and employment needs for District 2020-<del>2038</del> 2037.</li> <li>Failure to deliver 95% of the number of net new homes required over a 3-year rolling period will require an Action Plan setting out actions to be taken by the Council and other parties.</li> <li>Failure to deliver 85% of the number of net new homes required over a 3-year rolling period will require a 20% buffer on the Council's five year housing land supply.</li> <li>Failure to deliver 75% of the number of net new homes required over a 3-year rolling period will lead to the Council undertaking a full or partial review of the Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li><del>10,638</del> 10,047 dwellings by <del>2037</del> 2038 or 591 units a year.</li> <li>To deliver the following within the Plan period to <del>2037</del> 2038:</li> <li>Around <del>2569</del> 2,769 dwellings in Worksop Outer Area.</li> <li>Around <del>700</del> 725 dwellings in Worksop Central Area.</li> <li>Around <del>2128</del> 2,281 dwellings in Retford;</li> <li>Around <del>1758</del> 1,881 in Harworth and Bircotes</li> <li>Around <del>1496</del> 1525 dwellings from committed sites, allocated sites in made neighbourhood plans and 75 from the <del>South of</del> Ollerton Road site in Tuxford for the Large Rural Settlements</li> <li>Around <del>1773</del> 1793 from existing commitments and sites allocated in made neighbourhood plans for the Small Rural Settlements.</li> <li>Around <del>500</del> 590 dwellings at the Bassetlaw Garden Village.</li> <li><del>21</del> 40 pitches for Gypsy &amp; Travellers by 2029 within the first five years and a further 21 pitches beyond.</li> <li>Creation of approximately <del>9735</del> additional employment jobs 169.2ha of land between 2020–2038, through approximately 169ha of land in the E(g), B2 and B8 Class Uses between 2020–2038 at the General Employment Sites and approximately 118ha of land at the Apleyhead Strategic Employment Site to provide for sub-regional/regional logistics development</li> </ul>
<b>Policy ST2:</b> Residential Growth in Rural Bassetlaw	SO1, SO2, SO4, SO6, SO8, SO10, SO14	<ul style="list-style-type: none"> <li>No. of dwellings permitted and completed in each settlement in the rural area.</li> <li>No of dwellings completed and committed in made Neighbourhood Plans.</li> <li>No of affordable housing dwellings permitted and completed in the rural area.</li> <li>No of dwellings permitted and completed on</li> </ul>	<ul style="list-style-type: none"> <li>Large Rural Settlements: to deliver at least <del>1,496</del> 1525 new dwellings</li> <li>Small Rural Settlements: to deliver at least <del>1,773</del> 1793 new dwellings.</li> </ul>

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		<p>brownfield sites.</p> <ul style="list-style-type: none"> <li>No of dwellings permitted and completed through the conversion of existing buildings.</li> <li>No of permitted and completed homes on rural exception site.</li> </ul>	
<p><b>Policy ST3:</b> Bassetlaw Garden Village Design Framework</p> <p><b>Policy ST4:</b> Bassetlaw Garden Village</p>	SO1, SO2, SO3, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on Bassetlaw Garden Village.</li> <li>Appropriate mix of housing types and tenures.</li> <li>Provision of a residential care home.</li> <li>Provision of a public transport hub</li> <li>Access to new employment land.</li> <li>Provision of community hubs.</li> <li>The provision of a multifunctional green and blue infrastructure network.</li> <li>The enhance tree canopy coverage on the site, to include the retention of existing woodland.</li> <li>To embed sustainable and inspirational environmentally-led design principles to ensure that landscape-led design quality can be achieved.</li> <li>The development of a comprehensive masterplan, design guidance and parameter plans and accompanying strategies.</li> </ul>	<ul style="list-style-type: none"> <li>To deliver <b>590 500 net</b> new dwellings by <b>2038</b>.</li> <li>The construction of a mix of housing types, sizes and tenures to meet local needs including affordable housing, specialist housing and extra care accommodation, and, where appropriate, serviced plots for self-build and custom homes, with outdoor amenity space appropriate to property type.</li> <li>The delivery of 10ha of employment land <b>in the E(g), B2 and B8 Class Uses</b> and 5ha of land for employment generating uses and associated infrastructure in this plan period.</li> <li>The proposed development at the Garden Village should deliver a scheme in accordance with a comprehensive masterplan framework and design code informed by the Bassetlaw Garden Village Vision Statement 2021. The masterplan framework must be agreed with the Local Planning Authority and approved by the Garden Village Consultative Group.</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
<b>Policy ST5:</b> Worksop Central	SO1, SO2, SO3, SO4, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings permitted and completed in the Worksop Central Area.</li> <li>No of permitted and completed housing development on brownfield sites in the Central Area.</li> <li>No of dwellings permitted and completed through the conversion of existing buildings.</li> <li>Amount of permitted and completed employment land (ha) in the Worksop Central Area</li> <li>Amount of permitted and completed employment development on brownfield sites in the Central Area (ha).</li> </ul>	All specific targets to the indicators will be provided in the Worksop Central Area DPD.
<b>Policy ST6:</b> Cottam Priority Regeneration Area	SO1, SO2, SO3, SO4, SO6, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>Creation of a masterplan for the site to be agreed with the Council.</li> </ul>	All specific targets to the indicators will be provided with the Cottam Priority Regeneration Area Masterplan.
<b>Policy ST7:</b> Provision of Land for Economic Development	SO1, SO3, SO4, SO5, SO8, SO12, SO14	<ul style="list-style-type: none"> <li>Total floorspace (sqm) developed for economic purposes.</li> <li>Total varied type of economic land use(s) completed.</li> <li>Amount of vacant industrial floorspace.</li> <li>Employment status by residents and job type.</li> <li>Average gross weekly earnings.</li> <li>No and size of businesses at both Enterprise and Local Unit Level.</li> </ul>	<ul style="list-style-type: none"> <li>By 2038 2037, creation of 169.2ha of new employment land at General Employment Sites.</li> <li>By 2038 2037, creation of 118.7ha for strategic employment land for logistics.</li> </ul>
<del><b>Policy ST8: Site EM008:</b> High Marnham Green Energy Hub</del>	<del>SO1, SO3, SO4, SO6, SO8, SO10, SO11, SO12, SO13, SO14</del>	<del>• Provision of land for employment uses within the energy and low carbon technology sectors and their supply chain.</del>	<del>• A minimum of 38.4 ha of employment use related to Renewable and Low Carbon Energy Generation by 2037.</del>
<b>Policy 9: SEM001:</b> Apleyhead Junction, Worksop	SO1, SO3, SO8, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>The amount of employment land (ha) completed at Apleyhead Junction, Worksop.</li> <li>Sustainable construction on site.</li> <li>Total floorspace (sqm) developed for logistics use on the Strategic Employment Site.</li> </ul>	<ul style="list-style-type: none"> <li>118.7ha strategic employment land available for logistics development to meet a sub-regional/regional need.</li> <li>Achieve BREEAM very good-excellent standards.</li> </ul>
<b>Policy ST10:</b> Existing Employment Sites	SO1, SO3, SO4, SO6, SO8	<ul style="list-style-type: none"> <li>Total new floorspace permitted or completed for employment uses.</li> </ul>	<ul style="list-style-type: none"> <li>The protection of the identified Existing Employment Sites for new or additional</li> </ul>



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		<ul style="list-style-type: none"> <li>Amount of existing employment land lost to non-economic uses (ha).</li> <li>Total floorspace sqm constructed for E(g), B use economic purposes on existing employment sites</li> </ul>	development in the E(g), B2, B8 use classes or for small-scale ancillary uses required to support employment development.
<b>Policy ST11:</b> Rural Economic Growth and Economic Growth Outside Employment Areas	SO1, SO3, SO4, SO6, SO7, SO8, SO10, SO13, SO14	<ul style="list-style-type: none"> <li>Total floorspace permitted or completed for employment uses in Rural Bassetlaw.</li> <li>The amount of employment permitted and completed on greenfield and brownfield sites in ha.</li> <li>Amount of existing employment land lost to non-economic uses (ha).</li> <li>The no of new or existing employment related developments in rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>
<b>Policy ST12:</b> Visitor Economy	SO1, SO3, SO4, SO6, SO7, SO8, SO10, SO13, SO14	<ul style="list-style-type: none"> <li>The no of new or extensions to existing sites for camping, caravans and chalet, in terms of plots/pitches.</li> <li>The no of existing and new tourist facilities, including visitor accommodation, within the Main Towns, Large and Small Rural Settlements.</li> </ul>	<ul style="list-style-type: none"> <li>Proposals for the creation of new or the expansion of existing visitor attractions will be supported where this would enhance the District's visitor economy offer.</li> </ul>
<b>Policy ST13:</b> Town Centres, Local Centres, Local Shops and Services	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9	<ul style="list-style-type: none"> <li>The use of specific Town Centre plans including the Worksop Central Development Plan Document, the Retford Town Centre Neighbourhood Plan and the Harworth and Bircotes Neighbourhood Plan and Town Centre Masterplan.</li> <li>No and distribution of non-E(a) class uses at ground floor level in Primary Shopping Areas.</li> </ul>	All specific targets to the indicators to be provided in the relevant Neighbourhood Plans and Masterplans for the Town Centres and the DPD for Worksop Central.
<b>Policy ST14:</b> Management of Town Centres	SO1, SO2, SO3, SO4, SO7, SO8, SO9, SO13, SO14	<ul style="list-style-type: none"> <li>The amount of E uses in the Primary Shopping Area in town centres.</li> <li>Three new Local Centres at Peaks Hill Farm, Ordsall South and at the Bassetlaw Garden Village.</li> <li>Total new convenience goods and floorspace in District.</li> </ul>	<ul style="list-style-type: none"> <li>The Council will continue to work in partnership with town centre stakeholders, infrastructure partners and developers to help meet the identified vision and objectives for each town centre, including through the regeneration of key sites and buildings for retail and other appropriate Main Town Centre Uses provided that the</li> </ul>

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		<ul style="list-style-type: none"> <li>Total new comparison goods floorspace in District.</li> <li>Total vacant shop units per town/local centre.</li> <li>Land lost to non-town centre uses.</li> </ul>	development is in accordance with other policies in this Local Plan.
<b>Policy ST15:</b> Provision of Land for Housing	SO1, SO2, SO6	<ul style="list-style-type: none"> <li>The provision of land for new homes in Bassetlaw.</li> <li>The number of allocated housing units completed.</li> <li>Annual dwelling completions.</li> </ul>	<ul style="list-style-type: none"> <li>The delivery of approximately <b>3332 3044 net</b> new dwellings on the housing allocation sites.</li> </ul>
<b>Policy 16: HS1:</b> Peaks Hill Farm, Worksop	SO1, SO2, SO3	<ul style="list-style-type: none"> <li>Number of dwellings completed on Peaks Hill Farm.</li> <li>Access to a variety of housing types.</li> <li>Incorporation of a Local Centre</li> <li>Provision of a community hub</li> <li>Access to new employment land (ha).</li> <li>Protect existing woodland and important hedgerows.</li> <li>The provision of publicly accessible open space.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>1080 4000 net</b> new dwellings completed by <b>the 2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> <li>Incorporation of a Local Centre, with a convenience goods store.</li> <li>Incorporation of a community hub.</li> <li><b>The provision of at least 5ha of employment land use to 2038 2037</b></li> <li>Protect 8.1ha of existing woodland and important hedgerows</li> <li>Provision of at least <b>48.3 7.6ha</b> publicly accessible open space.</li> <li>Appropriate provision of serviced land to accommodate a 2.0 Form Entry secondary school and associated supporting infrastructure.</li> </ul>
<b>Policy 17: HS2:</b> Bassetlaw Pupil Referral Centre, Worksop	SO1, SO2, SO4, SO8, SO9, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on Bassetlaw Pupil Referral Centre allocation.</li> <li>Access to a variety of housing types.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately 20 <b>net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy 18: HS3:</b> Radford Street, Worksop	SO1, SO2, SO4, SO8, SO9, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on Radford Street allocation.</li> <li>Access to a variety of housing types.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately 120 <b>net new</b> affordable and low cost dwellings completed by <b>2038 2037</b>.</li> <li>The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy 19: HS4:</b> Former Manton Primary School,	SO1, SO2, SO4, SO8, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on Former Manton Primary School allocation.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately 100 <b>net</b> new dwellings completed by <b>2038 2037</b></li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
Workshop		<ul style="list-style-type: none"> <li>Access to a variety of housing types.</li> <li>The provision of multifunctional publicly accessible open space</li> </ul>	<ul style="list-style-type: none"> <li>The construction of a range of housing types, sizes and tenures.</li> <li>Provision of approximately 1.15ha of multifunctional open space on site to incorporate the existing 0.7 ha of onsite amenity open space.</li> </ul>
<b>Policy 20: HS5:</b> Talbot Road, Workshop	SO1, SO2, SO4, SO8, SO9, SO12, SO14	<ul style="list-style-type: none"> <li>Number of dwellings completed on Talbot Road allocation.</li> <li>Access to a variety of housing types.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately 15 <b>net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy 21: HS7:</b> Trinity Farm, Retford	SO1, SO2, SO8, SO9, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>Number of dwellings completed on Trinity Farm allocation</li> <li>Access to a variety of housing types.</li> <li>The provision of multifunctional publicly accessible open space.</li> <li>The provision of a community woodland.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>305 244 net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> <li>The provision of 1.5ha of multifunctional publicly accessible open space.</li> <li><b>Provision of at least 0.5 ha community woodland.</b></li> </ul>
<b>Policy 22: HS8:</b> Milnecroft, Retford	SO1, SO2, SO4, SO8, SO9, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed at the Milnecroft allocation</li> <li>Access to a variety of affordable housing types</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>5 net</b> new affordable dwellings completed by <b>2038 2037</b></li> </ul>
<b>Policy 23: HS9:</b> Former Elizabethan High School, Retford	SO1, SO2, SO4, SO8, SO9, SO10, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on the <b>Former</b> Elizabethan School allocation</li> <li>Access to a variety of housing types</li> </ul>	<ul style="list-style-type: none"> <li><b>To have approximately 46 net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures</li> </ul>
<b>Policy 24: HS10:</b> St Michael's View, Retford	SO1, SO2, SO4, SO8, SO9, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on the former St Michael's View allocation</li> <li>Access to a variety of housing types</li> </ul>	<ul style="list-style-type: none"> <li><b>To have approximately 20 net</b> new apartment dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy 25: HS11:</b> Fairy Grove, Retford	SO1, SO2, SO8, SO9, SO10, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on <b>the</b> Fairy Grove allocation</li> <li>Access to a variety of housing types</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>61 net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy 26: HS12:</b> Station Road, Retford	SO1, SO2, SO4, SO8, SO9, SO10, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on the Station Road allocation</li> <li>Access to a variety of housing types</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>5 net</b> new dwellings completed by <b>2038 2037</b></li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
<b>Policy 27: HS13:</b> Ordsall South, Retford	SO1, SO2, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on Ordsall South allocation</li> <li>Access to a variety of housing types.</li> <li>Provision of a country park and community woodland.</li> <li>Provision of high quality recreational open space.</li> <li>Provision of a Local Centre.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>890 net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures including: 5% of dwellings to be designed to Building Regulations standard M4(3) to be accessible to those in wheelchairs; extra care accommodation; and where appropriate serviced plots for self-build and custom homes.</li> <li>The creation of a 23ha country park and <b>community woodland Suitable Alternative Natural Greenspace</b>.</li> <li>The provision of 4ha high quality recreational open space.</li> <li>Include a Local Centre with a convenience goods store.</li> <li>Provision of a health hub <b>on site</b>.</li> <li>Provision of a built community facility <b>on site</b>.</li> <li>Appropriate provision of serviced land to accommodate a 1.0 Form Entry primary school and early years facility and associated supporting infrastructure.</li> </ul>
<b>Policy 28: HS14:</b> Ollerton Road, Tuxford	SO1, SO2, SO6, SO8, SO9, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>No of dwellings completed on Ollerton Road allocation</li> <li>Access to a variety of housing types.</li> </ul>	<ul style="list-style-type: none"> <li>To have approximately <b>75 net</b> new dwellings completed by <b>2038 2037</b></li> <li>The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy ST29:</b> Affordable Housing	SO1, SO2, SO4, SO8, SO9	<ul style="list-style-type: none"> <li>No of affordable housing completed in the District.</li> <li>No of affordable social rent and home ownership units in the District.</li> <li>Type of affordable housing permitted and completed in the District.</li> <li>Average house prices.</li> </ul>	<ul style="list-style-type: none"> <li>Where affordable housing is provided, provision for 15% of dwellings on brownfield sites should be for affordable housing.</li> <li>Where affordable housing is provided, provision for 25% of dwellings on greenfield sites should be for affordable housing.</li> <li><b>Where affordable housing is provided, 10% of dwellings should be for affordable home ownership</b></li> </ul>
<b>Policy ST30:</b> Housing Mix	SO1, SO2, SO4, SO5, SO6, SO7, SO8, SO9, SO12	<ul style="list-style-type: none"> <li>Annual dwelling completions</li> <li>Population projections and forecasts.</li> <li>No of dwellings completed for self and custom</li> </ul>	<ul style="list-style-type: none"> <li>The construction of a range of housing types, sizes and tenures.</li> <li>Delivery of serviced self-build plots to meet the</li> </ul>

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		build <ul style="list-style-type: none"> <li>No of dwellings delivered by type.</li> <li>Mix of new housing delivered.</li> </ul>	needs of the households on the Self Build and Custom Housebuilding Register. <ul style="list-style-type: none"> <li>On housing allocations of 100 dwellings or more, 2% of the proportion of developable plots should be set aside for self-build and custom housebuilding.</li> </ul>
<b>Policy ST31:</b> Specialist Housing	SO1, SO2, SO5, SO8, SO9, SO13, SO14	<ul style="list-style-type: none"> <li>No of specialist housing for older people provided in Bassetlaw District.</li> <li>No of wheelchair accessible dwellings provided in the District.</li> <li>No of further spaces in nursing and residential care homes provided in the District.</li> <li>No of accessible dwellings provided in the District.</li> </ul>	<ul style="list-style-type: none"> <li>The provision of all market dwellings to meet the optional M42 optional accessible and adaptable Building Regulations standard by <b>2038 2037</b></li> </ul>
<b>Policy ST32:</b> Sites for Gypsies and Travellers	SO1, SO2, SO6, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of permanent pitches for gypsies and travellers permitted.</li> <li>Net additional transit and residential pitches (Gypsy, Traveller and Travelling Showpeople) permitted and completed to meet identified needs.</li> </ul>	<ul style="list-style-type: none"> <li><del>Provision for a minimum of 10 permanent Gypsy and Traveller residential pitches by 2025, with a further 30 by 2037.</del></li> <li><b>The provision for 42 pitches by 2038, with approximately 21 pitches delivered by 2029</b></li> </ul>
<b>Policy 33:</b> Houses in Multiple Occupation (HMO)	SO1, SO2, SO4, SO7, SO8, SO9, SO13, SO14	<ul style="list-style-type: none"> <li>No of completed multiple occupation housing in Worksop Article 4 Area.</li> <li>The number of permitted change of use from single residential unit to HMO in Bassetlaw.</li> </ul>	<ul style="list-style-type: none"> <li>In Worksop Central Area's Article 4 Direction Area, applications for Homes in Multiple Occupation will not be supported unless the proportion of houses in multiple occupation (including the proposal) does not exceed 10% of the total dwelling stock within 100 metre radius of the application site and the application site does not locate a C3 dwelling unit between two HMO properties.</li> <li>Confirmation of Article 4 for Worksop Central Area</li> </ul>
<b>Policy 34:</b> Agricultural and Forestry Workers Dwellings	SO1, SO2 SO3, SO6, SO8	<ul style="list-style-type: none"> <li>No of Agricultural or Forestry dwellings completed or removed across the District.</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>
<b>Policy ST35:</b> Design Quality	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>Referenced within other policy indicators.</li> </ul>	<ul style="list-style-type: none"> <li>The Bassetlaw Design Code will be published as part of the Design Quality SPD following adoption of this Local Plan.</li> </ul>
<b>Policy 36:</b> Shopfronts,	SO1, SO3, SO, SO7, SO8,	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
Signage and Security	SO10		
<b>Policy ST37:</b> Landscape Character	SO1, SO6, SO8, SO9, SO10, SO11	<ul style="list-style-type: none"> <li>The amount of development permitted or completed in Green Gaps District wide.</li> </ul>	<ul style="list-style-type: none"> <li>The need to mitigate against impacts to landscape character will be determined on a site by site basis during the planning process.</li> </ul>
<b>Policy ST38:</b> Green Gaps	SO1, SO2, SO3, SO4, SO6, SO8, SO9, SO10, SO11, SO12	<ul style="list-style-type: none"> <li>The amount of development permitted or completed in Green Gaps District wide.</li> </ul>	<ul style="list-style-type: none"> <li>To retain Green Gaps and preserve their integrity.</li> </ul>
<b>Policy ST39:</b> Green and Blue Infrastructure	SO1, SO2, SO3, SO4, SO5, SO6, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of development permitted or completed within 30 metres of a major green corridor.</li> <li>No of development permitted or completed within 15 metres of a minor green corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure major corridors have a minimum buffer of 30 metres.</li> <li>Ensure minor corridors have a minimum buffer of 15 metres.</li> </ul>
<b>Policy ST40:</b> Biodiversity and Geodiversity	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>The amount of new space for biodiversity net gain.</li> <li>The amount of land lost with high biodiversity value.</li> <li>No of losses/ creations of wildlife designations.</li> <li>No of trees within development site with preservation orders in place.</li> <li>Percentage of permitted development permitted providing biodiversity value e.g. green/brown roof, living wall, native planting.</li> <li>The amount of protected birds identified through surveying within the Sherwood Forest ppSPA within a 200m buffer of the A57</li> </ul>	<ul style="list-style-type: none"> <li>All new development to secure at least 10% biodiversity net gain.</li> </ul>
<b>Policy ST40a:</b> Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>The number of new residential development applications within the Clumber Park SSSI Zone of Influence</li> <li>The amount of developer contributions collected towards delivery of the RAMS annually</li> <li>The amount of Suitable Alternative Natural Greenspace provided at strategic sites annually</li> </ul>	<ul style="list-style-type: none"> <li>Within the Clumber Park SSSI Zone of Influence for new residential development to mitigate adverse recreational impact through the Clumber Park SSSI interim RAMS strategy.</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
<b>Policy 41:</b> Trees, Woodlands and Hedgerows	SO1, SO4, SO5, SO8, SO9, SO10, SO11, SO12, SO14	<ul style="list-style-type: none"> <li>The amount of trees, woodland and hedgerows lost or created due to new development.</li> </ul>	<ul style="list-style-type: none"> <li>The Council will protect existing trees, woodland and hedgerows and secure additional planting that increases canopy cover in the interests of biodiversity, amenity and climate change adaptation.</li> </ul>
<b>Policy ST42:</b> The Historic Environment.	SO1, SO2, SO3, SO6, SO7, SO8, SO10, SO11	<ul style="list-style-type: none"> <li>The amount of development permitted or completed that will adversely affect heritage assets.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce/ mitigate the impact of developments on heritage assets.</li> <li>The historic environment will be conserved and enhanced, sensitively managed, enjoyed and celebrated for its contribution to sustainable communities.</li> </ul>
<b>Policy 43:</b> Designated and Non-Designated Heritage Assets	SO1, SO2, SO3, SO4, SO6, SO7, SO8, SO10, SO11	<ul style="list-style-type: none"> <li>The amount of development permitted or completed that will adversely affect heritage assets per settlement.</li> <li>No of listed buildings at risk.</li> <li>No and percentage of Listed Buildings (all grades), Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, conservation areas and heritage assets at Risk.</li> <li>No of historic buildings repaired and brought back into use.</li> </ul>	<ul style="list-style-type: none"> <li>Aim for no increase in the no of designated assets on the Heritage at Risk Register.</li> </ul>
<b>Policy ST44:</b> Promoting Healthy, Active Lifestyles	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>No of new allotments permitted during the planning period (up to 2038 2037).</li> <li>Examination of a range of factors for the District, including: the indices of deprivation; access to services; method of travel to work; journeys made by walking, cycling or public transport; road casualties; life expectancy; residents with limiting long-term illness; childhood obesity; air quality; student attainment at school; economic activity and inactivity.</li> <li>Street level crime statistics.</li> </ul>	<ul style="list-style-type: none"> <li>Residential sites of 50 or more dwelling to submit a Rapid Health Impact Assessment Matrix.</li> <li>Working in partnership with the health authorities to maintain and where practicable improve access to the full range of health services for residents, including through the co-location of health facilities with other community facilities, open space and sports facilities, through multi-purpose buildings and sites.</li> </ul>
<b>Policy ST45:</b> Protection and Enhancement of	SO1, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO13,	<ul style="list-style-type: none"> <li>Amount of development permitted or completed that results in the loss of</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with the needs as identified in the Local Plan evidence base. These will be</li> </ul>



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Community Facilities	SO14	community facilities per settlement. • The amount of development permitted or completed that results in the gain of community facilities per settlement.	determined on a site by site basis during the planning process.
<b>Policy ST46:</b> Delivering Quality, Accessible Open Space	SO1, SO4, SO5, SO6, SO8, SO9, SO11, SO14	<ul style="list-style-type: none"> <li>• No. of new green spaces/ play areas provided</li> <li>• Amount of new green spaces/ play areas provided (ha)</li> <li>• No of open spaces receiving Green Flag Award.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of 0.61ha of parks per 1,000 people throughout the district.</li> <li>• 0.14ha of children's play space per 1,000 children throughout the district</li> <li>• 1.03ha of amenity greenspace per 1,000 people throughout the district.</li> <li>• 2.4ha of natural and semi natural greenspace per 1,000 people throughout the district.</li> <li>• Provision of 4.46ha of publicly accessible open per 1,000 people.</li> </ul>
<b>Policy ST47:</b> Promoting Sport and Recreation	SO1, SO8, SO9, SO11, SO14	<ul style="list-style-type: none"> <li>• The amount of new playing pitches provided per settlement</li> <li>• The amount of playing pitches lost without replacement per settlement.</li> </ul>	• In accordance with the needs as identified in the Local Plan evidence base. These will be determined on a site by site basis during the planning process.
<b>Policy 48:</b> Protecting Amenity	SO1, SO2, SO3, SO8, SO9	• No target identified by policy.	• The need to mitigate against impacts to amenity will be determined on a site by site basis during the planning process.
<b>Policy 49:</b> Contaminated and Unstable Land	SO1, SO4, SO8, SO9, SO11	• The amount of contaminated land reclaimed and brought back into effective use.	• Allocation of <del>100ha of</del> brownfield land for regeneration and re-use, <del>including the former power station site at High Marnham.</del>
<b>Policy ST50:</b> Reducing Carbon Emissions, Climate Change Mitigation and Adaptation	SO1, SO2, SO3, SO5, SO6, SO8, SO9, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>• The amount of trees provided to contribute to carbon offsetting.</li> <li>• The amount of electric charging points available per major development.</li> <li>• The amount of schemes submitted with an Air Quality Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>• The provision of 5 trees per new dwelling or per 1000sqm of non-residential floorspace for the first 5 years of the Plan.</li> <li>• All proposals, including the change of use of existing buildings and spaces, should seek to reduce carbon and energy impacts of their design and construction.</li> </ul>
<b>Policy ST51:</b> Renewable Energy Generation	SO1, SO3, SO4, SO6, SO8, SO10, SO11, SO12	<ul style="list-style-type: none"> <li>• Total level of renewable energy <del>generated</del> (MW) <del>annually</del>.</li> <li>• No. of renewable and low carbon energy applications granted</li> </ul>	• In accordance with national policy, this Local Plan seeks to reduce greenhouse gases in accordance with the provisions of the Climate Change Act 2008. In 2021, the UK Government committed to cut Greenhouse gas emissions by 78% by 2035

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Policy	Link to Strategic Objectives	Indicator	Target
		<ul style="list-style-type: none"> <li>No. of renewable and low carbon energy applications developed</li> <li>The location of current and proposed sites to examine cumulative impacts.</li> <li>No of development permitted or completed that utilises existing structures to allow renewable energy generation.</li> </ul>	and to achieve net zero by 2050.
<b>Policy ST52:</b> Flood Risk and Drainage	SO1, SO2, SO3, SO4, SO5, SO6, SO8, SO11, SO12, SO14	<ul style="list-style-type: none"> <li>The amount of development permitted or completed in a Flood Zones 2 and 3.</li> <li>Number of Planning Applications Granted with a Sustained Objection from the Environment Agency.</li> <li>Residential properties flooded from main rivers.</li> <li>Percentage or number of permitted developments incorporating SuDS.</li> </ul>	<ul style="list-style-type: none"> <li>All proposals are required to consider and, where necessary, mitigate the impacts of the proposed development on flood risk, on-site and off-site, commensurate with the scale and impact of the development.</li> <li>Requirement that all development (where appropriate) incorporate SuDS in accordance with national standards.</li> </ul>
<b>Policy ST53:</b> Protecting Water Quality and Management	SO1, SO4, SO8, SO9, SO11, SO12	<ul style="list-style-type: none"> <li>Percentage of new development incorporating water efficiency measures.</li> </ul>	<ul style="list-style-type: none"> <li>In line with the objectives of the Water Framework Directive, the quantity and quality of surface and groundwater bodies will be protected and where possible enhanced in accordance with the Humber River Basin Management Plan.</li> </ul>
<b>Policy ST54:</b> Transport Infrastructure and Improvement Schemes	SO1, SO2, SO3, SO4, SO5, SO8, SO9, SO13, SO14	<ul style="list-style-type: none"> <li>Significant improvements made to the existing transport infrastructure throughout Bassetlaw District.</li> </ul>	<ul style="list-style-type: none"> <li><del>See Policy ST54 for a full list of projects.</del></li> <li>The Council will work with neighbouring Local Authorities and infrastructure partners to ensure that the spatial strategy is supported by the timely, proportionate and where relevant phased provision of necessary transport infrastructure.</li> <li>Requirement that all transport infrastructure required as a consequence of Local Plan growth is secured via planning condition, planning obligation, Community Infrastructure Levy charge or other suitable mechanism</li> </ul>
<b>Policy ST55:</b> Promoting Sustainable Transport and Active Travel	SO1, SO2, SO3, SO4, SO5, SO6, SO8, SO9, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>The amount of public and sustainable transport schemes provided by new development.</li> <li>The number of agreed Travel Plans in</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with the needs as identified in the Local Plan evidence base. These will be determined on a site by site basis during the planning process.</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
		operation.	
<b>Policy ST56:</b> Safeguarded Land	SO1, SO5 SO8, SO13, SO14	<ul style="list-style-type: none"> <li>Protection of land to deliver transport infrastructure in the next plan period</li> </ul>	<ul style="list-style-type: none"> <li>Land is safeguarded, as identified on the Polices Map, to support the delivery of the following infrastructure schemes:</li> <li>land for an east-west distributor link road between Blyth Road and Carlton Road at site HS1: Peaks Hill Farm in accordance with Policy 16;</li> <li>land for a link road at Harworth &amp; Bircotes between Blyth Road and Scrooby Road through the former Harworth Colliery site;</li> <li>land to accommodate a new railway station, transport hub and associated infrastructure at the Bassetlaw Garden Village in accordance with Policy ST4;</li> <li>Site to accommodate an integrated primary and secondary school and associated infrastructure at the Bassetlaw Garden Village in accordance with Policy ST4;</li> <li>land between Shireoaks and Worksop to accommodate water storage as part of the wider Worksop Flood Management Scheme in accordance with Policy ST52.</li> </ul>
<b>Policy ST57:</b> Digital Infrastructure	SO1, SO3, SO5, SO6, SO14	<ul style="list-style-type: none"> <li>The percentage of the District covered by Superfast Broadband.</li> </ul>	<ul style="list-style-type: none"> <li>All new dwellings, including conversions must be designed and constructed in a way that enables them to meet or exceed the Government's Building Regulations relating to provision of high speed fibre to the premises or any subsequent national equivalent standard should the Building Regulations and/or national policy be reviewed in the future.</li> </ul>
<b>Policy ST58:</b> Provision and Delivery of Infrastructure	SO1, SO2, SO3, SO14	<ul style="list-style-type: none"> <li>The amount of total CIL contributions annually.</li> <li>The amount of developer contributions secured annually through planning obligations.</li> </ul>	<ul style="list-style-type: none"> <li>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/blue infrastructure and where appropriate its maintenance.</li> </ul>

## APPENDIX 1: SUMMARY OF CHANGES

This appendix includes a schedule of the proposed changes which are subject to consultation as part of this Addendum to the Bassetlaw Local Plan 2020-2037: Publication Version.

Section	Para/Policy	Modification	Modification Detail	Reason for Modification
4.0: Bassetlaw Vision and Objectives	Introductory sentence, para 4.1, 4.10 and	Extension to the plan period	Reference to the previous end date of the plan period (2037) have been replaced by the new end date of 2038	For compliance with national policy
4.0: Bassetlaw Vision and Objectives	4.3, 4.4, 4.5, 4.14-4.16 and Objectives 1, 3 and 12	Changes to the wording of parts of the vision and three objectives	Changes made to the Vision and Objectives to take account of the changes to the proposed employment allocations in Policy ST7; specifically, the removal of the Former Marnham Power Station site, the inclusion of Bevercotes Colliery and to clarify the use of Apleyhead; and to take into account the new designation at Marnham for zero carbon and renewable energy generation in Policy ST52	To reflect the changes within the housing, employment and renewable energy policies
5.0: Bassetlaw Spatial Strategy	5.1.6, 5.1.19, 5.1.31	Extension to the plan period	Reference to the previous end date of the plan period (2037) have been replaced by the new end date of 2038	For compliance with national policy
5.0: Bassetlaw Spatial Strategy	5.1.20, 5.1.25-5.1.27, 5.1.34, 5.1.37-5.1.38, 5.1.41, 5.1.45, 5.1.47, 5.1.49, 5.1.52, 5.1.55, 5.1.59-5.1.60 and Figures 7 and 8	Changes to the wording, housing numbers and employment land developable area	Changes made to Policy ST1: Spatial Strategy to take account of the changes to the proposed employment allocations in Policy ST7; specifically, the removal of the Former Marnham Power Station site, the inclusion of Bevercotes Colliery, the amendment to the Trinity Farm developable area and to clarify the use of Apleyhead; to take into account changes to the proposed housing numbers in Policy ST15, changes to the housing supply as a consequence of extending the plan period and changes to the proposed number of pitches for	To reflect the changes within the housing, employment and renewable energy policies

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Section	Para/Policy	Modification	Modification Detail	Reason for Modification
			gypsy and travellers as a consequence of extending the plan period	
5.0: Bassetlaw Spatial Strategy	New Figure 6 (Key Diagram)	Removal of Marnham Energy Hub	Change made to the Key Diagram to reflect the change to the proposed employment allocation in Policy ST7 specifically, the removal of the Former Marnham Power Station site	To reflect the changes within the employment policies
5.0: Bassetlaw Spatial Strategy	5.1.12-5.1.13, 5.1.15, 5.1.42	Changes to the wording relating to employment sites and delivery	Proposed changes to the supporting text to take into account the proposed change in Policy ST1 and Policy ST7 in relation to the employment site allocations; specifically the removal of the Former Marnham Power Station site and to clarify the use of Apleyhead	To reflect the changes within the employment policies
5.0: Bassetlaw Spatial Strategy	5.1.29	Changes to the wording relating to gypsy and traveller sites and pitch supply	Proposed changes to the supporting text to take into account the proposed change in Policy ST1 to the plan period in relation to the gypsy and traveller supply	To reflect the changes within the gypsy and traveller policy
5.0: Bassetlaw Spatial Strategy	Policy ST1	Changes to the wording, housing numbers and employment land developable area	Changes made to Policy ST1: Spatial Strategy to take account of the changes to the proposed employment allocations in Policy ST7; specifically, the removal of the Former Marnham Power Station site, the inclusion of Bevercotes Colliery, the change to the developable land at Trinity Farm and to clarify the use of Apleyhead; to take into account changes to the proposed housing numbers in Policy ST15, changes to the housing supply as a consequence of extending the plan period and changes to the proposed number of pitches for gypsy and travellers as a consequence of extending the plan period	To reflect the changes within the housing, employment and renewable energy policies
5.3 Bassetlaw Garden Village	5.3.7, 5.3.11-5.3.13, 5.3.15-	Changes to the wording relating to	Proposed changes to the supporting text to take into account new evidence, the proposed	To reflect outputs of new evidence and demonstrate

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	5.3.20, 5.3.30-5.3.31, 5.3.34-5.3.35, 5.3.38-5.3.43	recreational impact, archaeology, infrastructure, masterplanning and delivery	change in Policy ST3 to clarify the approach to be taken to masterplanning the Garden Village, and the proposed change in Policy ST4 to be taken to securing infrastructure in this plan period and thereafter to support the level of development proposed in each phase.	deliverability of a self-sustaining settlement
5.3 Bassetlaw Garden Village	5.3.36	Extension to the plan period	Reference to the previous end date of the plan period (2037) have been replaced by the new end date of 2038	For compliance with national policy
5.3 Bassetlaw Garden Village	Policy ST3	Changes to the wording relating to masterplanning	Proposed change to Policy ST3 to clarify the approach to be taken to masterplanning the Garden Village	For clarification
5.3 Bassetlaw Garden Village	Policy ST4	Changes to the wording relating to recreational impact, archaeology, infrastructure, masterplanning and delivery	Proposed change in Policy ST4 to reflect new evidence, and to clarify the approach to be taken to securing infrastructure in this plan period and the next to support the level of development proposed in each phase	To reflect outputs of new evidence and demonstrate deliverability of a self-sustaining settlement
6.1 Promoting Economic Growth	6.1.6	Extension to the plan period	Reference to the previous end date of the plan period (2037) have been replaced by the new end date of 2038	For compliance with national policy
6.1 Promoting Economic Growth	6.1.7-6.1.13	Changes to the wording detailing the economic strategy for the district	Proposed changes to the supporting text to take into account the proposed change in Policy ST7 to clarify the approach taken to the economic strategy and the employment land supply	To better reflect links to the Council Plan and evidence
6.1 Promoting Economic Growth	6.1.15-6.1.16, 6.1.20, 6.1.23-6.1.24	Changes to the wording relating to employment sites and delivery	Proposed changes to the supporting text to take into account the proposed change in Policy ST7 in relation to the employment site allocations specifically the removal of the Former Marnham Power Station site, addition of Bevercotes Colliery, amendment to the	To reflect the changes to the proposed employment allocations

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			Trinity Farm developable area and to clarify the use of Apleyhead and its proposed catchment area, and to provide an up to date employment land supply position	
6.1 Promoting Economic Growth	New Figure 12A	New figure to clarify the logistics market area	To clarify the extent of the logistics property market area	To reflect the changes to the proposed employment policy for Apleyhead
6.1 Promoting Economic Growth	6.1.22	Expected adoption date of the Local Plan	Reference to the previous adoption date (2022) have been replaced by the new end date of 2023	For compliance with the Local Development Scheme
6.1 Promoting Economic Growth	Policy ST7 Part 4, 5 & 6	Changes to the wording relating to employment sites and delivery	Proposed changes to ST7 to clarify the approach to general employment sites; specifically available land and developable land in this plan period as a consequence of High Marnham being deleted, the inclusion of Bevercotes Colliery, change to developable land at Trinity Farm, the ongoing development of Snape Lane, Harworth and also the approach to the strategic employment site at Apleyhead	To reflect the changes to the proposed employment allocations at Marnham, Trinity Farm, Bevercotes and Apleyhead
6.1 Promoting Economic Growth	Policies Map	Amendment to Policies Map to reflect changes to proposed employment allocations	Amend Policies Map to delete reference to EM008 High Marnham Green Energy Hub, to add reference to EM008a Bevercotes Colliery and to amend the boundary for EM006 Trinity Farm	To reflect the changes to the proposed employment allocations at Marnham, Trinity Farm, Bevercotes
7.1 Housing Distribution	Policy ST15	Summary of site allocation net capacity as a result of extended plan period	Peaks Hill Farm – 4000 1080 by 2038 Trinity Farm – 244, 305 by 2038 Ordsall South – 800, 890 by 2038 Bassetlaw Garden Village – 500, 590 by 2038	To reflect the new plan period



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<b>Section</b>	<b>Para/Policy</b>	<b>Modification</b>	<b>Modification Detail</b>	<b>Reason for Modification</b>
7.2 Peaks Hill Farm	7.2.2	Changes to the wording relating to masterplanning	Proposed changes to the supporting text to take into account the proposed change in Policy 16 to clarify the approach to be taken to masterplanning Peaks Hill Farm, and to be taken to securing infrastructure in this plan period.	To ensure deliverability of a strategic site
7.2 Peaks Hill Farm	7.2.4, Policy 16	Change to the yield for Peaks Hill Farm	Proposed changes to housing numbers as a consequence of the extended plan period	To reflect the amendment of the yield for the proposed housing allocation
7.2 Peaks Hill Farm	Policy 16	Changes to the wording relating to, infrastructure and delivery	Proposed changes to Policy 16 to clarify the approach to be taken to infrastructure delivery and the type of infrastructure sought and the mechanism by which it will be sought; specifically for transport infrastructure and community facilities	To ensure deliverability of a strategic site
7.8 Trinity Farm	7.8.2, Policy 21	Change to the yield for Trinity Farm	Proposed changes to supporting text to housing numbers as a consequence of the extended plan period	To reflect the amendment of the yield for the proposed housing allocation
7.8 Trinity Farm	7.8.3, 7.8.10	Changes to the wording relating to masterplanning	Proposed changes to the supporting text to take into account the proposed change in Policy 21 to clarify the approach to be taken to masterplanning Trinity Farm, and to be taken to securing infrastructure in this plan period.	To ensure deliverability of a strategic site
7.8 Trinity Farm	Policy 21	Changes to the wording relating to, infrastructure and delivery	Proposed changes to Policy 21 to clarify the approach to be taken to infrastructure delivery and the type of infrastructure sought and the mechanism by which it will be sought; specifically for transport infrastructure and open space	To ensure deliverability of a strategic site

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7.14 Ordsall South	7.14.3, Policy 27	Change to the yield for Ordsall South	Proposed changes to Policy 27 to housing numbers as a consequence of the extended plan period	To reflect the amendment of the yield for the proposed housing allocation
7.14 Ordsall South	7.4.14, Policy 27	Changes to the wording relating to offsetting sports facilities	Proposed change to supporting text to clarify the approach to be taken to offsetting the loss of land at Retford Golf Course	To facilitate deliverability of a strategic site
7.14 Ordsall South	7.4.12, Policy 27	Changes to the wording relating to, infrastructure and delivery	Proposed changes to Policy 27 to clarify the approach to be taken to infrastructure delivery and the type of infrastructure sought and the mechanism by which it will be sought; specifically for transport infrastructure, open space and education	To ensure deliverability of a strategic site
7.20 Gypsy & Traveller Accommodation	7.20.2, 7.20.5, Policy ST32	Changes to reflect up to date evidence	Proposed change to supporting text to appropriately reference up to date evidence	To reflect up to date evidence
7.20 Gypsy & Traveller Accommodation	7.20.3, Policy ST32	Change to the yield for Hayton and E Drayton, allocation of new sites	Proposed changes to Policy ST32 to pitch numbers as a consequence of the extended plan period, change in capacity on identified site allocations and the introduction of two additional permanent gypsy sites specifically at Blyth and Elkesley	To reflect the amendment of the yield for two proposed sites, to reflect outputs of new evidence and to ensure the plan meets identified needs
7.20 Gypsy & Traveller Accommodation	7.20.6-7.20.7 & Policy ST32	Changes to wording to relating to pitch numbers	Proposed changes to the supporting text to clarify the approach to pitch numbers and design of sites.	To reflect up to date evidence
7.20 Gypsy & Traveller Accommodation	Policies Map	Amendment to the Policies Map, to reflect additional new sites	Amend Policies Map to identify new sites at Elkesley and N Blyth	To reflect the changes to the proposed gypsy and traveller site allocations
8.6 Biodiversity & Geodiversity	8.6.3, 8.6.17, Policy ST40	Changes to reflect up to date evidence	Proposed change to supporting text and Policy ST40 as a consequence of up to date evidence	To reflect up to date evidence

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			relating to the impacts of mitigating recreational disturbance at Clumber Park.	
8.6 Biodiversity & Geodiversity	Policy ST40a	Changes to reflect up to date evidence	New policy as a consequence of new evidence relating to the impacts of mitigating recreational pressure at Clumber Park; specifically to clarify the approach taken to planning applications and likely mitigation	To reflect up to date evidence
10.2 Renewable Energy Generation	10.2 & Policy ST52	Changes to wording to reflect new designation of Area of Best Fit	Proposed change to supporting text and Policy ST52 required as a consequence of the identification of Marnham as an Area of Best Fit for renewable energy generation.	To reflect the amendment to the employment policy
10.2 Renewable Energy Generation	Policies Map	Amendment to the Policies Map, to reflect designation of Marnham as an Area of Best Fit	Amend Policies Map to identify new Area of Best Fit designation at Marnham	To reflect the amendment to the renewable energy policy
11.1 Transport infrastructure	11.1.7	Changes to wording to reflect approach being taken to delivery of transport infrastructure on the local and strategic road network	Proposed changes to supporting text and to Policy ST54 to clarify the approach to be taken to infrastructure delivery, the type of infrastructure sought and the mechanism by which it will be sought; specifically for transport infrastructure	To reflect new evidence and to facilitate deliverability of the Plan
11.1 Transport infrastructure	11.1.12	Extension to the plan period	Reference to the previous end date of the plan period (2037) have been replaced by the new end date of 2038	For compliance with national policy
12.3 Infrastructure Delivery	12.3.1, 12.3.7, 12.3.12-12.3.14, 12.3.18, Policy ST58	Changes to the wording relating to, infrastructure and delivery	Proposed changes to supporting text and to Policy ST58 to clarify the approach to be taken to infrastructure delivery, and the mechanism by which it will be sought; specifically for phasing of infrastructure, mechanism for recovering forward funding for infrastructure,	To reflect new evidence and to facilitate deliverability of the Plan

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			and the mechanisms to be used to secure infrastructure from new development	
13.0 Monitoring framework	Monitoring Framework	Changes to the wording of parts of the monitoring framework	Changes made to the Monitoring Framework to take account of the changes to the Addendum; specifically, to the plan period in relation to the housing supply, housing distribution, developable employment land, the removal of the Former Marnham Power Station site, the inclusion of Bevercotes Colliery and to clarify the use of Apleyhead; and to take into account the new designation at Marnham for zero carbon and renewable energy generation in Policy ST52	To reflect the changes within the housing, employment and renewable energy policies