

Bassetlaw Local Plan Examination

Matter 6: URBAN AREA POLICIES, SITE SELECTION, SUSTAINABLE URBAN EXTENSIONS AND HOUSING SITE ALLOCATIONS

North Road, Retford (HS7 and EM006)

Prepared by Fisher German LLP on behalf of The Hospital of The Holy and Undivided Trinity

Project Title

North Road, Retford

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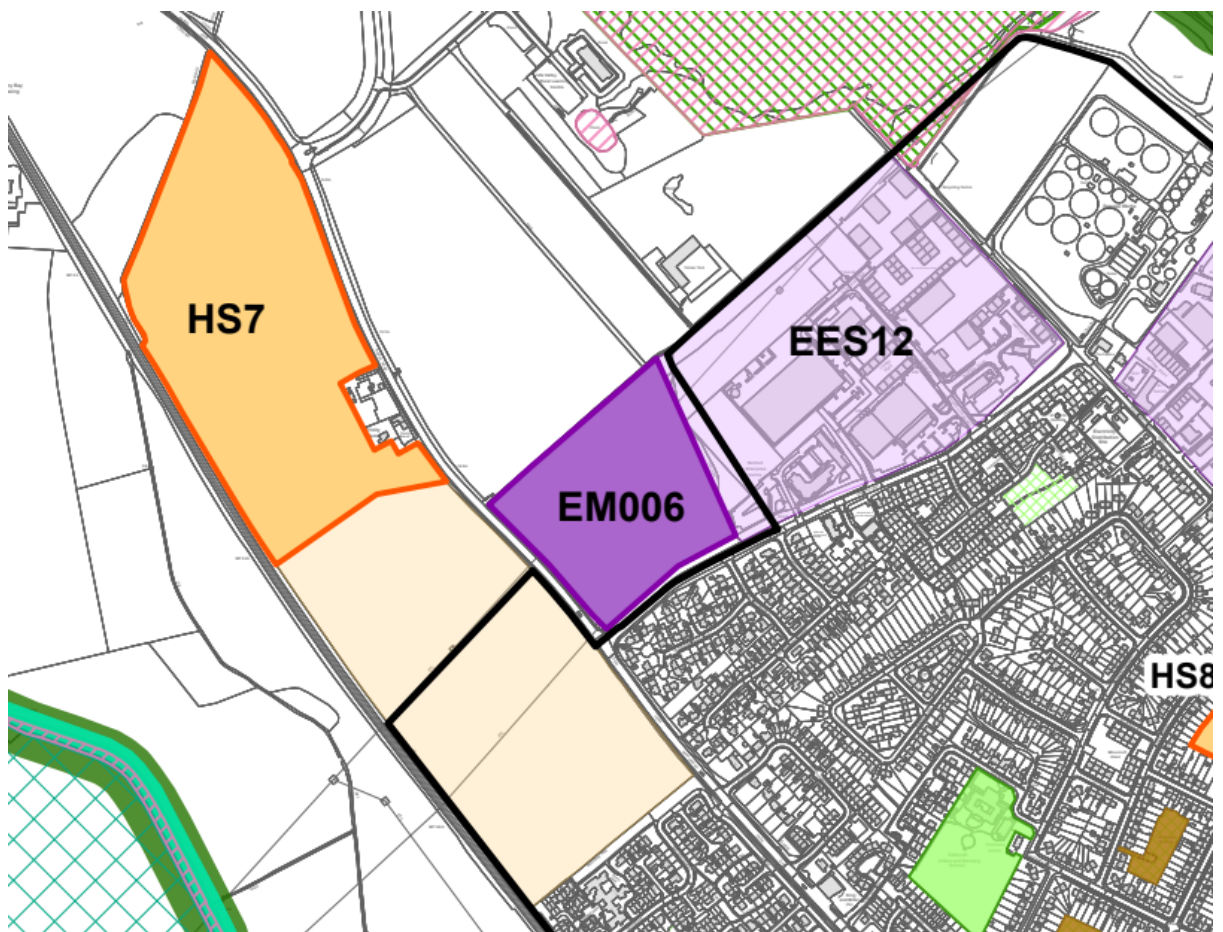
Norman Court

Ashby de la Zouch

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1. Introduction

- 1.1 This Hearing Statement has been prepared on behalf of The Hospital of The Holy and Undivided Trinity in respect of their land interests at North Road, Retford, proposed allocation HS7 and EM006, as illustrated on Figure 1.
- 1.2 Land immediately south of proposed allocation HS7 (buff shading on Figure 1 below) was promoted by The Hospital of The Holy and Undivided Trinity through the previously withdrawn Site Allocations Development Plan Document. An outline planning application was subsequently prepared by The Hospital of The Holy and Undivided Trinity for 196 dwellings (15/00493/OUT) and 11 hectares of employment land.



Bassetlaw Local Plan 2020-2038: Publication Version Policies Maps Composite, July 2022 (The Hospital of The Holy and Undivided Trinity Land Interests HS7 and EM006)

- 1.3 The residential scheme is now being built out Avant Homes (20/01477/RES), and the employment land to the east of North Road (EM006) will shortly be brought forward. There is active market

interest in proposed allocation HS7 and terms for disposal are currently being negotiated with a house builder.

- 1.4 The Hospital of The Holy and Undivided Trinity support the proposed allocations and remain committed to delivery, as evidenced by the successful delivery of the initial phase of land which is currently bringing forward high quality housing in a sustainable location to the north of Retford, one of the most sustainable settlements in Bassetlaw.
- 1.5 This Statement should be read alongside the Statement of Common Ground signed by The Hospital of the Holy and Undivided Trinity and Bassetlaw District Council.

2. Matter 6: Housing Allocations (Policies 16-28)

Issue 6: Are the proposed housing allocations justified, effective, developable, deliverable, in line with national policy and otherwise soundly based?

Q6.1: Do the sites allocated for residential development provide an appropriate range of sites in terms of their type and size?

- 2.1 The NPPF sets out at Paragraph 60 that in order to boost the supply of homes it is important that a “sufficient amount and variety of land can come forward where it is needed”. Paragraph 66 confirms that small and medium sized sites can make an important contribution to meeting an areas housing requirement and such sites can be built out relatively quickly. Paragraph 73 however confirms that larger scale development, including significant extensions to existing towns can also provide for large numbers of new homes.
- 2.2 The Submission Local Plan is supported by a trajectory which confirms delivery of a range of sites, from larger strategic schemes such as that Peaks Hill Farm, Worksop (1,080 dwellings), to medium scale sites such as Trinity Farm (305 dwellings) and even smaller schemes of only 10 dwellings or less. On this basis it is considered that there is an effective range of housing sites compatible with the clear aims of a NPPF in respect of diversity of housing land supply.

Q6.5: Are the other 6 housing allocations in Retford and the allocation in Tuxford sound, and in particular:

- a) Are the criteria set out in in the policies clear, justified and effective?*
- b) Have the site constraints, indicative yield, development mix and viability considerations been adequately addressed?*
- c) Is there evidence that the development of the allocations is viable and developable during the plan period?*
- d) Are there any omissions in the policies, and are they sufficiently flexible?*
- e) Are the main modifications suggested to the Policies necessary to make the plan sound?*
- 2.3 Our response to this question solely relates to our client’s land interests; Land at North Road (Trinity Farm): Policy HS7.

a) Are the criteria set out in in the policies clear, justified and effective?

- 2.4 The site-specific criteria in relation to Policy 21: Site HS7 are generally supported as demonstrated through the Statement of Common Ground. We do however have comments on some of the

criterion contained within Policy HS7, as detailed below.

- 2.5 **Criterion D)** The site immediately adjoins approved residential development, which was subject to the same Safeguarding designation. The site is clearly not be suitable for mineral extraction and as such the need for criterion D is challenged.
- 2.6 **Criterion E)** The need for intrusive site investigations should be informed by a geophysical assessment of the site as well as the results of the assessments for the land to the south. It is not for the policy to specify the need for this without evidence to support such a requirement. Site specific surveys undertaken by qualified heritage consultants will prepared where such works are necessary, and in accordance with best practice.
- 2.7 **Criterion F)** In respect of the housing mix, any eventual housing mix will have due regard to adopted policy, evidence of local need at the time the application is made, as well as local market signals. This will ensure that the scheme both meets local needs at that point in time and is deliverable. As per paragraph 7.8.5 of the Draft Plan, the possibility of providing a care home or other accommodation on site is being explored.
- 2.8 The reference to the requirement for self-build and custom build should be removed for the reasons detailed in response to Matter 8.
- 2.9 **Criterion Kvii)** We do not consider this requirement has been adequately justified through the preparation of the Local Plan and is a matter which is best explored through a detailed Transport Assessment, submitted with a planning application. At this stage, it is not clear that the proposed development will need to make contributions to all the junctions listed, but as currently written Criterion Kvii essentially necessitates financial contributions or works to the junctions. Flexibility should be afforded that enables up to date assessments to be undertaken on the impacts of junctions across Retford, which can be agreed with the County prior to the preparation of a Transport Assessment.
- 2.10 In this regard we consider the wording of the policy should read as follows, to ensure the Local Plan is effective and justified and eventual contributions required to mitigate the development are compliant with the CIL regulations:

viii. appropriate improvements ~~to or~~ financial contribution towards improving the capacity of ~~the following~~ off-site highways infrastructure identified through a Transport Assessment by the Infrastructure Delivery Plan in the locality of the site, this may include including 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.

b) Have the site constraints, indicative yield, development mix and viability considerations been adequately addressed?

2.11 Chapter 11 of the NPPF is clear that it is incumbent upon the Council to promote an effective use of land. This reduces the need to find additional housing sites. Paragraph 125 states “plans should contain policies to optimise the use of land in their area”. The site capacity, proposed through Policy HS7, of 305 dwellings is fully supported. The capacity of the site is based on site specific evidence collated to date; detailed masterplanning of the site could see the site capacity increase beyond this, as referred to in the SoCG.

2.12 The quantum of dwellings being expressed as “approximately”, is sensible and the wording allows for some flexibility in final quantum informed by site specific evidence and masterplanning undertaken to support a planning application. We would however fully support any changes to the Plan which confirms explicitly that the housing figures contained within the Plan are estimates of capacity and that the actual delivery of housing could be higher, or indeed lower, depending on site specific evidence and detailed masterplanning. It should state that a higher quantum of dwellings on an allocated site than set out in the Policy, should not be a reason to withhold planning permission subject to sufficient supporting evidence and overall compliance with the wider Plan.

c) Is there evidence that the development of the allocations is viable and developable during the plan period?

2.13 The viability of proposed allocation HS7, is best demonstrated through the active delivery and build out of land immediately south of the proposed allocation. The site was promoted by The Hospital of the Holy and Undivided Trinity who progressed an outline planning application (15/00493/OUT) ahead of disposing of the site to Avant Homes who have since built out the site

under Reserved Matters 20/01477/RES. The delivery of 196 dwellings on this site has demonstrated that so long as a sensible approach to the application of CIL is taken, as advocated in the Draft Plan (developments of 50 dwellings and over proposed to be except from CIL), proposed allocation HS7 is both viable and deliverable. There is strong market interest in the HS7, and terms are currently being negotiated with a house builder to ensure that, subject to the Plan and the allocation being found sound, the site can be delivered quickly; as detailed within the trajectory set out in the SoCG (6.1.1).

- 2.14 The Hospital of The Holy and Undivided Trinity's comments in relation to CIL is reflected in response to Matter 14.

d) Are there any omissions in the policy, and is it sufficiently flexible?

- 2.15 We do not consider that there are any omissions in the policy. However, as detailed previously we consider that the Policy does require amendment to ensure it is sufficiently flexible. The proposed amendments are illustrated by the text below in response to Question 6.5 e).

- 2.16 In addition to these amendments, as detailed previously, it is also requested that the Plan confirms explicitly that the housing figures contained within the Plan are estimates of capacity and that the actual delivery of housing could be higher, or indeed lower, depending on site specific evidence and detailed masterplanning.

e) Are the main modifications suggested to the Policies necessary to make the plan sound?

- 2.17 The text below illustrated the main modifications sought to ensure Policy HS7 is sound:

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 305 dwellings and supporting infrastructure as identified by the Infrastructure Delivery Plan, 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 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;
- 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 Plan¹⁴ 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 if required, 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 as evidenced, and serviced plots for self-build and custom homes, as 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, 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;
- 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 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 or~~ financial contribution towards improving the capacity of ~~the following~~ off-site highways infrastructure identified through a Transport Assessment by the Infrastructure Delivery Plan in the locality of the site, this may include including 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.

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.