

# Bassetlaw Local Plan Examination

## Matter 13: Transport and Connectivity

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

### Agent

James Beverley MRTPI

Fisher German LLP

### Contact details

The Estates Office

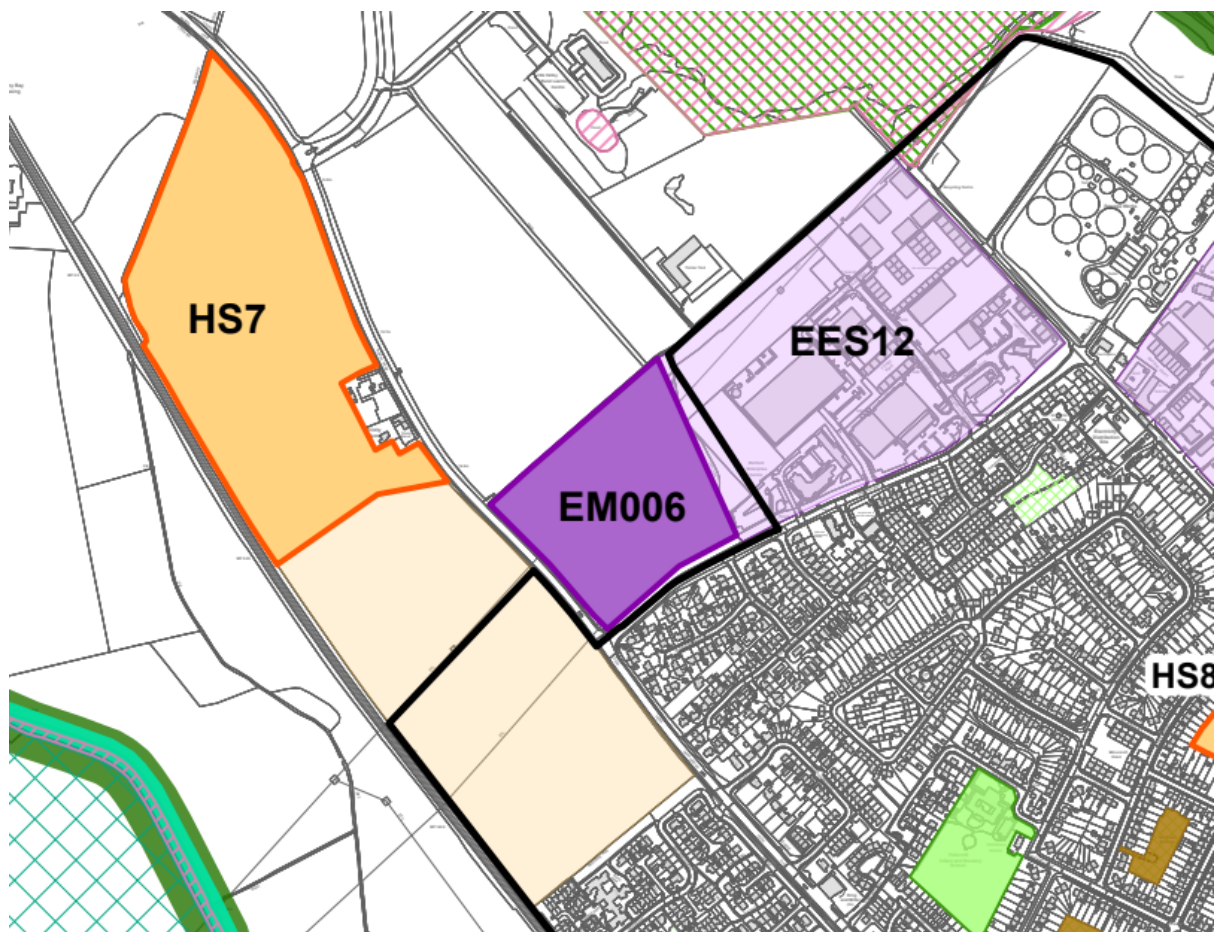
Norman Court

Ashby de la Zouch

LE65 2UZ

# 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(buff shading on Figure 1 below) was promoted by The Hospital of The Holy and Undivided Trinity through the previously withdrawn Site Allocations Development Plan Document.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 13: Transport and Connectivity (Policies ST54-ST55)

**Issue 13 – Does the Plan set out a positively prepared strategy and policies for transport and connectivity which is justified, effective and consistent with national policy?**

*Q13.1: a) Is there robust evidence to demonstrate that the likely significant impacts on the road network arising from the development proposed in the Plan have been adequately assessed. Is there robust evidence that these can be effectively mitigated to an acceptable degree and that, if required, such mitigation can be delivered?*

- 2.1 The Plan is supported by detailed evidence in respect of transport, supported by traffic modelling undertaken in accordance with Industry standards. The 2021 Transport Study Update (May 2022) by Tetra Tech is considered to be a sufficiently robust document by a well-respected company in the sector. On that basis, we are satisfied that the evidence is robust commensurate to the level of detailed required for Plan making.
- 2.2 It must be noted that all strategic applications will also be required to be supported by robust Transport Assessments and Travel Plans, which will explore the impacts of individual applications, recommending any necessary mitigation necessary which is necessary to make the development acceptable in planning terms.
- 2.3 The updates to the Local Plan provide a further opportunity to test the evolution of the transport networks of Bassetlaw and can respond positively to any unforeseen issues.
- 2.4 In this context, it is considered that the evidence base submitted in support the plan is commensurately robust for this stage in plan making, which demonstrates that with recommended mitigation the Plan can be delivered without unacceptable harms.

*Q5.2: a) Are the requirements for major developments in ST55(2) justified?*

- 2.5 The requirement for major development as contained within ST55(2) are broadly supported. We do however have concern in relation to criterion 2a – “assist in the improvement of transport infrastructure to help all communities in Bassetlaw have opportunities to travel without a car for everyday journeys”. It is not considered as worded the policy would be in full compliance with the CIL regulations (Regulation 122), which requires that any planning obligations requested must be

- A) Necessary to make the development acceptable in planning terms;
- B) Directly related to the development; and
- C) Fairly and reasonably related in scale and kind to the development

- 2.6 Whilst as an intrinsic part of a development proposal, the provision of new infrastructure necessary to make that development acceptable, may deliver wider benefits, it is not compliant with the CIL Regulations for a development to have a requirement to improve the position of existing development. This however appears to be inferred as a requirement within Criterion 2a, through the imposition that development proposals of 10 or more dwellings or 1,000sqm of development **should** assist the improvement of **all** communities within Bassetlaw. On this basis this criterion is not considered to be consistent with the above or the NPPF (Paragraph 57).
- 2.7 Beyond a clear conflict with national policy and legislation, it is considered that the criterion is overtly vague, and not obvious how it would be possible for individual developments to improve the transport situation for all communities within Bassetlaw. As such the policy is not considered to be effective.
- 2.8 On this basis the criterion should be deleted or amended so that's its requirements are measurable, commensurate and deliverable.

*b) Does the Policy provide effective framework to achieve sustainable transport and active travel?*

- 2.9 Notwithstanding our comments above in respect to criterion 2a, the aims of the policy are supported and its criteria excluding 2a are considered to be reasonable. In particular that the need to encourage and deliver developments which support those utilising active travel, but this should not compromise the free movement of vehicles (b). Whilst we recognise and support the needs to encourage a modal shift, delaying traffic ultimately results in additional pollution and for many, a private car is the only option due to distances, journeys not supported by public transport, the need to carry equipment or an individual's own mobility. As such we consider this criterion seeks the right balance between the active travel and private vehicles, in a balanced manner. We also support the use of travel Plans (c), which are now recognised as good practice for major schemes. We also agree with the Policy's encouragement to connect to existing active transport networks where they are present adjacent to development sites (d), but only where it is practicable to do so and in accordance with criterion b as discussed above. Similarly, it is clearly good planning to ensure all members of a new community or users of a new development benefit from easy access, including elderly people and disabled people (e). Finally in respect of criterion f, the use of the term

encourage in respect of flexible transport services is supported. Whilst such measures may be appropriate, it will be dependent on the access credentials of individual sites, with those well served by existing bus services or within close proximity to services and facilities less likely to have a need for such interventions.