

STATEMENT OF COMMON GROUND

BASSETLAW DISTRICT COUNCIL

HALLAM LAND MANAGEMENT Ltd and I B A Planning Ltd

DATE: 21st November 2022

1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) has been produced in order to confirm deliverability in respect of site allocation HS1, known as Peaks Hill Farm in the emerging Bassetlaw Local Plan: Publication Version 2020-2038. The SoCG is between the parties consisting of Bassetlaw District Council (DC), Hallam Land Management Ltd (HLM) and IBA Planning Ltd (IBA), the planning promoters acting on behalf of the landowners. A site location plan is attached in Appendix 1.
- 1.2 Paragraph 35 of the National Planning Policy Framework seeks to ensure that the Local Plan is deliverable over the plan period and based on effective joint working on strategic matters that have been dealt with rather than deferred, as evidenced by a statement of common ground (SoCG).
- 1.3 This SoCG sets out the confirmed points of agreement, or otherwise between the parties with regard to deliverability of site HS1: Peaks Hill Farm, Worksop.

2.0 Background and Governance

- 2.1 Bassetlaw DC is the local planning authority responsible for preparing an up-to-date local plan for the administrative area of Bassetlaw District.
- 2.2 HLM and IBA are promoting the delivery of a sustainable urban extension at Peaks Hill Farm, Worksop under contractual arrangements with the landowners.
- 2.3 Site HS1: Peaks Hill Farm is allocated by Policy 16 in the submission version of the Bassetlaw Local Plan for approximately 1080 dwellings in this plan period from 2020-2038 (and a further 40 thereafter), 5.6ha of employment land in this plan period (and a further 5ha thereafter) and associated infrastructure. Site HS1 is situated between Blyth Road and Carlton Road on the northern edge of Worksop.
- 2.4 HLM and IBA have formally submitted representations at each stage of consultation for the Bassetlaw Local Plan, with the most recent being in June 2022. These responses have been considered by Bassetlaw DC and, where appropriate, informed the development of subsequent versions of the Plan.
- 2.5 This SoCG reflects the current position between Bassetlaw DC and HLM and IBA, and aligns with the matters set out in the Hearing Statements submitted by HLM and IBA to the Examination. It will be updated as and when required.
- 2.6 Bassetlaw DC and HLM/IBA will continue to meet to discuss the deliverability of Peaks Hill Farm as the Bassetlaw Local Plan progresses to examination and beyond.

3.0 Areas of Common Ground

- 3.1 To date, the allocation of Peaks Hill Farm and the formulation of Policy 16 in the Local Plan has involved extensive discussion with a wide range of statutory consultees and infrastructure partners to ensure the delivery of Peaks Hill Farm in a timely manner. *Bassetlaw DC have signed separate SoCGs with relevant stakeholders pertaining to their respective issues in relation to this site, including infrastructure delivery.*
- 3.2 Bassetlaw DC and HLM/IBA agree to continue to work positively and proactively with relevant statutory consultees and infrastructure partners to ensure that the comprehensive development of Peaks Hill Farm is in accordance with the requirements of Policy 16 and other relevant Local Plan policies.

4.0 Site Ownership

- 4.1 HLM have a contractual arrangement with the majority landowner to promote the site for development and are cooperating with IBA who have a similar contractual relationship with the owner of the adjoining land making up the total proposed allocation. HLM and IBA are committed to delivering a sustainable and viable development as envisaged in the proposed Local Plan Allocation. HLM and IBA will be selecting housebuilder partners during the planning process who will deliver housing and associated physical and social infrastructure following the granting of planning permission for Peaks Hill Farm.

5.0 Progress towards the submission of planning application(s)

- 5.0.1 Part of the draft allocation is subject to an extant planning consent for employment uses (application references 15/01477/OUT and 21/00867/RES). This is reflected in site reference EM005 under Policy ST7 which identifies sites for General and Larger Unit employment. This land will be incorporated into the mixed use allocation for Peaks Hill Farm and employment development will be brought forward as part of the Policy 16 HS1 Peaks Hill Farm allocation.
- 5.0.2 IBA and the owners of the land subject of the Reserved Matters consent 21/00867/RES agree not to implement the consented permission to ensure that employment land can be appropriately re-located within the Peaks Hill Farm site allocation boundary through the masterplanning process to enable a more cohesive form of development to take place across the wider site. The remainder of the site currently does not have planning consent for the proposed uses identified in Policy 16 HS1.
- 5.0.3 HLM and IBA agree to prepare a comprehensive masterplan framework including a suite of supporting strategies and assessments identified by Policy 16, including a design code, delivery strategy and phasing plan to facilitate the comprehensive design and delivery of site HS1
- 5.0.4 In the period since the site was first suggested for allocation, HLM and IBA have engaged in masterplanning activity informed by stakeholder consultation and

engagement. An initial concept plan ('Peaks Hill Farm Concept Plan') was consulted on alongside the draft Local Plan consultation in November 2020. Feedback on this consultation was recorded as part of responses on the local plan.

- 5.0.5 Detailed technical work undertaken during 2022 has enabled a draft Development Framework Plan to be prepared based on the concept plan and informed by the local plan feedback, which is currently lodged with the Council as part of pre-application activity.
- 5.0.6 HLM and IBA agree to continue the masterplanning dialogue and the extent of supporting documents with Bassetlaw DC as part of pre-application discussions, and to continue the consultation process with the community and stakeholders as the scheme progresses.
- 5.0.7 HLM and IBA confirm that they intend to submit a joint outline planning application for Site HS1 following the Bassetlaw Local Plan EIP.

5.1 Strategic matters for agreement

- 5.1.1 Bassetlaw DC, HLM and IBA have undertaken a significant amount of work to support the preparation of site HS1.
- 5.1.2 Significant progress has been made towards the submission of an outline planning application for the site and pre-application activity is advanced. As part of pre-application and EIA activity, the requirements set out in the submission version of Policy HS1 have been tested through technical assessment and masterplanning.
- 5.1.3 As a consequence, there are a number of Modifications which HLM/IBA seek to the wording of Policy HS1 to ensure that the policy objectives can continue to be met on site now that the results of detailed technical assessment and design work are advanced.
- 5.1.4 These suggested minor modifications were shared with the Council in October 2022 as part of pre-application engagement. A summary of the position in relation to each element of HS1 is set out below [with suggested Modifications in Annex 1], including those which the Council is minded to agree subject to the Examination discussion, Inspectors' recommendations and any associated public and stakeholder consultation.

5.2 Housing matters

- 5.2.1 Policy 16 identifies Peaks Hill Farm for approximately 1080 dwellings by 2038, with a further 40 thereafter. HLM/IBA and the Council agree that the overall quantum of housing, and the balance of homes delivered within and beyond the plan period, is appropriate and deliverable.
- 5.2.2 HLM/IBA and the Council agree that the delivery trajectory for HS1 as set out in the Council's latest Housing Trajectory (1 April 2022, in Appendix 3 of LP

Second Addendum May 2022) is both reasonable and appropriately evidenced by the progression of masterplanning and pre-application activity which will allow a start to be made on site in 2026/7.

- 5.2.3 A rate of delivery of 90 homes per year is also considered reasonable, evidenced through HLM experience of its similar sites currently being implemented. HLM adopt a master developer role on strategic sites such as Peaks Hill Farm, delivering the common infrastructure through the life of the development and releasing serviced land parcels to housebuilders to build out. It is anticipated that, assisted by the ability to service residential parcels at both the western and eastern ends of the site (thereby creating two separate 'development fronts' and assisting with the management of construction and development accesses) and releasing concurrent parcels both south and north of the distributor road), three housebuilders can be accommodated on site, each delivering at a minimum of 30 homes per year.
- 5.2.4 HLM/IBA agree that the provision of affordable housing and housing mix will be determined and provided in line with Policies ST29 and ST30 and the Council's latest supporting evidence base through the outline application and RMA process.

5.3 Employment matters

- 5.3.1 Policy 16:HS1 (and as a consequence, Policy ST7) sets out the requirements for employment provision to be met through the allocation. HLM/IBA have no in-principle objection to the requirements to provide employment land to generate the policy objectives of delivering around 1,000 jobs on site (para 7.2.6 of the Submission Plan refers).
- 5.3.2 However, technical assessment and masterplanning work undertaken by HLM/IBA since the policy was first drafted in 2019 as part of EIA and pre-application activity – most notably in respect of green infrastructure, the detailed design of the distributor road, and surface water drainage – have generated a greater land take requirement (by over 4 ha) than the land take assumptions which formed the basis of the extent of safeguarded land assumed on the Policies Map and in earlier local plan site capacity assumptions.
- 5.3.3 This work confirms that providing the full site of policy-compliant supporting facilities and on-site green and grey infrastructure is unlikely to enable the full 10.6ha of dedicated employment land sought.
- 5.3.4 Policy HS1 and ST7 require 5 ha of employment land to be provided within the plan period to 2038 and the remainder thereafter. In this respect, the parties agree that the policy remains sound.
- 5.3.5 However, the full balance of 5.6 ha of dedicated employment land to be provided post-2038 cannot be accommodated in the manner envisaged in policy. The parties agree that this shortfall does not present an issue in terms of job generation – the policy objective is to secure 1,000 additional jobs on

site¹ delivered alongside new homes – because of the mix of dedicated and mixed use employment land which HLM/IBA have demonstrated through masterplanning and job generation calculations, it is considered this can be incorporated (see EIP Matter Statement 3 for details).

- 5.3.6 HLM/IBA have suggested a Modification to the wording of paragraphs 7.2.1 and clause 1 of Policy 16 HS 1 to reflect the latest position in respect of the quantum of employment land proposed: a reduction from approx. 10.6 ha to approx. 6.5 ha, with 5ha to be promoted in this plan period and the rest thereafter.
- 5.3.7 Bassetlaw DC is minded to agree the suggested amendments in respect of employment provision as set out in Annex 1. The parties agree that the extent and form of employment provision on site to ensure the delivery of the 1,000 jobs, the phasing thereof and the requirement for an Employment and Skills Plan is acceptable in principle and will be secured through ongoing pre-application activity and development management and delivered through legal agreements.

5.4 Green/blue infrastructure matters

- 5.4.1 Policy 16:HS1 sets out the requirements for green/blue infrastructure for the allocation. HLM/IBA have no in-principle objection to the requirements to provide the infrastructure as set out in g)i. to g)v. and the emerging masterplanning incorporates these requirements.
- 5.4.2 Technical assessments undertaken by HLM/IBA include a *Preliminary Ecological Appraisal Report, Arboriculture Assessment, Landscape and Visual Impact Assessment, Heritage Assessment, Noise and Air Quality, Soils and Geophysical Surveys* and have informed the preparation of the masterplan, Environmental Impact Assessment and draft outline planning application material.
- 5.4.3 HLM/IBA have suggested that there is no requirement in the policy itself to specify a precise hectarage in respect of clause (g)i and (g)ii. In respect of publicly accessible open space, given that the Infrastructure Delivery Plan specifies the types and amounts of open space, reference to this document is all that is required for a sound policy, particularly as the IDP may be updated in relation to changing infrastructure requirements more frequently than the Local Plan – and therefore will provide a more up to date reference document through the life of the plan period to 2038.
- 5.4.4 In respect of existing woodland and important hedgerows, the principle of policy is to retain existing woodland and important hedgerows (regardless of their extent). Therefore, to specify a precise hectarage in policy without specifying details (eg. whether this hectarage includes required offsets from woodland, has calculated removal of limited parts of hedgerows necessary for infrastructure delivery etc) is not advisable.

¹ As referenced in para 7.2.6 and footnote 10 of the submission Plan.

5.4.5 Bassetlaw DC is minded to agree the suggested amendment to policy wording of g)i. and (g)ii. as set out in Annex 1, and the Council and HLM/IBA will work together to agree an appropriate mix of open space uses and extent of retained woodland/hedgerows on site through continued masterplanning, pre-application engagement and development management activity.

5.5 Transport matters

5.5.1 The Bassetlaw Transport Study July 2022 [job ref B023665] identified that Peaks Hill Farm has the potential to increase traffic movements in the locality. It notes that several junctions and roads in the Worksop area may require improvements as a result of new development as well as the delivery of on-site transport infrastructure.

5.5.2 HLM and IBA have commissioned a detailed Transport Assessment and Travel Plan for site HS1 to inform the masterplan framework and to ensure the traffic movements associated with the development are appropriately managed and mitigated and are evidence led.

5.5.3 Policy 16 requires site HS1 to make provision for an east-west distributor road between the A60 Carlton Road and the B6045 Blyth Road. New pedestrian/cycle links should enable connectivity to the housing area to the south, the Carlton Forest Distribution Centre to the north-east and the countryside to the east and west. Policy 16 also requires demand management measures in the form of public transport, walking and cycling infrastructure to enable sustainable development. The in-principle package of transport requirements as set out in policy HS1 are agreed between the parties.

5.5.4 Technical work has been undertaken on the detailed design of the distributor road to ensure that it can meet County Highways Standards. HLM and IBA advise this has resulted in a greater land take requirement for the road from that originally assumed when the policy was drafted in 2019 and has an implication for the wider extent of assumed land uses across the site.

5.5.5 HLM and IBA agrees to undertake a detailed Transport Assessment and Travel Plan for site HS1 to inform a future planning application and legal agreements for the site and to consider the impact of the site on the local road network and ensure the traffic movements associated with the developments are appropriately managed and mitigated in a timely manner. The scope of the Transport Assessment will be agreed with the County Council.

- 6.1.3 The delivery of the jobs requirement on site is likely to occur alongside the delivery trajectory of the urban extension as set out above. Delivery and take up of employment land is expected to respond to the market. HLM/IBA confirm that in addition to part of the employment land due to be taken up by expansion of firms at Carlton Forest, market interest is strong and that they will continue to actively work with end users to deliver employment land in a timely manner.
- 6.1.4 The suggested Modification to Policies HS1 and ST7 in respect of employment land provision facilitates the phased provision of jobs through the concurrent delivery of dedicated employment land as well as smaller scale employment uses as part of mixed use areas and local centre within the urban extension.
- 6.1.5 Assuming this change is minded to be approved by the Inspectors on the grounds of the evidence provided, then HLM/IBA consider that there is no impediment to the full 5ha policy requirement for employment land being delivered to 2038 (and indeed, given the majority of the homes will be delivered by 2038, there is no impediment through land availability, access or infrastructure constraints to delivery of the full 1,000 jobs target sought for this site).
- 6.1.6 On the basis of the above, the parties agree that:
- (a) it is reasonable for housing and employment delivery to commence within five years of the adoption of the Local Plan;
 - (b) for the reasons set out in section 5.2 above, the housing trajectory below (and included in the Bassetlaw Local Plan Appendix 3 (dated 01 April 2022) accurately reflects the proposed timescale for delivery of development;
 - (c) The full 5 ha of employment land required to 2038 can be delivered in a timely manner alongside new homes; and
 - (d) The policy objective of 1,000 jobs can be met within the timescales envisaged in Policy HS1 and ST7.

ANNEX 1: Suggested Minor Modifications to Policy 16 HS1 (and consequential adjustments to supporting text) Agreed between the Parties

(Suggested deletions are shown as strikethrough; suggested additions in bold underlined text).

Page 76: Extract of Table under Policy ST15: Provision of Land for Housing

Reference	Site Name	Total Available (Ha)	Approximate Overall Capacity (net new dwellings)	Approximate net new dwellings by 2038
HS1	Peaks Hill Farm, Workshop	53.0 <u>63.7</u>	1120	1080

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 (~~53.0 ha~~) provides an opportunity to create a sustainable and well integrated urban extension – for **approximately** 1120 dwellings and **approximately 6.5 ha** ~~40.6 ha~~ 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 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 policy¹. All will require community consultation and Council approval.

7.2.3 The first step was the site promoters Peaks Hill Farm Concept Plan 2020⁸. This set out the vision and broad development strategy for the site. A public and stakeholder consultation took place alongside the November 2020 Local Plan⁹ consultation. Comments will be used by the site promotor, 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 c. 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 **up to** 5ha in this plan period with ~~a~~ further **employment** land thereafter, expected to create approximately 1000 jobs including in the green technology sector¹⁰.
- 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 targets¹¹, 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 2019¹², as important, and should be maintained. 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 2022¹³ 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 evidence¹³ 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 1080 dwellings, 5ha of employment land and supporting infrastructure as identified by the Infrastructure Delivery Plan⁷ in this plan period; ~~with the balance of housing and a further 40 dwellings, 5.6 ha 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 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 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 Plan¹⁴ 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. ~~7.6 ha of~~ publicly accessible open space as identified by the Infrastructure Delivery Plan⁷, 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 8.1 ha of~~ existing woodland 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 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;

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. 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 stepped cycle track either side of the carriageway;**
 - 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: 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 roundabout; and at the A57/Claylands Ave/A60/Shireoaks Common junction. -**

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 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.

ANNEX 2: Suggested Modifications to Policy 16 HS1 by HLM/IBA Not agreed between the Parties

Transport Matters

- A1. Subsection (l) of Policy 19 HS1 makes reference to the anticipated standards to be included within the design of the link road. Whilst the overall standards of the road are not in question, HLM/IBA suggest that the reference to “*a stepped cycle track either side of the carriageway*” is too specific a design response to include in policy at a point at which an application has not been considered or determined, and has suggested that a minor amendment to require that ‘appropriate provision for cycling’ is referenced, so that detailed highway design can be agreed with the planning and highway authorities taking into account site characteristics and other policy requirements.
- A2. Clause (l) vii. of Policy HS1 specifies a number of junctions where appropriate improvements are required as identified by the Infrastructure Delivery Plan. Whilst HLM/IBA do not disagree that assessments of capacity and appropriate highway mitigation are required, it is considered these should be confirmed through a site specific Transport Assessment rather than relying solely on the IDP.
- A3. As a consequence, HLM/IBA seek a Minor Modification to Policy 16 HS1 clause (l) vii. to include reference to a Transport Assessment as well as the IDP, and make it clear that requirements to the named junctions will be defined and agreed on the basis of TA outcomes.
- A4. Modifications sought by HLM/IBA to the Transport and Connectivity section of Policy 16 HS1 but not agreed with the local planning authority are set out below:

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. **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 making appropriate provision for cycling and as a minimum a ~~stepped cycle track either side of the carriageway;~~**
 - 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 and a Transport Assessment in the locality of the site. Depending on the outcomes of the Assessment this may include improvements to including towards: 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 roundabout; and at the A57/Claylands Ave/A60/Shireoaks Common junction. -

AGREEMENT

Signed on behalf of Bassetlaw District Council

A black rectangular redaction box covering the signature of Councillor Jo White.

Councillor Jo White, Portfolio Holder for Regeneration and Deputy Leader of the Council

Dated: 23 November 2022

Signed on behalf of Hallam Land Management

A black rectangular redaction box covering the signature of Hallam Land Management.

Dated: 21 November 2022

Signed on behalf IBA Planning

A black rectangular redaction box covering the signature of IBA Planning.

Date: 21 November 2022

