

STATEMENT OF COMMON GROUND

BASSETLAW DISTRICT COUNCIL

HOWARD RETFORD LTD

DATE: NOVEMBER 2022

1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) has been produced in order to helpfully set out the areas of agreement between the Council and land promoter in respect of site allocation HS13, known as Ordsall South in the emerging Bassetlaw Local Plan: Publication Version 2020-2038. The SoCG is between the parties consisting of Bassetlaw District Council (DC) and Howard (Retford) Limited, (a landowner and promoter of the wider site with controlling interests). A site location plan is attached in Appendix 1 showing the extent of the land within the allocation under Howard (Retford) Limited's control.
- 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 the statement of common ground.
- 1.3 The Statement sets out the confirmed points of agreement and disagreement between the parties with regard to deliverability of site HS13: Ordsall South, Retford. A summary is provided in section 12 of this report.

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 Barton Willmore, now Stantec is advising Howard (Retford) Limited regarding the delivery of a sustainable urban extension at Ordsall South.
- 2.3 Site HS13: Ordsall South is allocated by Policy 27 in the emerging Bassetlaw Local Plan for approximately 890 dwellings in the plan period from 2020-2038 (and a further 360 thereafter) and associated infrastructure. Site HS13 covers 106.5 ha and is bisected north-south by Ollerton Road.
- 2.4 Barton Willmore, now Stantec has 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 Howard (Retford) Limited. It will be updated as and when required.
- 2.6 Bassetlaw DC and Howard (Retford) Limited will continue to meet to discuss the deliverability of Ordsall South as the Bassetlaw Local Plan progresses through examination and beyond.

3.0 Areas of Common Ground

- 3.1 To date, the allocation of Ordsall South and the formulation of Policy 27 in the Local Plan has involved extensive discussion with a wide range of statutory consultees and infrastructure partners to ensure the delivery of Ordsall South in a timely manner.
- 3.2 Bassetlaw DC and Howard (Retford) Limited agree to continue to work positively and proactively with relevant statutory consultees and infrastructure partners to ensure that the comprehensive development of Ordsall South is in accordance with the requirements of Policy 27 and other relevant Local Plan policies.

4.0 Site Ownership

- 4.1 Barton Willmore, now Stantec are acting on behalf of the site promoter, Howard (Retford) Ltd. It is envisaged that Howard (Retford) Limited will obtain planning permission for a residential led, mixed-use development. A phasing plan will be prepared and phases will be subsequently sold to housebuilders to build out each phase. There is considerable interest from national and local developers in relation to this site.

5.0 Progress towards the submission of planning application(s)

- 5.1 At the time of writing the site currently does not have planning consent for the proposed uses identified by Policy 27.
- 5.2 On behalf of Howard (Retford) Limited, Barton Willmore, now Stantec first produced an initial concept plan for Ordsall South. Bassetlaw DC included the concept plan in the Bassetlaw Local Plan: Focussed consultation in June 2021. Comments made informed the initial pre-application community consultation undertaken by Stantec in August 2022. The initial site plan demonstrates that all relevant land uses identified by Policy 27 can be accommodated on site HS13.
- 5.3 Howard (Retford) Limited agree to prepare a comprehensive masterplan framework, including a suite of supporting strategies and assessments identified by Policy 27, including a design code, delivery strategy and phasing plan to facilitate the comprehensive design and delivery of site HS13. The masterplan framework and the extent of supporting documents has been discussed with Bassetlaw DC, and subject to consultation with the community and relevant stakeholders in the summer of 2022.
- 5.4 Howard (Retford) Limited has confirm that it intends to submit an outline planning application for site HS13 around the same time as the Bassetlaw Local Plan for examination (November 2022 or shortly after).

6.0 Strategic matters for agreement

- 6.1 Stantec has undertaken a significant amount of work to support the preparation of site HS13, relating to the following strategic matters:

7.0 Housing matters

- 7.1 Policy 27 identifies Ordsall South for approximately 890 dwellings by 2038, with a further 360 thereafter. At least 25% of dwellings should be for affordable housing, including 10% for affordable home ownership. All dwellings should be designed to meet the requirements for accessible and adaptable dwellings under M4(2) of the Building Regulations. 5% of dwellings should be designed to meet the wheelchair housing Building Regulations standard of M4(3). The site will also make provision for extra care housing. Self-build housing will be provided for should the demand exist.
- 7.2 Howard (Retford) Limited agree to ensure that the overall housing mix is consistent with the provisions of the emerging Bassetlaw Local Plan and the Council's most up to date housing needs assessment.

8.0 Green/blue infrastructure matters

- 8.1 The Local Plan allocation includes a 23ha community park on the western boundary of the site. Bassetlaw DC support the inclusion of the community park in the Ordsall South scheme and will continue to work with Howard (Retford) Limited to agree an appropriate landscape framework for the community park and a long-term management strategy for the asset. However, Bassetlaw DC advise that this will not involve the Council taking management responsibility for the park. The community park will include formal and informal spaces, footpaths and bridleways, natural wildlife areas and play spaces.
- 8.3 Policy 27 requires additional green infrastructure on site to meet the needs of new residents. Bassetlaw DC will continue to work with Howard (Retford) Limited to agree an appropriate mix of open space uses on site. There is the potential for this to be linked with the community park.
- 8.4 Howard (Retford) Limited has commissioned a full range of technical assessments to inform its emerging planning application, including ecology surveys, Landscape and Visual Impact Assessment, FRA, arboricultural survey, noise survey and air quality assessment. An Environmental Impact Assessment will also be prepared.
- 8.5 The outer edges of the eastern and western boundaries lie within Flood Zone 2 and 3. Both parties agree that development will avoid those most vulnerable zones in accordance with national planning policy. The Bassetlaw Level 2

Strategic Flood Risk Assessment 2021 shows that surface water ponding and run off occur on site. This is addressed in the site drainage strategy.

- 8.6 Howard (Retford) Limited agree to undertake a flood risk assessment and surface water management masterplan and strategy to inform the masterplan framework to ensure that the risk of flooding on and off site is not increased and surface water is appropriately managed for the development's lifetime.

9.0 Transport matters

- 9.1 The Retford Transport Assessment 2022 identifies that Ordsall South has the potential to increase traffic movements in the locality. Policy 27 identifies that several junctions and roads in the Retford area are expected to require improvements as a result as well as the delivery of on-site transport infrastructure.
- 9.2 Policy 27 requires site HS13 be designed to accommodate a bus service and make provision for walking/cycling infrastructure to connect to the housing area to the north and to the countryside to the east, west and south. Policy 27 also requires demand management measures in the form of public transport, walking and cycling infrastructure to enable sustainable development over the development's construction.
- 9.3 Howard (Retford) Limited agree to undertake a detailed Transport Assessment and Travel Plan for site HS13 to inform the masterplan framework and to ensure the traffic movements associated with the development are appropriately managed and mitigated.
- 9.4 Bassetlaw DC agree to continue to work with Howard (Retford) Limited and Nottinghamshire County Council (Local Highways Authority) to ensure that at a strategic level, the requirements for transport infrastructure in Retford required as a consequence of site HS13 are clearly identified and that appropriate provisions are put in place for their timely delivery.
- 9.5 Both parties agree that the publicly available transport analysis to date has focused solely on the residential element of the development proposals. This includes the Retford Transport Assessment 2022.
- 9.6 The proposals would incorporate a primary school, community park and a Local Centre. The Local Centre would include land uses predominantly aimed at serving the site and the area local to the site (i.e. with limited impacts local to the site, focused within south Ordsall, rather than the wider highway network towards Babworth Road and Retford).
- 9.7 The inclusion of the local centre, school, community park and associated land uses within the site boundary should reduce the need for residents to travel off-

site thereby helping to reduce traffic flows and, also, provide new facilities within an active travel or bus journey of a wider audience across south Ordsall thereby helping to reduce the need to travel by car for existing residents nearby.

- 9.8 The net outcome should be a reduction to the forecast development traffic impacts on the wider highway network, particularly at the periphery of the assessment area. This reduction is a form of demand management, and the benefits are, as yet, not fully assessed.
- 9.9 Assessments to date have also excluded the modal shift which could be achieved as a result of the high-frequency bus route for residents of the site and those existing residents along the full-length of the route that will benefit from the introduction of this new service. The bus service has the opportunity to reduce existing car trips within Retford, as well as reducing the car-borne impacts of the development.
- 9.10 Policy 27 identifies a range of infrastructure and services which are to be provided by the new development. Notwithstanding the outcome of assessments relating to the additional benefits of the local centre, the following modifications to Policy 27 are suggested by Howard (Retford) Limited:
- i. a two-point distributor standard access to the east and west parts of the site 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. improvements to off-site highways infrastructure as identified by the Infrastructure Delivery Plan in the locality of the site including 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. ~~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; and the A57/A614/A1 Five Lanes End roundabout~~*
 - iv. the provision of off-site traffic calming/management schemes along Main Road, Eaton and at Ordsall Old Village;*

v. appropriate highway demand management measures to be in operation throughout the lifetime of the construction of the site;

iv. new and improved pedestrian and cycle links from the site to neighbouring areas including to Old Ordsall Village:

v. a new footpath and marked cycle path along the Ollerton Road frontage (east and west) to connect to the existing network at Ordsall;

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.

9.11 The improvement of the junctions in bullet points a, c and e of the policy are the subject of ongoing assessments by Howard (Retford) Limited.

10.0 Social infrastructure matters

10.1 Policy 27 identifies that Ordsall South will be required to make provision for a range of physical, social and green infrastructure to address the impacts associated with the new development. Both parties agree that supporting infrastructure will need to be delivered in a timely manner, as agreed with the relevant infrastructure partner(s), and as identified through the Council's Infrastructure Delivery Plan, to provide a policy compliant and deliverable scheme.

10.2 Bassetlaw DC agree to maintain a 'living' Infrastructure Delivery Plan to ensure the infrastructure requirements and the delivery timescales for infrastructure required as a consequence of Ordsall South are clear and are appropriate to mitigate impacts associated with the development.

10.3 The infrastructure partners require the green/blue infrastructure to be provided on site. Policy 27 requires a healthcare hub be provided on site and that the developer provides an appropriate financial contribution to support improvements to acute health care services at Bassetlaw Hospital to mitigate identified impacts associated with this scheme. Policy 27 requires a primary school/nursery facility and sports facilities to be provided on site. Transport infrastructure will be provided on site. Off-site transport works will be delivered through a combination of physical improvements or through a proportionate financial contribution to enable appropriate mitigation, including footpath and cycling improvements.

12.0 Areas of Agreement and Disagreement

- 12.1 Table 1 below sets out a summary of the areas of agreement and disagreement between the Client and Bassetlaw District Council in relation to Policy 27: Site HS13: Ordsall South.

Table 1: Areas of Agreement and Disagreement

Areas of Agreement	
Site Capacity	The Site has the potential to accommodate 1,250 residential units as a minimum. The Client is committed to delivering 25% affordable housing and 5% of dwellings designed to building regulations standard M4(3). Extra care provision will be provided at the Site in addition to the 1,250 residential units.
Housing Mix	Development parcels at the Site have sufficient flexibility to ensure that the Council's identified housing need as set out in the Bassetlaw Housing and Economic Development Needs Assessment (2020 and as updated at 2022) can be accommodated at the Site, taking account of the opportunities and constraints relative to that development parcel.
Green Infrastructure	The Ordsall South scheme is to include a 23ha community park, the management and maintenance of which is to be secured via planning condition.
Flood Risk	Built development is to be directed away from areas of flood risk at the east and western boundary edges of the Site, towards areas at the lowest flood risk.
Local Centre	The Ordsall South scheme is to include a new Local Centre with sufficient flexibility to enable the provision of commercial, community, and health related facilities.
Areas of Disagreement	
Development Programme	<p>It is Stantec's view that the Ordsall South Site is able to accommodate 1,250 dwellings within the plan period of 2020-2038. It is anticipated development is to start on site in 2025 subject to securing the requisite planning permissions.</p> <p>Bassetlaw District Council notes these concerns. Delivery of the site has been based on assumptions within the Land Availability Assessment. There is an agreed political position that this would minimise impacts, and as such the Council support the delivery of the site over two plan periods.</p>

<p>Green Gap designations</p>	<p>The location of Retford South-Eaton (GG7) and Retford West (GG8) Green Gap designations overlap with the Policy 27: Site HS13 Ordsall South. In Stantec’s view, this dynamic is entirely illogical and causes unnecessary confusion. As submitted, land at the Ordsall South Site is subject to two conflicting policy positions, one which seeks to deliver comprehensive mixed-use development, and another which seeks to protect the landscape. The confusion caused by the new Green Gap designations at Ordsall South is heightened because the Green Gaps do not currently exist.</p> <p>Bassetlaw District Council note this view. The issue has been addressed through the Council’s response on Matter 10 (question 10.3.) of the MIQs. The Council would welcome discussion on this further during the hearing sessions.</p>
<p>Infrastructure Delivery Plan</p>	<p>It is understood that the Infrastructure Delivery Plan is a ‘living document’. However, it is Stantec’s view that there are requirements in the latest Infrastructure Delivery Plan published in July 2022 that have not been discussed with our Client and are not considered justified, as set out in our Matter 14 Hearing Statement.</p> <p>Bassetlaw District Council notes that this view was not provided during consultation on the Bassetlaw Local Plan - Second Addendum in May 2022 when the site requirements were first published. The Council considers that the IDP outlines the costs associated to bring each site forward based on the evidence available at the time. The Council will consider a review of the IDP further to the Local Plan examination to ensure that it is as up to date as possible.</p>
<p>Highways</p>	<p>The proposals would incorporate a primary school, community park and a Local Centre. The Local Centre would include land uses predominantly aimed at serving the site and the area local to the site.</p> <p>The inclusion of the local centre, school, community park and associated land uses within the site boundary should reduce the need for residents to travel off-site thereby helping to reduce traffic flows and, also, provide new facilities within an active travel or bus journey of a wider audience across south Ordsall thereby helping to reduce the need to travel by car for existing residents nearby.</p> <p>The net outcome should be a reduction to the forecast development traffic impacts on the wider highway network, particularly at the periphery of the assessment area. This reduction</p>

	<p>is a form of demand management, and the benefits are, as yet, not fully assessed.</p> <p>The improvement of the junctions in bullet points Miii a, c and e of the Policy 27 are based on the wider assumptions raised in the BTS and are the subject of ongoing assessments by Howard (Retford) Limited.</p>
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AGREEMENT

Signed on behalf of Bassetlaw District Council



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

Dated: 28 November 2022

Signed on behalf of Howard (Retford) Limited

MICHAEL CONROY



Date: 25/11/2022

APPENDIX 1 – Site Location Plan

