



**Newark & Sherwood District Council**

**Matter 2:  
Urban Area Policies, Site Selection, and  
Housing Site Allocations**

**October 2024**

## **Contents**

<b>Issue 1 – Whether the Urban Area Policies are Justified and will be Effective in Meeting Development Needs .....</b>	<b>2</b>
Q2.1 Is the Plan sufficiently robust to enable the envisaged level of growth as part of strengthening Newark’s role as a Sub-Regional Centre? .....	2
<b>Issue 2 – Site Selection.....</b>	<b>4</b>
Q2.2 Is the evidence on housing need sufficiently up to date, having regard to any changes since 2015? .....	4
Q2.3 Are the allocations sufficient to support the need for 243 affordable homes each year across the District as set out in the December 2020 Housing Needs Assessment? Is this the most up-to-date evidence on affordable housing need?.....	4
Q2.4 Is the Plan sufficiently robust to enable the envisaged level of affordable housing to take place within the Plan period? .....	5
Q2.5 Does the housing land supply (HLS) figure within the Housing Monitoring and 5 Year Land Supply Report (1 April 2022 – 31 March 2023) and the Statement of Five Year Housing Land Supply (1 April 2023) provide the most up-to-date evidence on HLS? Is there any HLS data covering the period to April 2024?.....	6
Q2.6 Is the Sub-Area approach to identifying housing need justified and appropriate? .....	6
Q2.7 Is the Housing Trajectory (Appendix C) justified by previous evidence of delivery? Will the Plan be effective in meeting the Trajectory? .....	6
Q2.8 Are the amendments to the Urban Area Boundaries and Village Envelopes justified by evidence?.....	7
<b>Issue 3 – Housing Allocations .....</b>	<b>9</b>
Q2.10 Housing Allocations .....	9
Site-Specific Summaries and Questions.....	12
Newark Urban Area .....	13
Collingham .....	27
Sutton-on-Trent.....	27
Southwell .....	28
Ollerton and Boughton.....	32
Edwinstowe .....	34
Bilsthorpe .....	35
Rainworth .....	37
Clipstone .....	40
Blidworth .....	42
<b>Figure 2.1 - Illustrative LDF Housing Trajectory as at 01/04/2024 .....</b>	<b>44</b>
<b>Figure 2.2 - Housing Trajectory for Allocated Sites at 1st April 2024 .....</b>	<b>45</b>
<b>Figure 2.3: Plan Showing Built Elements of Oldbridge Way included within the Village Envelope .....</b>	<b>46</b>

## Issue 1 – Whether the Urban Area Policies are Justified and will be Effective in Meeting Development Needs

### Policies NUA/Ho/10; Policy NUA/SPA/1 and; Policies NUA/MU/1 – NUA/MU/4

#### **Q2.1 Is the Plan sufficiently robust to enable the envisaged level of growth as part of strengthening Newark's role as a Sub-Regional Centre?**

A: Yes. The [Amended Allocations & Development Management DPD](#) ('AADMDPD'), in conjunction with the Adopted Amended Core Strategy DPD ('ACS') which allocated 3 Strategic Sites within the Newark Urban Area, will provide for the level of growth envisioned to strengthen Newark's role as a Sub Regional Centre.

Appendix C of the [ACS](#) (Table 1 Housing Requirements 2013 to 2033, page 137) sets out the requirements for the settlements central to delivering the Spatial Strategy with the residual requirement that needed to be provided for as at April 2017.

**Table 2.1** below updates that table to show the latest position as at the 1<sup>st</sup> of April 2024.

Table 2.1 – Housing Requirements 2013 to 2033, page 137 of ACS					
Settlement	% Distribution	Amended Core Strategy Requirement (2013-2033)	Net Completions 01/04/2013 - 31/03/2024	Commitments with planning permission as at 01/04/2024	Plan Review Residual Approach Requirement as at April 2024
<b>Sub Regional Centre - Newark Urban Area</b>	<b>60% Overall</b>	5,284	2,357	6,290 <sup>1</sup>	0
<b>Service Centres</b>	<b>30% Overall</b>	<b>2,641</b>	<b>2,409</b>	<b>1,167</b>	<b>0</b>
Ollerton & Boughton	30% of Service Centres	793	769	381	0
Rainworth	10% of Service Centres	264	288	1	0
Southwell	10% of Service Centres	264	244	63	0
Clipstone	25% of Service Centres	660	754	12	0
Edwinstowe	25% of Service Centres	660	354	710	0
<b>Principal Villages</b>	<b>10% Overall</b>	<b>880</b>	<b>914</b>	<b>279</b>	<b>33</b>
Bilthorpe	30% of Principal Villages	264	274	182	0
Blidworth	20% of Principal Villages	176	108	35	33
Collingham	20% of Principal Villages	176	224	47	0
Farnsfield	24% of Principal Villages	211	226	7	0
Lowdham	1% of Principal Villages	9	22	2	0
Sutton on Trent	5% of Principal Villages	44	60	6	0
<b>Totals for Settlements</b>		<b>8,805</b>	<b>5,680</b>	<b>4,442</b>	<b>0</b>
<b>Rest of the District*</b>		274	103	171	0
<b>District Total</b>		<b>9,079</b>	<b>5,783</b>	<b>4,613</b>	<b>0</b>
<b>Notes:</b> *Requirement Figure for District = 9080 – Completions and Commitments at April 2016 in Settlements not in this scenario (274) which give a District Requirement of 8806. (Note figures do not sum due to rounding.)					
The residual number of houses to find for each settlement is based on the following calculation: Requirement for settlement – Number of Net Completions and Commitments in the Settlement. Where the requirement has already been met, the figure is set to 0.					
The residuals to be found for each settlement do not include any applications approved after 01/04/2024.					

<sup>1</sup> 2,996 in Plan Period (3,294 potentially after 2033)

All settlements apart from Blidworth have seen sufficient housing completed or have planning permissions to accommodate the requirements of the ACS. Since 1<sup>st</sup> April 2024, Bl/Ho/1 (Dale Lane, Blidworth) has a Resolution to Grant planning permission, subject to the signing of a S106 agreement, for 62 dwellings. This is more than sufficient to meet the outstanding requirement shown above.

Sufficient land has been completed, or has the benefit of planning permission, to meet the employment requirements in the Newark Area. Page 23 of the Employment Land Availability Study 2023 ([EMP4](#)) sets out in detail that there is 129.35ha of land either with the benefit of planning permission or currently allocated. This includes 65ha of land available on the Strategic Sites. The housing and employment allocations remaining within the AADMDPD will provide additional flexibility and robustness to the Plan to ensure that the vision can be achieved.

Furthermore, the Town Centre policies (NUA/TC/1, DM11 and DM13) along with NAP1 of the ACS sets out the Framework for supporting and delivering the vitality and viability of the Town Centre and strengthening the Sub Regional Centre.

## **Issue 2 – Site Selection**

### **Q2.2 Is the evidence on housing need sufficiently up to date, having regard to any changes since 2015?**

A: Yes. As part of the evidence for the Plan Review process, the Council commissioned GL Hearn to produce a Strategic Housing Market Assessment to determine the Objectively Assessed Need for housing within the District ([H4](#)). This document was produced in accordance with the requirements of the 2012 National Planning Policy Framework and the relevant Planning Practice Guidance available at that time. Prior to submission of the ACS, the Nottingham Outer Demographic Update Paper ([H7](#)) was produced to take account of the (then newly published) 2014 Sub National Population Projections and 2014 based Household projections. This confirmed that the OAN of 454 dwellings per annum for Newark and Sherwood remained valid. This figure was subsequently found sound through the Adoption of the ACS in March 2019.

The ACS reached its fifth anniversary in March 2024 and therefore the level of housing need for strategic policy making should be calculated using the Standard Method (SM) for assessing local housing need set out in [Planning Practice Guidance](#).

Local Housing Need calculated using the Standard Method, results in an annual requirement of 437 dwellings per annum. This is also the figure that has been used for calculations in the latest [Statement of Five Year Housing Land Supply April 2024](#).

The strategic housing requirement for Newark and Sherwood, as set out within the ACS is 9,080 dwellings. This requirement is for the 20-year Plan period, which runs from 2013 to 2033. This is equivalent to 454 dwellings per annum and therefore a slightly higher figure than that indicated by the Standard Method has already been planned for.

Both the standard method for calculating Local Housing Need, and the Nottingham Outer Demographic Update Paper ([H7](#)), utilise the 2014-based Household Projections and result in a similar annual housing need figure. The evidence on housing need is therefore considered to be sufficiently up to date.

### **Q2.3 Are the allocations sufficient to support the need for 243 affordable homes each year across the District as set out in the December 2020 Housing Needs Assessment? Is this the most up-to-date evidence on affordable housing need?**

A: Yes, the District Wide Housing Needs Assessment ([H1](#)) is the Council's most up to date evidence base on need for affordable housing and was published in December 2020. The Council undertakes Housing Needs Assessments on a regular basis and an updated version will be commissioned in the near future.

The District Wide Housing Needs Assessment 2020 ([H1](#)) sets out an affordable housing need of 243 dwellings per annum. The target for affordable housing delivery is set at 30% in Policy CP1 of the Amended Core Strategy. The Council has operated a 30% affordable housing target for a number of years; as successive evidence bases have supported this approach including the current Housing Needs Assessment 2020 ([H1](#)).

The remaining allocations in the AADMDPD will contribute towards supporting the provision of affordable homes across the District. The District Wide Housing Needs Assessment 2020 ([H1](#)) notes that the current target of 30% on all suitable sites remains ambitious, whilst accepting affordable housing delivery has improved in recent years. It is acknowledged that the level of provision will likely fall short of the calculated need; however, it is noted that it is now not uncommon for Local Plan's to advance a strategy that likely means affordable housing needs cannot be met in full. It should also be noted that non allocated sites will continue to come forward and will also contribute to the provision of affordable housing.

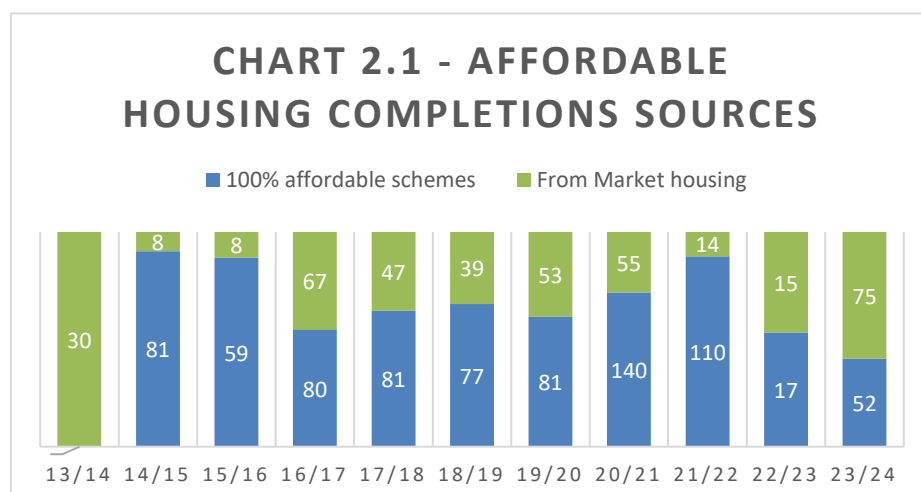
The Council recognises the issues facing the smaller settlements (population <3000) across the district, including housing affordability and prioritises the delivery of affordable homes in rural locations. These smaller exception site schemes are supported by an assessment of housing need at a local settlement level through a programme of Parish Housing Needs surveys. Each year funding is available for up to three surveys. These can be undertaken when exception sites are identified for affordable rural housing or where Parish Councils have requested them. The Council also supports Parishes in the neighbourhood planning process including an assessment of housing need.

**Q2.4 Is the Plan sufficiently robust to enable the envisaged level of affordable housing to take place within the Plan period?**

A: As noted above, in Q2.3, it is now not uncommon for Local Plan's to advance a strategy that likely means affordable housing needs cannot be met in full. However, the Plan provides sufficient flexibility through its policies and proposals, to maximise the delivery of affordable housing.

Over the past 11 years, a number of 100% affordable schemes have come forward from developers and housing associations (including exceptions sites). This is predicted to continue, supplemented by the Council House Building programme, where the District Council has already delivered around 350 homes. This programme is ongoing with a further phase of 50 units recently agreed by the Council.

Chart 2.1 below shows the contribution from 100% affordable schemes and those provided through S106 on market housing schemes.



It should also be noted that allocated site NUA/Ho/8 (Bowbridge Road, Newark for 87 dwellings) is an 100% affordable scheme being delivered by the Nottinghamshire Community Housing Association; and BI/Ho/1 (Dale Lane, Blidworth) has a Resolution to Grant permission, subject to a S106 agreement, for 62 affordable dwellings.

A comparison of all the Nottinghamshire authorities shows that the Council is one of the higher performers in delivering affordable housing.

**Table 2.1: Total Affordable Dwelling Completions - Nottinghamshire**

Year	Total affordable dwellings										All total
	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	
Ashfield	46	89	0	176	30	34	25	61	85	42	588
Bassetlaw	19	8	54	55	56	103	116	64	163	178	816
Broxtowe	48	45	53	7	33	15	0	40	4	70	315
Gedling	59	44	32	40	39	78	8	24	29	128	481
Mansfield	13	7	109	49	19	77	5	62	31	17	389
Newark and Sherwood	69	107	53	115	107	101	142	197	146	53	1,090
Rushcliffe	46	64	79	110	112	250	193	97	212	314	1,477

Source: [DCLG – Live tables on affordable housing supply](#)

**Q2.5 Does the housing land supply (HLS) figure within the Housing Monitoring and 5 Year Land Supply Report (1 April 2022 – 31 March 2023) and the Statement of Five Year Housing Land Supply (1 April 2023) provide the most up-to-date evidence on HLS? Is there any HLS data covering the period to April 2024?**

A: No, the 1<sup>st</sup> of April 2022 - 31<sup>st</sup> March 2023 Report is no longer the most up-to-date evidence. The most recent [Statement of Five Year Land Supply as at 1<sup>st</sup> April 2024](#) was published in July 2024. The data for the detailed Housing Monitoring Report for 2023/24 is available but has not yet been completed and published.

**Q2.6 Is the Sub-Area approach to identifying housing need justified and appropriate?**

A: Yes. The AADMDPD is laid out to reflect the Area and Sub-Area analysis which informed the preparation of the ACS. This approach to areas and sub areas has been reflected in the District Wide Housing Needs Assessment ([H1](#)). The Housing need for each settlement is justified and appropriate. It is derived from Spatial Policy 1 (Settlement Hierarchy) which identifies the Sub Regional Centre, Service Centres and Principal Villages (and their features and functions). Spatial Policy 2 (Spatial Distribution of Growth) assigns each settlement a strategy and a proportion of the housing growth to be planned for.

**Q2.7 Is the Housing Trajectory (Appendix C) justified by previous evidence of delivery? Will the Plan be effective in meeting the Trajectory?**

A: Yes. Both the Illustrative Local Development Framework Housing Trajectory (as at 01/04/2023) and the Housing Trajectory for Allocated Sites (at 01/04/23) include

actual completion figures for sites under construction up until the end of the monitoring year 2022/23. Assumptions on build out rates post April 2023 are based on assessments of each site and how they may deliver in the future, informed by evidence of past delivery (see Matter 3). However, there is a mistake on the housing trajectory for allocated sites, as the total dwellings column only adds up the remaining dwelling on the allocations after the 22/23 year, with none of the completed dwellings appearing in the total column. The trajectories have been produced in accordance with Planning Practice Guidance on [deliverability](#) and reflect the data used in the Five Year Land Supply, so where sites do not have the benefit of planning permission they have not been included within the next five year period.

Both DPD trajectories have subsequently been updated with a base date of 1<sup>st</sup> April 2024. These incorporate the latest 2023/24 completions on site, reflect the most up to date assumptions on anticipated future delivery rates, and correct the error in the total dwellings column on the trajectory for allocated sites. These are attached Figure 2.1 and 2.2 at the end of this document. Evidence for the assumptions on build-out rates and lead-in times are detailed in Matter 3: Housing Land Supply, including a trajectory for the Five Year Land Supply which details all sites in the supply.

As can be seen on Figure 2.1, by the end of the 23/24 monitoring period, housing delivery is 1,185 dwellings over the cumulative housing requirement to date. It is anticipated that the ACS plan requirement of 9080 dwellings will be met and exceeded by the end of the monitoring year 2029/30. The Local Planning Authority is therefore confident that the Plan will be effective.

**Q2.8 Are the amendments to the Urban Area Boundaries and Village Envelopes justified by evidence?**

**A:** **Newark Urban Area:** to add Tolney Lane Policy Area

The amendment to bring Tolney Lane into the Urban Boundary is a consequential change because of the proposed introduction of the Tolney Lane Policy Area, and the identification of proposed site allocations in this location. It also seeks to correct the historic anomaly that the area has always sat outside of the settlement boundary in planning terms, despite there being a longstanding concentration of Traveller accommodation in the area (with some sites predating introduction of the planning system). Beyond the issue of meeting future accommodation needs, this anomaly presents challenges towards development proposals that seek to respond to the day-to-day needs of residents, with the open countryside location presenting a disproportionate planning constraint. The combination of the introduction of the Policy Area and the changes to the Urban Boundary are necessary to provide a comprehensive approach towards the future management of the area, and to halt its incremental outward expansion into areas of greater flood risk. Providing a robust policy steer towards Traveller needs being met in more suitable locations.

**Southwell:** deletion of the route of the Southwell By-pass and associated changes to So/E/2 and So/Ho/7

The Adopted Allocations & Development Management DPD ([CD17](#)) showed the safeguarded route of the Southwell Bypass in accordance with the requirements of



[Regulation 10](#) of The Town and Country Planning (Local Planning) (England) Regulations 2012, as the By-pass was included within the Local Transport Plan at that time. In September 2016, Nottinghamshire County Council undertook a [Review of Transport Schemes in Nottinghamshire](#). The Review led to the abandonment of the Southwell Bypass project which had previously had a safeguarded route shown in the Adopted Allocations & Development Management DPD. As the route has now been abandoned it needs to be deleted from the Policies Map.

The SFRA Review 2017 ([ENV11](#)) took account of hydraulic modelling for Southwell carried out after the severe flooding the Town experienced in 2013. This highlighted the area to the north as being at highest flood risk. The site boundaries have been proposed for amendment to reflect this modelling and remove the area at greatest risk, the residual land was then assessed through the subsequent updates to the SFRA ([ENV13](#) and [ENV14](#)).

With the deletion of the safeguarded Bypass route, the eastern corner of the former Depot Site allocated as So/Ho/7 was also included within So/Ho/7 as this reflects the actual site boundary on the ground and is therefore a more defensible line than the artificial route of now abandoned safeguarded Bypass route which is no longer shown.

#### **Farnsfield:** Southwell Road development

The village envelope has been amended to include the development at Esam Close which was granted on Appeal in January 2016. The development was completed in the 19/20 monitoring period, and it is logical to include this development within the village envelope, rather than leave it in the open countryside, outside of the village envelope.

**Bilsthorpe:** to include development at Chewton Close, Armstrong Gardens and Oldbridge Way

The village envelope has been amended to include the 100% affordable housing development completed by the District Council in 2014/15. The development at Oldbridge Way, granted permission in April 2017, was substantially completed by the end of the 2023/24 monitoring period, and also had the built elements of the development brought within the village envelope rather than leave it in the open countryside, outside of the village envelope. The large areas of open space remain outside of the village envelope. Figure 2.3 shows the site plan for ease of reference as the elements of built development do not yet appear on the Ordnance Survey base map, so it is not obvious why the envelope is drawn in that position.

### **Issue 3 – Housing Allocations**

**Note** – the following question applies to each of the proposed housing site allocations listed in the table below. The Council is requested to respond to all of the questions put and in doing so, should also address the site-specific questions in the table. Representors should respond to those questions relevant to the representations they made at Regulation 19 consultation stage.

#### **Q2.10 Housing Allocations**

**a. Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?**

A: Yes, the Council has in allocating sites, and reviewing them as part of this process, sought to ensure that each allocation details specific site circumstances and any necessary mitigation.

The proposed scale of housing development is justified based on each allocations site-specific assessment through documents such as the [SHELAA](#). As set out at Paragraph 1.25 of [AADMDPD](#), there is some flexibility in the figures as they have been assessed on a basis of 30dph across the district, apart from the Newark Urban Area which has been assessed at 40dph. As part of the determination of planning allocations on these allocated sites it is possible that both higher and lower densities may be achieved on sites as part of the design process.

There is sufficient flexibility in the allocated supply to account for any unexpected constraints or additional infrastructure requirements that may emerge as shown in Figure 2.1 Illustrative Local Development Framework Housing Trajectory as at 01/04/2024.

**b. Is the allocation consistent with the development strategy in the Core Strategy?**

A: Yes, all allocations have been made in line with the Council's Spatial Strategy which has remained broadly the same in the original and the amended Core Strategies. All allocations are in the top three tiers of the settlement hierarchy in accordance with the Spatial Strategy in the ACS. These are appropriate settlements to direct housing growth towards in line with SP1-4 of the ACS. Upon commencement of the Plan Review, an evaluation was made of future requirements and future allocations. A key decision was made not to de-allocate sites unless they were undeliverable. As noted at paragraph 5.1.4 of the Options Report 2019 ([OR1](#)), a number of sites currently have the benefit of planning permission or are under construction. These sites will continue to be allocated until they are completed. Should they be completed prior to Publication/Submission of the DPD they will be at removed at that stage.

**c. What is the likely impact of the proposed development on the following factors:**

- **Settlement separation and identity and landscape character;**
- **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**
- **Heritage assets;**

- The strategic and local highway network and other infrastructure including health facilities, education, and open space;
- Air and water quality, noise pollution, land stability and flood risk.

A: See tables below for answers to 2.10c and site-specific questions.

**d. Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?**

A: Yes, the development requirements have been reviewed and remain clear and deliverable. These originate from the [Adopted Allocations & Development Management DPD](#). The AADMDPD has been subject to 4 rounds of consultation and changes have been proposed where the development requirements needed further clarity.

However, proposed Main Modification ([MM2](#)) has been proposed by the Council for Bi/Ho/1 to reflect information that became known after the Submission Version AADMDPD was produced. Proposed Main Modification ([MM3](#)) is also proposed to correct an error in Paragraph 5.31 where the reference to the deletion of Bi/Ho/1 had erroneously been left in the Document.

The Council wish to propose a Main Modification for Ci/MU/1 ([MM4](#)) to provide flexibility by inserting the words 'up to' before the reference to 12ha of employment provision.

In addition, the Council would like to propose two additional Main Modification for So/Ho/7 to revert to the adopted capacity of 15 dwellings and delete the first criterion of the policy. The Submitted Version of AADMDPD originally proposed to increase this to 18 dwellings because of the whole depot site now being identified within the village envelope. However, due to highways constraints raised through the SHELAA process, the Council wish to propose a Main Modification to revert the site capacity back to 15 dwellings. The first criterion of the policy needs deleting as it refers to the extent of the eastern boundary being defined by the safeguarded line of the Southwell Bypass, which is no longer relevant.

A number of other [Clarification Minor Amendments](#) have been proposed for elements of the supporting text of the Area Chapters, some to reflect factual and consequential amendments and others in response to representations.

**e. Have any further permissions been granted since the Plan was submitted for examination?**

Since 1<sup>st</sup> April 2023, the following permissions have been granted for sites within the Amended Core Strategy (2019):

- ShAP4 - Reserved Matters for 93 dwellings approved on 27/02/2024.
- NAP2C – Outline Consent for 1,800 dwellings approved on 05/02/2024.

Since 1<sup>st</sup> April 2024, the following permissions have been granted for sites within the AADMDPD:

- So/Ho/4 – Reserved Matters approved for 45 dwellings on 06/09/2024.

- Bl/Ho/1 – Detailed Application approved, subject to signing of S106, for 62 dwellings on 05/09/24.
- Cl/MU/1 - Detailed Application approved, subject to signing of S106, for 126 dwellings on 03/10/24.

## **Site-Specific Summaries and Questions**

Please note that for clarity, the Council have prepared Table 3.1 in Matter 3: Housing Land Supply which provides a detailed summary of each housing allocation, its current status and any changes that have occurred since 1<sup>st</sup> April 2024 (the last complete monitoring period).

It should be noted that there are three housing trajectories referenced across Matters 2 and 3 and these are clearly signposted. For the purposes of Matter 2, the housing trajectories in question are contained in Figures 2.1 and 2.2 at the end of this document.

The three trajectories referenced are:

1. **Illustrative LDF Housing Trajectory at 1<sup>st</sup> April 2024:** An update to Appendix C of the Submission Version AADMDPD which contains an overview of the housing supply to the end of the plan period (2033) by category (e.g. permissions on allocated sites, permissions on unallocated large sites, sites with no permission) (See Figure 2.1 of this Matter).
2. **Housing Trajectory for Allocated Sites at 1<sup>st</sup> April 2024:** An update to Appendix C of the Submission Version AADMDPD which contains all housing allocations, including actual completions to date (at 1<sup>st</sup> April 2024) and their anticipated trajectories (See Figure 2.2 of this Matter).
3. **Housing Trajectory at 1<sup>st</sup> April 2024:** containing all completions prior to 1<sup>st</sup> April 2024, a detailed supply (on a site by site basis) to the end of the Plan Period containing all sites with planning permission, all housing allocations, and a windfall allowance. This trajectory also details the number of dwellings expected to be completed outside the plan period (post 2033) and identifies which sites contribute to the Five Year Housing Land Supply. This is the one contained at Table 3.2 at the end of Matter 3.

For clarity, the Council have pulled together a list of all the allocations referred to in the table in Matter 2. Table 3.1 in Matter 3 provides a summary as to their current status and any updates since the 1st of April 2024 that were not factored into the 2023-24 Statement of Five Year Housing Land Supply.

### **Overview**

The likely impact of the proposed developments has been assessed through various evidence base documents including the [Integrated Impact Assessment](#), the [Strategic Housing and Employment Land Availability Assessment](#) and the [Infrastructure Delivery Plan](#). The SHELAA is a live document, with updates in 2016, 2019, 2022 and 2023 as well as when new information becomes available. The IIA and the IDP have been updated and have influenced the proposals in the AADMDPD.

**The tables below provide the site-specific answers to the questions.**

## Newark Urban Area

### (SHELAA Settlement Summaries for [Balderton](#), [Newark](#) and [Winthorpe](#))

#### **Housing Site 2 – Quibells Lane (SHELAA Ref: NEW0123)**

##### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary and is contained within the urban area by the A46. The IIA concluded that NUA/HO/2 would have no direct impact on the policy objective of landscape character, but notes that an appropriate landscaping scheme to screen the site from the East Coast Main Line was required as part of the allocation to support the policy objective (albeit beneficial impact may be minor).

##### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/2 had no direct impact on the biodiversity objective. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>2</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

Newark FP27 runs along the eastern border of the site which would be maintained as part of a future planning application. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land.

##### **Heritage Assets;**

The site is not in a Conservation Area and whilst there are various heritage assets nearby the site (but separated from the site by the A46 and railway line), these are outside the allocation. The IIA concluded NUA/HO/2 and a neutral impact on the historic environment objective. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

##### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application.

The Highways Authority provided the following comments for the SHELAA: *"Highway design should comply with the Highways Authority's relevant design guide at the time of submission. Future proposals should be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan."*

The IIA concluded that NUA/HO/2 would likely increase motor vehicle use but that concentrating development in sustainable locations would make best use of existing transport networks and therefore would likely have a neutral impact on the Transport objective.

All impact on other infrastructure including health facilities, education and open space would be dealt with at the planning application stage by way of S106 or CIL.

##### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that NUA/HO/2 would have no direct impact on the objective of natural resources (air and water quality). 72% of the site lies within Flood Zone 2, Potential fluvial, surface water and groundwater flooding risk and reservoir inundation identified in SFRA but can be mitigated through FRA and surface water drainage and run-off strategy. As the likely impacts can be mitigated, the IIA concludes NUA/HO/2 will have a neutral impact on the objective of water management and flood risk. Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Is the requirement for a landscape scheme justified at application stage?** Yes, the requirement for a landscape scheme at the application stage is justified. The IIA noted that an appropriate landscaping scheme to screen the site from the East Coast Main Line was required as part of the allocation to support the policy objective. It will ensure that the proposed development is screened from the East Coast Mainline which will in turn reduce both visibility and noise implications. This will form part of a Landscape Visual Impact Assessment which would be required as part of a planning application submission ([Planning Application Validation Checklist](#)).

---

<sup>2</sup> Subject to some specific exemptions

## **Site-Specific Questions**

**What are the perceived effects on the proposed development from the East Coast Main Line and is there evidence that a landscape scheme will be effective in mitigating those effects?** The perceived effects of the East Coast Main Line on the proposed development may include noise pollution and visual intrusion which is why the IIA noted that an appropriate landscaping scheme to screen the site from the East Coast Main Line was required as part of the allocation to support the policy objective.

**Is there evidence to indicate that the site can be developed without increasing flood risk to people or property as required by the NPPF?** Yes, the SFRA Level 2 Refresh (and Planning Validation Checklist) requires an FRA to be submitted alongside a planning application on the site which will ensure the site can be developed without increasing flood risk to people or property. Please refer to the SFRA Level 2 Refresh ([ENV14](#)) which states the following:

***“Policy Recommendations** It is recommended from guidance found in the NPPF (shown in Annex 3) that housing developments are classed as More Vulnerable. As the sites highest Flood Zone is 2, development is permitted, and an Exception Test does not need to be applied. As the site is over 1 ha and in Flood Zone 2, a site specific FRA is carried out to ensure appropriate management of surface water runoff.*

***Passing Exception Test** No Exception Test required.*

***Recommendations** The site is primarily in Flood Zone 2; therefore, an FRA is required and should be undertaken following the EA’s standing advice. Site design should seek to reduce the risk of fluvial flooding, while not increasing risk elsewhere. A 1% AEP + CC event is not modelled to reach the site, therefore keeping it in line with the life expectancy for development. The site-specific FRA will need to consider the sequential approach. Surface water needs to be managed through the design stage to allow the risk to be mitigated against, such as using SuDS. Any changes will require that there are no adverse effects to other areas. With a groundwater susceptibility of >75%, further analysis will be required to assess the risk.”*

## **Housing Site 4 – Yorke Drive (SHELAA Ref: NEW0125)**

The site has outline planning consent which deals with significant elements of the matters below.

### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary, in the middle of the urban area contained by existing development. The IIA concluded that the allocation will require enhancement of the landscape which would be less likely to happen otherwise.

### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/4 would have an impact on the landscape objective. It states that Policy NUA/HO/4 requires improved linkages between the policy area and the wider Bridge Ward and improvements to the layout and public realm of the estate. As such, the policy requires the enhancement of the landscape which would be less likely to happen otherwise.

Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council’s [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>3</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

Four footpaths abut or cross the site (FP28, FP29, FP30 and FP31) which would be maintained as part of a future planning application.

### **Heritage Assets;**

The site is not in a Conservation Area and whilst there are various heritage assets nearby the site (but separated from the site by the railway line), these are outside the allocation. It is expected that any harmful impacts on the District’s heritage and cultural assets would be avoided or mitigated as part of any development on the site. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council’s Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application.

---

<sup>3</sup> Subject to some specific exemptions

The Highways Authority provided the following comments for the SHELAA: *“Highway design should comply with the Highways Authority’s relevant design guide at the time of submission. Future proposals should be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan.”* The IIA concluded that the site will provide new and enhanced sustainable transport opportunities and best utilise existing transport infrastructure.

All impact on other infrastructure including health facilities, education and open space would be dealt with at the planning application stage by way of S106 or CIL.

**Air and water quality, noise pollution, land stability and flood risk.**

The site lies within Flood Zone 1 with 1% of the site at high risk of surface water flooding. The potential issues can be mitigated through the planning application process. The IIA outlines that proposals for major development in other locations would still have to address matters around water management and flood risk. Therefore, there are no likely impacts anticipated.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Site-Specific Questions**

**Is there evidence that the anticipated 230 net dwellings will be achieved, taking into account any potential constraints?**

A: The site is in the Council’s ownership with a current pending Reserved Matters application under consideration. Following consultee feedback a redesign has been undertaken and this is expected to be submitted with the next couple of weeks. Lovell Partnerships have been appointed as a development partner. It is currently anticipated that development will start on site by Summer 2025, however this will not go into the 5 Year Land Supply until The Reserved Matters are Granted.

**According to the trajectory, there will be 194 dwellings completed by the end of the Plan period. Will the remaining 36 dwellings take place beyond 2033?**

A: The updated position as at 1<sup>st</sup> April 2024 (Figure 2.2) is that 194 dwellings are anticipated to be completed by the end of the Plan Period. This reflects the extant outline consent for selective demolition and redevelopment of parts of the existing Yorke Drive Estate and the erection of new mixed tenure housing, community, and recreational facilities on the adjoining Lincoln Road Playing Field site. Although the consent is for 320 dwellings, it includes the demolition of a number of dwellings so the net gain on site is 194.

**Is there evidence to indicate that the delivery of 40 dwellings per annum from 2028/29 up to the end of the Plan period is realistic and achievable?**

A: Yes, although it should be noted that the trajectory (Figure 2.2) at 1<sup>st</sup> April 2024 anticipates 50dpa, because the site is not completely reliant on sales to deliver as there is a mix of market and social housing being provided by the Council’s delivery partner Lovells. This justifies a slightly higher delivery rate than the local evidence on build-out rates outlined in Matter 3: Housing Land Supply.

**Housing Site 5 – Land North of Beacon Hill Road (SHELAA Ref: NEW0126)**

**Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary and is contained within the urban area on two sides and the A1 on the third side. The IIA concluded that NUA/HO/5 would have no direct impact on the policy objective of landscape character.

**Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/5 had no direct impact on the biodiversity objective.

Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council’s [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>4</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

There are no public rights of way running through the site. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land.

**Heritage Assets;**

---

<sup>4</sup> Subject to some specific exemptions



The site is not in a Conservation Area and there are no heritage assets within proximity of the site. The IIA concluded NUA/HO/4 has no direct impact on the historic environment objective. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

**The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application.

The Highways Authority provided the following comments for the SHELAA: *"New access would not be permitted from A1 nor it's slip road. Highway design should comply with the Highway Authority's 6c's design guide (or equivalent replacement that is current at the time of submission). Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and/or Travel Plan. Current guidance on this is found in Table PDP1 of the 6c's design guide (this may be updated from time to time)."*

The IIA concluded that NUA/HO/5 would have no direct impact on the transport objective.

All impact on other infrastructure including health facilities, education and open space would be dealt with at the planning application stage by way of S106 or CIL.

**Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that NUA/HO/5 would have support the policy objective for natural resources in so far as it would safeguard mineral resource to prevent needless sterilization. The site lies within Flood Zone 1 with 4% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated, the IIA concludes NUA/HO/5 will have a neutral impact on the objective of water management and flood risk. Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Site-Specific Questions**

**Are the requirements related to any identified mineral resource and archaeological evaluation sufficiently precise to ensure the requirements are clear to developers and can be met?** Yes, it is sufficiently precise. The Planning Application Validation checklist also provides additional clarification for applicants prior to submitting a planning application.

The proposed minerals safeguarding requirement has been included at the request of the Minerals Planning Authority, Nottinghamshire County Council who set out their request in response to the Issues Paper (**IP1**) consultation. The wording reflects the requirements of Policy SP7: Minerals Safeguarding, Consultation Areas, and Associated Minerals Infrastructure of the Nottinghamshire Minerals Local Plan (Adopted March 2021). The policy states that:

*"Non-minerals development within minerals safeguarding areas will have to demonstrate that mineral resources will not be needlessly sterilised as a result of the development and that the development would not pose a serious hindrance to future extraction in the vicinity."*

It goes on to say;

*"Where this cannot be demonstrated, and where there is a clear and demonstrable need for the non-minerals development, prior extraction will be sought where practicable."*

**Housing Site 6 – Land between 55 and 65 Millgate (SHELAA Ref: NEW0127)**

It should be noted that 9 dwellings on the northern half of the site is now complete.

**Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the main built-up area of Newark. The IIA concluded that NUA/HO/6 would have no direct impact on the policy objective of landscape character.

**Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/6 had no direct impact on the biodiversity objective.

Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>5</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

---

<sup>5</sup> Subject to some specific exemptions

There are no public rights of way running through the site. The proposed development will not influence agricultural land quality as the site is classified as urban.

#### **Heritage Assets;**

The site is within the Conservation Area and there are five listed buildings within proximity. The IIA concluded NUA/HO/6 has no direct impact on the historic environment objective. The [Validation Checklist](#) would likely require a Heritage Impact Assessment to be undertaken as part of the planning application process. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application.

The Highways Authority provided the following comments for the SHELAA: *"Highway design should comply with the Highway Authority's 6c's design guide (or equivalent replacement that is current at the time of submission). Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and/or Travel Plan. Current guidance on this is found in Table PDP1 of the 6c's design guide (this may be updated from time to time)."*

The IIA concluded that NUA/HO/6 would have no direct impact on the transport objective.

All impact on other infrastructure including health facilities, education and open space would be dealt with at the planning application stage by way of S106 or CIL.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that NUA/HO/6 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1 with 1% of the site at medium risk and 36% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy, the IIA concludes NUA/HO/6 will have a neutral impact on the objective of water management and flood risk.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

#### **Site-Specific Questions**

##### **Are the requirements related to archaeological evaluation sufficiently precise to ensure the requirements are clear to developers and can be met?**

A: Yes. The requirement on this site to conduct an archaeological investigation was included on the advice of the County Archaeologist as part of the original allocations process. Given the permanence of archaeological remains, it was considered appropriate to retain this requirement.

The provision has already been considered as part of a number of allocations that have since gained planning permission since adoption of the DPD in 2013. As part of the consideration of planning applications on such sites, the District Council will consult its archaeological advisors (currently Lincolnshire County Council Archaeology Services) who will advise applicants on detailed requirements based the particular characteristics of the site.

#### **Bowbridge Road Policy Area**

See Housing Site 8 and 9 below.

2 representations have been received from one Representor ([054/NUA/Ho/7/T3/0131](#) and [054/NUA/Ho/7/T3/0220](#)) regarding this site, requesting the deletion of the last paragraph of this policy, to assist the delivery of Middlebeck. The references to development at Middlebeck being constrained by the triggers for the Southern Link Road are no longer relevant as works to complete Phase 1 are well underway and anticipated to be complete by the end of this year; and the commencement of Phase 2 of the SLR has already taken place. The amendment proposed is not therefore considered appropriate.

##### **Is the development dependent upon the existing environmental problems being resolved? Can they be and if not, how could the site be developed?**

A: Yes, where existing environmental problems (such as land contamination) are identified. These matters can be effectively addressed through mitigation measures. If any problems identified cannot be fully resolved, then alternative strategies such as redesigning the site layout may be necessary.

**Bearing that in mind, is there a realistic prospect that the site can be developed in accordance with the trajectory (150 dwellings are included for NUA/HO/8 and 120 dwellings for NUA/HO/9 from 2028/29)?**

*It should be noted that the trajectory (Figure 2.2) states that 87 dwellings can be developed in accordance with the trajectory (not 150 dwellings), and that NUA/HO/9 will deliver 150 dwellings in accordance with the trajectory (not 120 dwellings).*

A: NUA/HO/8 has full planning permission for 87 dwellings, so it is likely to come forward before 2028/29. Please refer to the updated housing trajectory (Figure 2.2). The site forms part of the five-year land supply as it has full planning permission, and it is anticipated to start delivering in 2025/26.

NUA/HO/9 is currently occupied by existing employment uses, with land and buildings leased from the landowners. The site was originally submitted through the SHELAA process with development anticipated towards the end of the plan period. There is no evidence to suggest that this position has changed.

**Policy NUA/HO/7 encompasses NUA/HO/8 and NUA/HO/9. Is this sufficiently clear or would it be appropriate to incorporate the text of Policy NUA/HO/7 into the supporting text?**

A: Yes, it is sufficiently clear. As the Allocations & Development Management DPD is already adopted, applicants are familiar with this approach and changing it would provide less clarity.

### **Housing Site 8 – Land on Bowbridge Road (SHELAA Ref: NEW0129)**

The site has full planning permission and so some of the matters below have been dealt with in the planning application.

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the main built-up area of Newark. The IIA concluded that NUA/HO/8 would have a positive impact on the landscape objective. Increase the site area to include the additional portion of the site which once had a care home will ensure a more comprehensive development and greater enhancement of a wider landscape which will have a potentially significant beneficial impact.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/8 had no direct impact on the biodiversity objective. There are no public rights of way running through the site. The proposed development will not influence agricultural land quality as the site is classified as urban. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>6</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets within proximity of the site. The IIA concluded NUA/HO/8 has no direct impact on the historic environment objective but that the policy requirements remain for pre-determination Archaeological evaluation and post-determination mitigation measures. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets and has been dealt with through the planning application process.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Highways Authority did not provide updated comments on highways as the access had already been agreed as part of the planning permission. The IIA concluded that NUA/HO/8 would have a neutral impact on the transport objective, however it noted that an increased capacity will likely see an increase in motor vehicle use to/from the site. However, concentrating development in sustainable locations will make best use of the existing transport networks.

All impact on other infrastructure including health facilities, education and open space have been addressed in the S106 Agreement.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The site has full planning permission and so these matters have been dealt with through the planning application process.

### **Site-Specific Questions**

**Are the requirements related to archaeological evaluation sufficiently precise to ensure the requirements are clear to developers and can be met?**

---

<sup>6</sup> Subject to some specific exemptions

A: Yes. The requirement on this site to conduct an archaeological investigation was included on the advice of the County Archaeologist as part of the original allocations process. Given the permanence of archaeological remains, it was considered appropriate to retain this requirement.

The provision has already been considered as part of a number of allocations that have since gained planning permission since adoption of the DPD in 2013. As part of the consideration of planning applications on such sites, the District Council will consult its archaeological advisors (currently Lincolnshire County Council Archaeology Services) who will advise applicants on detailed requirements based the particular characteristics of the site.

### **Housing Site 9 – Land on Bowbridge Road (SHELAA Ref: NEW0130)**

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the main built-up area of Newark. The IIA concluded that NUA/HO/9 would no direct impact on the landscape objective.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/9 had no direct impact on the biodiversity objective. There are no public rights of way running through the site. The proposed development will not influence agricultural land quality as the site is classified as urban. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>7</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets within proximity of the site. The IIA concluded NUA/HO/9 has no direct impact on the historic environment objective. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that NUA/HO/9 would have a neutral impact on the transport objective.

The Highway's Authority provided the following comments to the SHELAA: *"Highways design should comply with the Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that NUA/HO/9 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1 with 2% of the site at high risk, 5% of the site at medium risk and 18% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy, the IIA concludes NUA/HO/9 will have a neutral impact on the objective of water management and flood risk.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

### **Site-Specific Questions**

#### **Are the requirements related to archaeological evaluation sufficiently precise to ensure the requirements are clear to developers and can be met?**

A: Yes. The requirement on this site to conduct an archaeological investigation was included on the advice of the County Archaeologist as part of the original allocations process. Given the permanence of archaeological remains, it was considered appropriate to retain this requirement.

The provision has already been considered as part of a number of allocations that have since gained planning permission since adoption of the DPD in 2013. As part of the consideration of planning applications on such sites, the District Council will consult

---

<sup>7</sup> Subject to some specific exemptions

its archaeological advisors (currently Lincolnshire County Council Archaeology Services) who will advise applicants on detailed requirements based the particular characteristics of the site.

### **Housing Site 10 – Lowfield Lane (SHELAA Ref: BAL0131)**

There is a detailed planning application pending.

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Newark Urban Area and there are no nearby settlements that risk coalescence. The IIA concluded that NUA/HO/10 would have a minor positive impact on the landscape objective, noting that increasing the site area to include additional land will ensure a more comprehensive development and enhancement of a wider landscape and more efficient land use.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/HO/10 had a neutral impact on the biodiversity objective. An ecological appraisal has identified the site has ecological value and the policy requires ecological evaluation, mitigation and enhancement which will protect and enhance biodiversity. There are no public rights of way running through the site. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>8</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

A number of representations have been submitted that are critical of the IIA's assessment of Policy NUA/HO/10, in particular the biodiversity objective. It has not been considered that the District Council's approach to Policy NUA/HO/10 should change any further, or that any Main Modifications are necessary in the light of these representations. The IIA's assessment was: '*An ecological appraisal has identified that the site has ecological value. The policy requires ecological evaluation, mitigation and enhancement which will protect and enhance biodiversity.*' Given that there will inevitably also be some negative impacts on biodiversity, a score of neutral seems reasonable.

Representor 040 ([040/NUA/HO/10/PMap/T1/T2/T3/T4/0095](#)) suggested that the whole site was a priority habitat and this is not correct. Only approximately 5% of the site qualifies as a priority habitat and the planning application proposes to avoid development in this area.

While it is understood that the development of NUA/HO/10 for residential use may be unwelcome for some local residents, the representations received about the IIA are not regarded as valid criticism.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets within proximity of the site. The IIA concluded NUA/HO/10 had a neutral impact on the historic environment objective. It noted that policy requirements remain for pre-determination archaeological evaluation and post-determination mitigation measures as well as requirement for development to reflect plot shapes of medieval field systems. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that NUA/HO/10 would have a neutral impact on the transport objective and noted that the site is located within Newark Urban Area and could have the potential to reduce car use.

The Highway's Authority provided the following comments to the SHELAA: "*Highways design should comply with the Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan.*"

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

---

<sup>8</sup> Subject to some specific exemptions

Representor 054 ([054/NUA/HO/10/PMap 2/T3/0132](#) and [054/NUA/HO/10/PMap 2/T3/0221](#)) raised concerns over the implications of the additional development at NUA/HO/10 on infrastructure. Development proposals within the AADMDDP have all been assessed through the Infrastructure Delivery Plan and factored into the requirements. Any development proposals which come forward will need to address any additional needs generated by the proposals through a S106 Agreement.

**Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that NUA/HO/10 would have a minor beneficial impact on the natural resources objective noting that it safeguards mineral resource to prevent needless sterilisation. 99% of the site lies within Flood Zone 1 (1% Flood Zone 2) with 1% of the site at high risk, 4% of the site at medium risk and 19% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy and development is advised to be steered away from Flood Zone 2, the IIA concludes NUA/HO/10 will have a neutral impact on the objective of water management and flood risk.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Site-Specific Questions**

**Do the requirements related to ecology within the policy accord with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) and paragraphs 001 Reference ID: 74-001-20240214 and 002 Reference ID: 74-002-20240214 of the Planning Practice Guidance?**

A: The policy requires that:

*“...development on this site will be subject to the following:..*

*...Submission of an ecological evaluation, mitigation strategy and a scheme for enhancement of the site as part of any planning application:...”*

Paragraph 001 sets out the statutory framework for ‘biodiversity net gain’ which was introduced by Schedule 7A of the Town and Country Planning Act 1990 which came into force for all planning applications made on or after 12 February 2024. There was a transitional exemption for ‘small sites’ which were temporarily exempt until 02 April 2024.

If a planning application for development of the site was made before 12 February 2024 it would not be subject to the general Biodiversity Gain Condition (as set out in Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended)) if it were granted permission. This is the current situation as such an application has been submitted to the Council.

If the current application were to fail, and a new application was submitted it would be subject to the general Biodiversity Gain Condition. However, this is a regulatory requirement so does not require specific mention in local policy.

Mandatory biodiversity net gain is a calculation based solely on habitats, its benefits for species are assumed to be derived by proxy from the habitats. Therefore, there is a need for other biodiversity issues to be considered to ensure compliance with other relevant local policy concerning biodiversity matters that fall outside of the statutory framework for biodiversity net gain, and this is achieved by the requirements set out in the policy. Importantly, the policy does not duplicate the detailed provisions of the statutory framework or specify a higher percentage than the statutory objective of a 10% biodiversity net gain which aligns with Paragraph: 006 Reference ID: 74-006-20240214 of the Planning Practice Guidance. Therefore, it is considered that the requirements related to ecology within the policy do accord with Schedule 7A.

Paragraph 002 sets out how mandatory biodiversity net gain is applied through the planning process. As set out above, the application site currently has a submitted planning application that is pending a decision. This was submitted before 12 February 2024 so falls outside of the statutory framework for biodiversity net gain. Consequently, paragraph 002 would only be of relevance if the current application fails, and a new application was subsequently submitted. In that scenario, paragraph 002 simply sets out the process by which biodiversity net gain is applied through the planning process and there is nothing in the policy that contradicts that process. Consequently, it is considered that the policy accords with paragraph 002.

**Are the requirements related to any identified mineral resource and archaeological evaluation sufficiently precise to ensure the requirements are clear to developers and can be met?**

A: Yes.

**Minerals Safeguarding**

The proposed minerals safeguarding requirement has been included at the request of the Minerals Planning Authority, Nottinghamshire County Council who set out their request in response to the Issues Paper (IP1) consultation. The wording reflects the requirements of Policy SP7: Minerals Safeguarding, Consultation Areas, and Associated Minerals Infrastructure of the Nottinghamshire Minerals Local Plan (Adopted March 2021). The policy states that:



*“Non-minerals development within minerals safeguarding areas will have to demonstrate that mineral resources will not be needlessly sterilised as a result of the development and that the development would not pose a serious hindrance to future extraction in the vicinity.”*

It goes on to say;

*“Where this cannot be demonstrated, and where there is a clear and demonstrable need for the non-minerals development, prior extraction will be sought where practicable.”*

#### Archaeological Evaluation

The requirement on this site to conduct an archaeological investigation was included on the advice of the County Archaeologist as part of the original allocations process. Given the permanence of archaeological remains it was considered appropriate to retain this requirement.

The provision has already been considered as part of a number of allocations that have since gained planning permission since adoption of the DPD in 2013. As part of the consideration of planning applications on such sites the District Council will consult its archaeological advisors (currently Lincolnshire County Council Archaeology Services) who will advise applicants on detailed requirements based the particular characteristics of the site.

#### **Is the medieval field system sufficiently defined to provide adequate clarity?**

A: Yes, the plot shapes detailed in the policy related to the individual fields defined by the hedgerows on site.

#### **Is the requirement in relation to existing hedgerows sufficiently clear and robust?**

A: Yes, the requirement to develop an appropriate landscaping scheme including retention of existing hedgerows where possible, strikes an appropriate balance between preservation of the hedgerows and an acceptance that for the site to be developed some loss will need to occur. This will be a judgement to be made based on detailed proposals considered as part of any planning application.

### **Newark Showground Policy Area (NUA/SPA/1)**

This answer responds to all questions in Matter 2 and Matter 6. Please note that this section responds to part c of Question 2.10, of Issue 3 of Matter 2 and Question 6.5 of Matter 6.

#### **What is the likely impact of the proposed development on the following factors:**

- Settlement separation and identity and landscape character;
- Biodiversity, green infrastructure, including public rights of way and agricultural land quality;
- Heritage assets;
- The strategic and local highway network and other infrastructure including health facilities, education, and open space;
- Air and water quality, noise pollution, land stability and flood risk

The A46 and the presence of the Open Break will prevent the sense of separation from Winthorpe being undermined. There have been uses related to the Showground in this location for many years so there will be little impact on settlement identity. Policy NUA/SPA/1 requires that development proposals must address the need to achieve high quality sustainable building design and comprehensive integrated landscaping so any impacts should be beneficial, although as this type of development is familiar in this location the effects landscape character should be minimal. The Integrated Impact Assessment (IIA) concluded that there would be no direct impacts on the ‘landscape and land use’ IIA objective.

The IIA concluded that Policy NUA/SPA/1 had no direct impact on the ‘biodiversity’ IIA objective. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. Newark & Sherwood District Council’s Planning Application Local Validation Checklist requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>9</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present. Public rights of way and agricultural land will be unaffected by Policy NUA/SPA/1.

The IIA concluded that Policy NUA/SPA/1 conflicts with the ‘historic environment and cultural assets’ IIA objective and may have adverse impacts. It states that there is ‘potential conflict with this IIA objective arising from increasing the extent of the area allocated for employment or leisure/visitor economy uses, relative to the site’s proximity to Winthorpe Conservation Area. It is, however, expected that any potentially harmful impacts could be mitigated as part of any future development proposals.’ Impacts should therefore be minimal. Additionally, Policy NUA/SPA/1 requires ‘the investigation of potential archaeology on the site and any necessary post-determination mitigation measures secured by condition on any planning consent reflecting the high archaeological potential of the site’.

---

<sup>9</sup> Subject to some specific exemptions

Policy NUA/SPA/1 requires development proposals in this area to deal with the need to address access constraints relating to the A1/A46/A17 junctions, including the A46 Newark Northern Bypass dualling identified in the Road Investment Strategy 2. Policy NUA/MU/1 states that until appropriate improvements have been made to the A1/A46/A17 Junction, any proposed development will need to demonstrate that it will not generate significant a.m. and p.m. peak traffic as part of any planning application. Additionally, Newark & Sherwood District Council's Planning Application Local Validation Checklist requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network will be considered as part of any planning application. All impacts on other infrastructure including health facilities, education and open space would be dealt with at the planning application stage by way of S106 or CIL.

Policy DM10 requires development proposals involving the potential for pollution should take account of and address their potential impacts in terms of health, the natural environment and general amenity on, among other things: neighbouring land uses; the wider population; ground and surface water, water courses and water quality; and air quality. Noise pollution would be addressed under 'neighbouring land uses' and 'the wider population', and air and water quality are referred to directly. Where land stability is an issue, this is addressed by Policy DM5(b), as is flood risk. Additionally, Policy NUA/SPA/1 requires that developments in this area address any issues arising from the proposals which may adversely affect nearby residents, which will also ensure that these issues are appropriately considered.

### **Site-Specific Questions**

**How will engagement with the County Council, National Highways, parish councils and landowners take place and how will a masterplan for the policy area be agreed upon? Will it be deliverable?**

A: Whilst no official master planning for the wider Showground Policy Area has been undertaken detailed discussions amongst the various landowners and the District Council have been ongoing for some time. This is reflected in the proposed main modifications (MM1 and 17) put forward by the Council in response to the representations of various landowners ([067/NUA/MU/1/T2/0186](#) and [075/NUA/MU/1/T2/0209](#)). Whilst development has occurred at NUA/MU/1 (Overfield Park), one of the key factors regarding a policy area master plan has been the ongoing process of developing the A46 Bypass proposals. which are key to understanding the opportunities and future constraints that will influence the development of the policy area. Now this process is completed the District Council will work with the various landowners and other interested parties named in the policy to progress a masterplan.

**What is the timescale for improvements being made to the A1/A46/A17 junction and is there funding in place for those improvements?**

A: The improvements to the A1/A46/A17 junction forms part of the A46 scheme being taken forward by National Highways. The scheme is currently awaiting DCO approval, which commenced in May 2024 and is due for completion by Spring 2025. It is anticipated that the scheme will commence in early 2026 and will be delivered by [National Highways](#) with Government funding.

**Does the reference to the Highways Agency require updating?**

A: Yes, it should be updated to National Highways. An additional Clarification Modification will be proposed to address this.

### **Mixed Use Site 1 – Land north of A17 (SHELAA Ref: WIN0132)**

This answer responds to all questions in Matter 2 and Matter 6. Please note that this section also responds to part c of Question 2.10, of Issue 3 of Matter 2 and Question 6.5 of Matter 6.

**Is the proposed scale of employment development justified, having regard to any constraints and the provision of necessary infrastructure?**

It is considered that the scale of employment development is justified. The Spatial Strategy set out in the Amended Core Strategy (ACS) identifies Newark as a Sub-Regional Centre. The ACS was considered sound on Examination. In the ACS, an appropriate level of development of all types is apportioned to Newark. Although this site is outside Newark's Urban Boundary, it is within the Newark Showground Policy Area where certain types of development are considered appropriate. Consideration of infrastructure provision was undertaken as part of the production of the Infrastructure Delivery Plan (IDP) which supports the ACS.

Main Modifications 1 ([MM1](#)) is being proposed to address representations made on behalf of Newark & Nottinghamshire Agricultural Society ([067/NUA/MU/1/T2/0186](#)) and Lindum Developments (Ref [075/NUA/MU/1/T2/0209](#)) that a hotel and conference facility is no longer going to be delivered on this site.



Main Modification 17 ([MM17](#)) is being proposed for this site in response to representations made on behalf of Newark & Nottinghamshire Agricultural Society (Ref 67/NUA/MU/1/T2/00186) and Lindum Developments (Ref 75/NUA/MU/1/T2/0209). It is considered appropriate to make this modification to facilitate the development of the site and reflect the landholdings of the two organisations.

**Is the allocation consistent with the development strategy in the Core Strategy?**

The allocation is consistent with the development strategy in the Core Strategy. As Newark is a Sub-Regional Centre, it is an appropriate settlement to direct employment development to, in line with Core Policy 6 of the ACS. Although this site is outside Newark's Urban Boundary, it is close enough to contribute to meeting Newark's development requirements.

**What is the likely impact of the proposed development on the following factors:**

- Settlement separation and identity and landscape character;
- Biodiversity, green infrastructure, including public rights of way and agricultural land quality;
- Heritage assets;
- The strategic and local highway network and other infrastructure including health facilities, education and open space;
- Air and water quality, noise pollution, land stability and flood risk

The A46 and the presence of the Open Break will prevent the sense of separation from Winthorpe being undermined. NUA/MU/1 is within the Newark Showground Policy Area where there is already employment development and uses related to the Showground so there will be little impact on settlement identity. Policy NUA/SPA/1 requires that development proposals must address the need to achieve high quality sustainable building design and comprehensive integrated landscaping so any impacts should be beneficial, although as this type of development is familiar in this location the effects on and landscape character should be minimal. The Integrated Impact Assessment (IIA) concluded that there would be no direct impacts on the 'landscape and land use' IIA objective.

The IIA concluded that Policy NUA/MU/1 had no direct impact on the 'biodiversity' IIA objective. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. Newark & Sherwood District Council's Planning Application Local Validation Checklist requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>10</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present. Public rights of way and agricultural land will be unaffected by Policy NUA/MU/1.

NUA/MU/1 is not in a Conservation Area and the IIA concluded NUA/MU/1 has no direct impact on the historic environment objective. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets. Additionally, Policy NUA/SPA/1 requires 'the investigation of potential archaeology on the site and any necessary post-determination mitigation measures secured by condition on any planning consent reflecting the high archaeological potential of the site'.

Policy NUA/SPA/1 requires development proposals in this area to deal with the need to address access constraints relating to the A1/A46/A17 junctions, including the A46 Newark Northern Bypass dualling identified in the Road Investment Strategy 2. Policy NUA/MU/1 (as amended) states that until appropriate improvements have been made to the A1/A46/A17 Junction, any proposed development will need to demonstrate that it will not generate significant a.m. and p.m. peak traffic as part of any planning application. Additionally, Newark & Sherwood District Council's Planning Application Local Validation Checklist requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network will be considered as part of any planning application. All impacts on other infrastructure including health facilities, education and open space would be dealt with at the planning application stage by way of S106 or CIL.

Policy DM10 requires development proposals involving the potential for pollution should take account of and address their potential impacts in terms of health, the natural environment and general amenity on, among other things: neighbouring land uses; the wider population; ground and surface water, water courses and water quality; and air quality. Noise pollution would be addressed under 'neighbouring land uses' and 'the wider population', and air and water quality are referred to directly. Where land stability is an issue, this is addressed by Policy DM5(b), as is flood risk. Additionally, Policy NUA/SPA/1 requires that developments in this area address any issues arising from the proposals which may adversely affect nearby residents, which will also ensure that these issues are appropriately considered.

**Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?**

Subject to the main modifications set out above it is considered that the development requirements clear and deliverable. Site specific requirements reflect information gained from consultation and in the Evidence Base. All safeguards and necessary mitigation measures are set out in the wider Plan.

---

<sup>10</sup> Subject to some specific exemptions

**Have any further permissions been granted since the Plan was submitted for Examination?**

No, but at the time of writing, two proposals (23/01283/OUTM and 23/02281/OUTM) are pending consideration.

**Mixed Use Site 3 – NSK Factory**

See Opportunity Sites below.

**Mixed Use Site 4 – Bowbridge Road**

The site has been completed including the leisure centre. A consequential amendment will be needed to remove NUA/MU/4 from policy NUA/Ph/1.

**Site-Specific Questions**

**Does development of the new leisure centre depend on the provision of housing on the site and is it deliverable?**

A: No, the leisure centre has already been delivered and the whole site allocation is now complete as at May 2024.

**NUA/OS/1 – Tarmac (SHELAA Ref: NEW0045)**

**Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is in the middle of Newark Urban Area. The IIA concluded that the policy would have no impact on the landscape objective.

**Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that the site has no impact on the biodiversity objective. There are no public rights of way running through the site. The proposed development does not impact on agricultural land quality and the site is in the urban area. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>11</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

**Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets within proximity of the site. The IIA concluded that the policy has no impact on the historic environment objective. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

**The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application.

The Highway's Authority provided the following comments for the SHELAA: *"Highway design should comply with the Highway's Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and/or Travel Plan."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

**Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that the policy has no direct impact on the water management and flood risk objective. The site lies within Flood Zone 1 with 0.3% at high risk, 1.6% of the site at medium risk and 8% of the site at low risk of surface water flooding which can be mitigated through the planning application process.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**NUA/OS/2 – NSK Factory (Formerly NUA/MU/3) (SHELAA Ref: NEW0134)**

<sup>11</sup> Subject to some specific exemptions

**Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the middle of Newark Urban Area. The IIA concluded that NUA/OS/2 would have a neutral impact on the landscape objective.

**Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that NUA/OS/2 had a no impact on the biodiversity objective. There are no public rights of way running through the site.

Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>12</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

**Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets within proximity of the site. The IIA concluded NUA/OS/2 had no impact on the historic environment objective. It noted that it is expected that investigation and recording of the site's industrial heritage will be undertaken as part of the development of any scheme on the site. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

**The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that NUA/OS/2 would have a minor beneficial impact on the transport objective as the site could provide the opportunity to reduce car use and concentrate development in sustainable locations to make best use of existing transport networks and facilities available on foot.

The Highway's Authority provided the following comments to the SHELAA: *"Highway design should comply with the Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

**Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that NUA/OS/2 would have no impact on the natural resources objective. The site lies within Flood Zone 1 with 2% of the site at high risk, 6% of the site at medium risk and 17% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Opportunity Sites****How will the monitoring process operate in ensuring opportunity sites NUA/OS/1 and NUA/OS/2 are brought forward in a timely manner?**

A: Where the five-year land supply is not achieved for a period of two years (in reality just over 1 year), the District Council will seek to assist the owners of the opportunity site to unlock delivery (see [Appendix C](#) - Monitoring of the Publication Amended Allocations and Development Management DPD, Pg208).

Two representations from the same representor ([054/NUA/OS/T3/0133](#) and [054/NUA/OS/T3/0222](#)) suggest that delivery of the opportunity sites would undermine the delivery of Middlebeck (NAP2a) because development at Middlebeck is constrained by the triggers for the Southern Link Road. This is no longer relevant as works to complete Phase 1 are well underway and anticipated to be complete by the end of this year; and the commencement of Phase 2 of the SLR has already taken place. The amendment proposed is not therefore considered appropriate. Development proposals within the AADMDPD have all been assessed through the Infrastructure Delivery Plan and factored into the requirements. Any development proposals which come forward will need to address any additional needs generated by the proposals through a S106 Agreement.

---

<sup>12</sup> Subject to some specific exemptions

## **Collingham**

### **Mixed Use Site 1 – Land in Between Swinderby Road and Station Road**

Development on the site is now complete. It should be noted that land within the adjacent Co/RL/1 is under construction for 29 extra care units.

#### **Site-Specific Questions**

##### **Are all of the envisaged uses deliverable?**

A: Yes. The site is now complete and has provided a greater number of dwellings than allocated, community allotments, employment uses and open space. The station car park has been delivered outside of the allocation.

Co/RL/1 which is adjacent to Co/MU/1 is also under construction for 29 extra care dwellings.

## **Sutton-on-Trent**

### **Mixed Use Site 1 – East of Hemplands Lane**

The residential element of the allocation has now been completed.

#### **Site-Specific Questions**

##### **Is the envisaged development of the site deliverable having regard to any existing open space constraints and the retail potential?**

A: Yes, the residential element of the allocation has been completed. The open space is protected by the S106 agreement and an area on the site has been safeguarded for retail. The AADMDPD notes at Paragraph 2.6 ([CD01b](#)) that an allocation is retained in the Plan until the whole site is complete. Therefore, the allocation was not amended because the full site has not been completed yet.

##### **Are the requirements related to archaeological evaluation sufficiently precise to ensure the requirements are clear to developers and can be met?**

A: Yes. The requirement on this site to conduct an archaeological investigation was included on the advice of the County Archaeologist as part of the original allocations process. Given the permanence of archaeological remains it was considered appropriate to retain this requirement.

The provision has already been considered as part of a number of allocations that have since gained planning permission since adoption of the DPD in 2013. As part of the consideration of planning applications on such sites the District Council will consult its archaeological advisors (currently Lincolnshire County Council Archaeology Services) who will advise applicants on detailed requirements based the particular characteristics of the site.

### SHELAA Settlement Summaries

#### **Housing Site 2 – South of Halloughton Road**

The site has now been completed.

#### **Site-Specific Questions**

**Policy So/Ho/2 indicates a development of around 45 dwellings but the trajectory shows a total of 32 dwellings between 2021 and 2023, with 6 dwellings remaining in 2023/24. What is the up-to-date situation?**

A: A total of 38 C3 dwelling are completed along with 12 supported living units for Reach, a local Learning Disability Charity and this policy can now be deleted.

#### **Housing Site 4 – East of Kirklington Road (SHELAA Ref: SOU0144)**

The site has reserved matters permission granted in September 2024.

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation and the site is situated within the settlement boundary. The [Southwell Gateway Site Assessment Study](#) concludes the site does not present the potential for isolated encroachment into the countryside. It also states that the presence of extensive and mature boundary screening along its perimeter and additional external screening from Norwood Park. The provision of significant landscape buffering to the west of the site, to help retain the semirural character of Kirklington Road, in combination the sites surrounding context and the presence of existing screening provides the potential for the successful future assimilation of the site.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

These issues have been dealt with as part of the planning permission that has been granted.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets within proximity of the site. Planning permission has been granted and therefore any matters regarding heritage assets have been dealt with as part of the planning process.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network were considered as part of the planning application.

The Highway's Authority provided the following comments for the SHELAA: *"Highway design should comply with the Highway Authority's 6c's design guide (or equivalent replacement that is current at the time of submission). Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and/or Travel Plan. Current guidance on this is found in Table PDP1 of the 6c's design guide (this may be updated from time to time)."*

All impact on other infrastructure including health facilities, education and open space have been addressed in the planning application S106 agreement.

#### **Air and water quality, noise pollution, land stability and flood risk.**

All these matters have been addressed as part of the planning application process.

#### **Site-Specific Questions**

**Do i. and iv. seek to achieve the same outcome? If so, is it necessary for both to form part of Policy So/Ho/4?**

A: No, one relates to cooperation with the utility company, and the other relates to drainage above ground as far as its inclusion in the design and layout of the development. It is therefore considered appropriate to be separate.

**Can the proposed development be made acceptable taking into account the various character and site constraints?**

A: Yes, reserved matters have now been approved and so these matters have been addressed as part of the application and found acceptable.

**What is the current status of the Southwell Neighbourhood Plan?**

A: The made Neighbourhood Plan is in the process of being updated and has been submitted in order for its Regulation 16 consultation to take place.

### **Housing Site 5 – Lower Kirklington Road (SHELAA Ref: SOU0145)**

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Southwell. The IIA concluded that So/Ho/5 would have no direct impact on the landscape objective. The [Southwell Gateway Site Assessment Study](#) concludes the site does not present the potential for isolated encroachment into the countryside. It also states that the presence of extensive and mature boundary treatments located on the eastern edge of the site prevents there being open views into the site.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that SO/HO/5 has no direct impact on the biodiversity objective. There are two public footpaths running through the site (FP57 and FP58) which will be maintained as part of a future planning application. The proposed development will result in the loss of Grade 2 (92%) and Grade 3 (8%) agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>13</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area, but Pear Tree Cottage is a non-designated heritage asset. The IIA concluded SO/HO/5 had no direct impact on the historic environment objective. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that SO/HO/5 would have no direct impact on the transport objective.

The Highway's Authority provided the following comments for the SHELAA: *"Highway design should comply with the Highway Authority's 6c's design guide (or equivalent replacement that is current at the time of submission). Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and/or Travel Plan. Current guidance on this is found in Table PDP1 of the 6c's design guide (this may be updated from time to time)".*

However, since the comments from Highway's were received, circumstances have changed and this is addressed in the site specific questions below.

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that SO/HO/5 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1 with 1% of the site at high risk, 3% of the site at medium risk and 19% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy, there are no likely impacts of the proposed development on the above matters.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

### **Site-Specific Questions**

#### **Do i. and iv. seek to achieve the same outcome? If so, is it necessary for both to form part of Policy So/Ho/5?**

A: No, one relates to cooperation with the utility company, and the other relates to drainage above ground as far as its inclusion in the design and layout of the development. It is therefore considered appropriate to be separate.

#### **Can the proposed development be made acceptable taking into account the various character and site constraints?**

---

<sup>13</sup> Subject to some specific exemptions



A: Yes. There has had two applications refused, including one at appeal and a further application subsequently withdrawn. The main issue which has yet to be resolved is around access. The agent has confirmed that an outline planning application is being prepared with all matters reserved except for access in advance of the wider detailed development it will serve. This matter has been discussed through the pre-application process with the Council and Highway's Authority.

The [Southwell Gateway Site Assessment Study](#) states that the provision of significant landscape buffering to the west of the site, to help retain the semirural character of Kirklington Road, in combination the sites surrounding context and the presence of existing screening provides the potential for the successful future assimilation of the site.

### **Housing Site 7 - Southwell Depot (SHELAA Ref: SOU0146)**

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Southwell. The IIA concluded that SO/HO/7 would have a minor beneficial impact on the landscape objective. It noted that increasing the site area to include additional land will ensure a more comprehensive development and enhancement of a wider landscape and more efficient land use. [The Southwell Gateway Site Assessment Study](#) states that the site is screened along its southern and eastern boundaries whilst the site is bordered by residential development to the north which restricts the openness of the site.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that SO/HO/7 has no direct impact on the biodiversity objective. There are no public footpaths running through the site. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>14</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no nearby heritage assets. The IIA concluded SO/HO/7 had a minor beneficial impact on the historic environment objective. It noted that the requirement for pre-determination archaeological evaluation has been strengthened. Therefore, there are no likely impacts anticipated of the proposed development on heritage assets.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that SO/HO/7 would have a neutral impact on the transport objective as the site is located within Southwell settlement boundary and could have the potential to reduce car use.

The Highway's Authority provided the following comments to the SHELAA: *"Access for up to 15 dwellings could be taken direct from Fiskerton Road. For development above that level, ideally the access from Fiskerton Road into the application site should be closed off and reinstated as verge, and access into the site taken from Cottams Close. However, it is understood that the verge on the south side of Cottams Close part of the adopted public highway, and this would need to be crossed to gain access to the application site. It is understood that this verge is unregistered land. A legal process could be commenced to seek the adoption of this verge as public highway under Section 228 of the Highways Act 1980. This process involves the displaying of public notices and invites any objections. So, the outcome is not guaranteed and the process could only reasonably be started if the developer considered it as a positive approach to gaining access."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that SO/HO/7 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1 with 6% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy, there are no likely impacts of the proposed development on the above matters.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

---

<sup>14</sup> Subject to some specific exemptions

### **Site-Specific Questions**

**Policy So/Ho/7 refers to around 18 dwellings whilst the trajectory shows 15 dwellings to be completed in 2031-2033. Does either the policy or trajectory need to be revised?**

A: The adopted allocation is for 15 dwellings; however, the Plan as submitted proposed to increase this to 18 dwellings because of the whole depot site now being identified within the village envelope. However, due to highways constraints raised through the SHELAA process, the Council wish to propose a new Main Modification to revert the site capacity back to 15 dwellings; in addition, a further new Main Modification is required to delete criterion 1 which makes references to safeguarded route of the Southwell Bypass, which has now been abandoned, so is no longer relevant.

**Are there particular issues on this site that mean it will not come forward until later in the Plan period?**

A: Representor 047 ([047/So/Ho/7/T2/T4/0113](#)) makes reference to the site having had an application refused (and subsequently dismissed at appeal) and a further application withdrawn prior to refusal, suggesting there are fundamental issues with the site and that it should be withdrawn. However, the Council contend that the refusal and withdrawn applications were a result of the design and various information, or lack of, which was submitted with the application. Neither the Planning Officer nor the Appeal Inspector have identified reasons why the principle of residential development would not be acceptable on this allocated site. An appropriately designed scheme, taking account of the development criteria in Policy So/Ho/7 and the Plan as a whole, supported by appropriate Technical Reports, is considered to be achievable on this site. Therefore, there are no particular issues that would prevent the site from coming forward. The site is not anticipated to contribute to the housing supply until after the five year period as it does not yet benefit from detailed planning permission.



### SHELAA Settlement Summaries

#### Mixed Use Site 1 – Petersmith Drive

The site is under construction with 186 out of 305 dwellings complete at 1<sup>st</sup> April 2024.

#### Site-Specific Questions

**Is there any reason why public open space cannot be provided within the site?**

A: The permission (17/00595/FULM) for the site was granted in 2018 for 305 dwellings and associated open space of approximately 8ha, including the necessary Sustainable Alternative Natural Green Space (SANGS) for mitigation purposes. The Council is currently in discussion with the developer over the precise arrangements for handing over the open space. The site is currently under construction.

**Do the requirements related to biodiversity within the policy accord with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) and paragraphs 001 Reference ID: 74-001-20240214 and 002 Reference ID: 74-002-20240214 of the Planning Practice Guidance?**

A: The site is under construction and the requirements related to biodiversity were considered as part of the application at the time of determination in 2018.

**The trajectory shows 187 dwellings to be completed between 2020 and 2024. Have these been completed and of these, what is the current situation with the 40 dwellings shown to be completed in 2023/24?**

A: 186 dwellings were completed between 2020/21 and 2023/24. In 2023/24, the Council anticipated 40 dwellings to be completed in this monitoring year, the actual completions were 39 dwellings.

**Policy OB/MU/1 indicates the accommodation of around 225 dwellings, but the trajectory totals 305. What is the most up-to-date picture on the total number of dwellings to be accommodated on this site?**

A: The site has planning permission for 305 dwellings and is currently under construction (see Figure 2.2). This is higher than the number of dwellings identified in OB/MU/1.

#### Mixed Use Site 2 – Kirk Drive, Stepnall Heights and Hallam Road (SHELAA Ref: OLB0154)

##### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Ollerton. The IIA concluded that OB/MU/2 would no direct impact on the landscape objective.

##### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that OB/MU/2 has a strong and significant beneficial impact on the biodiversity objective. It adds that the additional text reflects the requirement to provide SANGS to relieve recreational pressure on Birklands and Bilhaugh SAC and as such this protects this internationally designated nature conservation site. There is a footpath on the southwestern boundary of the site and part of the site forms existing open space (both of which will be protected). The site is a mixture of playing fields and open space so does not impact on agricultural land quality. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>15</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

##### **Heritage Assets;**

The site is not in a Conservation Area and there are no nearby heritage assets. The IIA concluded OB/MU/2 had no direct impact on the historic environment objective.

##### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that OB/MU/2 would have no direct impact on the transport objective.

---

<sup>15</sup> Subject to some specific exemptions

The Highway's Authority provided the following comments to the SHELAA: *"Highway design should comply with Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

**Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that OB/MU/2 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1 with 0.5% at high risk, 1.4% at medium risk, and 6.6% of the site at low risk of surface water flooding which can be mitigated through the planning application process. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy, there are no likely impacts of the proposed development on the above matters.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Site-Specific Questions**

**Is the requirement for community consultation a separate matter to the provision of a masterplan for the proposed development?**

A: No, in this instance community consultation focuses on engaging stakeholders and gathering feedback to inform the preparation of the masterplan. DM5a sets out the requirements for other community engagement where it is necessary.

**Is there a realistic prospect of development commencing in 2028/29, in accordance with the trajectory?**

A: Yes. The site is in the Council's ownership and is earmarked for development as part of a wider regeneration scheme in the medium term. The adjacent site at the Dukeries is a school site currently undergoing a process with the Department for Education on a complete rebuild and any development will therefore have to be cognisant of this school redevelopment prior to bringing the site forward for outline planning. The site does not have planning permission and whilst the site is not yet deliverable, it remains developable. The site remains outside the five year housing land supply. Once more accurate timescales become available, the trajectory can be updated accordingly.

## **SHELAA Settlement Summaries**

### **Housing Site 2 – Land north of Mansfield Road**

The site has outline planning consent with a reserved matters application pending.

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Edwinstowe. The IIA concluded that ED/HO/2 would no direct impact on the landscape objective.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that ED/HO/2 has a strong and significant beneficial impact on the biodiversity objective. It adds that the additional text reflects the requirement to provide SANGS to relieve recreational pressure on Birklands and Bilhaugh SAC and as such this protects this internationally designated nature conservation site. There are no public footpaths through the site. The proposed development will result in the loss of Grade 3 agricultural land (85%) but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>16</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no nearby heritage assets. The IIA concluded ED/HO/2 has no direct impact on the historic environment objective.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that ED/HO/2 would have no direct impact on the transport objective.

The Highway's Authority provided the following comments to the SHELAA: *"Highway design should comply with the Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that ED/HO/2 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1 with 1% of the site at low risk of surface water flooding. The IIA concluded that there were no direct impact on the water management and flood risk objective.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

### **Site-Specific Questions**

**The proposed development has planning permission (according to the trajectory) but is not set to come forward until 2028/29 onwards. Is there a reason development cannot commence sooner in the Plan period?**

A: The site has an outline planning permission and in accordance with the PPG (in relation to 5YRHLS), cannot be considered deliverable in the next five years. There is nothing to stop the site coming forward sooner should the reserved matters application currently pending (24/01195/RMAM) be approved. At that point, the Council will bring it into the five-year land supply.

---

<sup>16</sup> Subject to some specific exemptions

### **SHELAA Settlement Summaries**

#### **Housing Site 1 – North of Kirklington Road (SHELAA Ref: BIL0048)**

##### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Bilsthorpe.

##### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

There are no public footpaths through the site. The proposed development will result in the loss of Grade 3 agricultural land (85%) but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>17</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

##### **Heritage Assets;**

The site is not in a Conservation Area and there are no nearby heritage assets. Therefore, there are limited potential impacts on heritage assets.

##### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. Satisfactory access was identified through a previous lapsed permission so could be reagreed.

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

##### **Air and water quality, noise pollution, land stability and flood risk.**

The site lies within Flood Zone 1 with 6% of the site at low risk, and 1% of the site at medium risk of surface water flooding. As the likely impacts can be mitigated through an FRA and surface water drainage and run-off strategy, there are no likely impacts of the proposed development on the above matters.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

##### **Additional Context**

In response to Representor 072 ([072/Bi/HO/1/T2/0194](#)), the Council is suggesting a main modification (MM2) to the second bullet point relating to phasing of development in relation to the implementation of planning permission for residential development adjacent (Bi/Ho/2). The adjacent site (Bi/Ho/2) has permission and is under construction.

Main Modification (MM3) is also proposed to correct an error in Paragraph 5.31 where the reference to the deletion of Bi/Ho/1 had erroneously been left in the Document.

#### **Housing Site 2 - North of Kirklington Road**

The site is under construction and 34 out of 136 dwellings had been completed at 1<sup>st</sup> April 2024.

##### **Site-Specific Questions**

##### **Has development commenced in line with the trajectory? What is the up-to-date situation?**

A: Yes, the site is under construction. 34 out of 136 dwellings had been completed at 31<sup>st</sup> March 2024 (see Figure 2.2).

#### **Mixed Use Site 1 – Eakring Road**

<sup>17</sup> Subject to some specific exemptions

The site is under construction and 48 out of 103 dwellings had been completed at 1<sup>st</sup> April 2024. The retail element of the allocation has now been completed.

### **Site-Specific Questions**

**Has development commenced in line with the trajectory? What is the up-to-date situation?**

A: Yes, the development is under construction. 48 out of 103 dwellings had been completed at 31<sup>st</sup> March 2024. The Council anticipated the site delivering at 20dpa. In the first full year of construction, the site delivered 30 dwellings (see Figure 2.2).

### SHELAA Settlement Summaries

#### **Housing Site 2 – Warsop Lane (SHELAA Ref: RAI0159)**

##### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Rainworth and is surrounded on three sides by development.

##### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

There are no public footpaths through the site. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land and half of the site is now developed. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>18</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

##### **Heritage Assets;**

The site is not in a Conservation Area and there are no nearby heritage assets. Therefore, the impact on heritage assets is likely to be limited.

##### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The half of the site that has now been developed has provided a couple of access points to enable access into the remainder of the allocation.

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

##### **Air and water quality, noise pollution, land stability and flood risk.**

The site lies within Flood Zone 1. Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

#### **Site-Specific Questions**

**Policy Ra/Ho/2 envisages 190 dwellings. The trajectory shows 160 dwellings completed up to 2019/20 and a further 95 dwellings later in the Plan period.**

**i. Is a main modification necessary to the policy to reflect the up-to-date target for the number of dwellings?**

The AADMDPD notes at Paragraph 2.6 ([CD01b](#)) that an allocation is retained in the Plan until the whole site is complete. Therefore, the allocation was not amended because the full site has not been completed yet. The residual element of the allocation anticipates a further 95 dwellings.

**ii. Is there a specific reason that the further 95 dwellings are not envisaged as coming forward until 2028/29 onwards?**

The residual element of the site does not benefit from planning permission and in accordance with the PPG, is not considered deliverable within the five-year period.

**iii. How does this relate to the masterplan?**

A wider concept masterplan was submitted as part of 15/00523/RMAM which set out the broad location for development for the whole of the allocated site which included land to the east of the application site. It illustrated how the proposed position of the public open space to the northern boundary could link into existing areas of recreation on Preston Road. The site also maintains two potential future vehicular links to the remaining land in the allocation. In addition, the provision of a strategic buffer to the south has been delivered and it is anticipated that this will be extended as part of any future development.

**iv. How does it relate to the provision of open space?**

The part of the site already complete delivered approximately 0.75ha of public open space in the form of amenity greenspace and LEAP provision. A future application for the remainder of the allocation will be expected to make on-

<sup>18</sup> Subject to some specific exemptions

site contribution to open space in accordance with the need outlined in the Open Space Assessment and Strategy ([ENV1](#)).

**v. What is meant by ‘new, enhanced’ strategic open space – is it new or enhanced existing open space?**

The element of the site that has been delivered included a new area of open space to the northern eastern boundary. This facilitates development on the residual allocation linking up the new open space to the existing open space off Preston Road. The residual allocation will also be expected to make some level of onsite open space informed by the Open Space Assessment and Strategy ([ENV1](#)).

**Mixed Use Site 1 – Kirklington Road (SHELAA Ref: RAI0166)**

**Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Rainworth. The IIA concluded that RA/MU/1 would no direct impact on the landscape objective.

**Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that RA/MU/1 has a strong and significant beneficial impact on the biodiversity objective. It adds that the additional text reflects the requirement to provide SANGS to relieve recreational pressure on Birklands and Bilhaugh SAC and as such this protects this internationally designated nature conservation site. Additional text also reflects the requirement to adopt a risk-based approach to protect the Sherwood Forest ppSPA. There are no public footpaths through the site. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land and half of the site is now developed. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>19</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

**Heritage Assets;**

The site is not in a Conservation Area and there are no nearby heritage assets. The IIA concluded RA/MU/1 has no direct impact on the historic environment objective.

**The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that RA/MU/1 would have no direct impact on the transport objective.

The Highway's Authority provided the following comments to the SHELAA: *"Local access and junction arrangements mean that access would have to be secured via the existing private access road to the east of the site. Highway design should comply with the Highway Authority's 6c's design guide (or equivalent replacement that is current at the time of submission). Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and/or Travel Plan. Current guidance on this is found in Table PDP1 of the 6c's design guide (this may be updated from time to time)."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

**Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that RA/MU/1 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1. The IIA concluded that there was no direct impact on the water management and flood risk objective.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

**Site-Specific Questions**

**Is the site a suitable location for housing taking into account the juxtaposition of a small number of dwellings to the other proposed uses?**

A: Yes, the NPPF states that planning policies should support the role of the town centre by allowing a suitable mix of uses (including housing). The site is in the defined retail centre of Rainworth and the site is currently allocated for retail and town

---

<sup>19</sup> Subject to some specific exemptions

centre uses along with a small element of residential. The precise compatibility of the proposed uses will also be assessed as part of the planning application process to ensure that there are no potential negative impacts on the future residents.

**Is there a realistic prospect of the proposed development going ahead in light of the requirement to provide access over third party land?**

A: The allocation policy text states that access should be taken via Rufford Colliery Lane which would require third party access. A pre-application enquiry (PREAPM/00240/23) submitted in 2023 consulted the Highway's Authority who outlined that whilst there were various considerations to be made regarding the existing commercial use, there was no objection in principle to using a shared access with The Potters from Kirklington Road. Therefore, the allocation is not dependent upon taking access over third party land to be deliverable.

**What is the proposed timescale for the non-residential uses?**

A: The anticipated increase in retail provision within Rainworth Centre has been delivered offsite in the form of a Tesco Express opposite the site. Whilst the Council would not discourage other main town centre uses on the site, it is possible that the site would be considered acceptable for a 100% residential development scheme as applicants would be able to demonstrate that the need for retail has already been provided.



### SHELAA Settlement Summary

#### **Mixed Use Site 1 – Clipstone Colliery**

The site was approved subject to the signing of a S106 in October 2024 for 126 dwellings.

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Clipstone. The IIA concluded that CI/MU/1 would no direct impact on the landscape objective.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that CI/MU/1 has a strong and significant beneficial impact on the biodiversity objective. It adds that the additional text reflects the requirement to provide SANGS to relieve recreational pressure on Birklands and Bilhaugh SAC and as such this protects this internationally designated nature conservation site. Additional text also reflects the requirement to adopt a risk-based approach to protect the Sherwood Forest ppSPA. Footpath BW3 runs through the site. The proposed development will result in the loss of Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>20</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area and, but the headstocks on the site are Grade II Listed. The IIA concluded CI/MU/1 has no direct impact on the historic environment objective. The Validation Checklist requires applications to be submitted with a Heritage Impact Assessment where development affects the setting of a Listed Building. Therefore, the likely impacts on heritage assets are limited.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that CI/MU/1 would have no direct impact on the transport objective.

The Highway's Authority provided the following comments to the SHELAA: *"Highway design should comply with Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan)."*

All impact on other infrastructure including health facilities, education and open space will be addressed in the S106 Agreement as part of a future planning application.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that CI/MU/1 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1, with 1.5% in Flood Zone 3 and 0.5% in Flood Zone 2. Potential fluvial and surface water flooding risk identified in SFRA but can be mitigated through FRA, sequential approach to site design and surface water drainage and run-off strategy. The IIA concluded that there was a neutral impact on the water management and flood risk objective.

Any issues with land stability would be picked up at the pre-planning application stage through a Phase 1 & 2 Ground Investigation Report.

#### **Site-Specific Questions**

#### **Is there a realistic prospect of residential development coming forward in 2028/29 onwards given the masterplan and phasing requirements of Policy CI/MU/1?**

A: Yes, a [detailed application](#) went to planning committee on 3<sup>rd</sup> October for 126 dwellings and was approved subject to the signing of a S106 agreement. Once this agreement is signed, the site will have full planning permission and then can appear in the 24-25 Five Year Land Supply anticipating delivery from 2027/28 in accordance with the evidence on lead-in times (see Matter 3).

---

<sup>20</sup> Subject to some specific exemptions

**What is the latest situation with the development of the non-residential uses?**

A: The developer is progressing the development of the site in phases. The headstock, powerhouse and surrounding land has be disposed of to a commercial operator who is looking to re-use the various heritage assets as a leisure/commercial use. The housing element has recently gained resolution to grant subject to the signing of a Section 106 agreement.

The Council is currently considering a [detailed application](#) for the relocation and expansion of the Clipstone Miner's Welfare outdoor sports facilities. This application will see the outdoor sports provision brought together in one modernised and significantly enhanced facility. This is viewed by the Miners Welfare, the Council, and local sports clubs as a key strategic regeneration project. Whilst the allocation has always envisaged enhanced open space, the nature of the proposal and the impact on the developable area means that the Council is proposing a Main Modification (MM4) to provide flexibility by requiring "up to 12 hectares" of employment provision. Similarly, to ensure flexibility the Council has not been minded to accept a proposal from the site promoters to fix the scale of retail on the site (Representation 024/CI/MU/1 S0267).

Future applications are anticipated for retail and employment uses.

### **SHELAA Settlement Summary**

#### **Housing Site 1 – Dale Lane**

The site has a resolution to grant planning permission subject to the signing of a S106 agreement.

#### **Settlement Separation and Identity and Landscape Character;**

There is no likely impact of the proposed development on settlement separation. The site is situated within the settlement boundary of Blidworth. The IIA concluded that BI/Ho/1 would no direct impact on the landscape objective. The site was released from the Green Belt on adoption of the ADMDPD in 2013. The Green Belt Assessment confirmed that the site was adjacent to existing built development on Beech Grove and on the north side of the road at Dale lane and given this context and due to its low level of prominence and openness, it was considered to be of less importance in meeting Purpose 3 of the Green Belt with regards to encroachment.

#### **Biodiversity, green infrastructure, including public rights of way and agricultural land quality;**

The IIA concluded that BI/Ho/1 has a strong and significant beneficial impact on the biodiversity objective. It adds that the additional text reflects the requirement to adopt a risk-based approach to protect the Sherwood Forest ppSPA. There are no public footpaths running through the site. The proposed development will result in the loss of 64% Grade 3 agricultural land but there are no measures which can be put in place to mitigate effects of the proposed development on agricultural land. Any matters regarding biodiversity and green infrastructure will be addressed at the planning application stage. The Council's [Validation Checklist](#) requires an Ecological Appraisal and Biodiversity Net Gain Assessment for most developments<sup>21</sup> which will identify where a site is likely to support protected or priority species and identify the habitats present.

#### **Heritage Assets;**

The site is not in a Conservation Area and there are no heritage assets on or nearby the site. The IIA concluded BI/Ho/1 has no direct impact on the historic environment objective. Any matters regarding heritage will have been dealt with through the planning application.

#### **The strategic and local highway network and other infrastructure including health facilities, education, and open space;**

The Council's Planning Application Local [Validation Checklist](#) requires that development on all allocated sites should be supported by a Transport Statement or Transport Assessment. Potential impacts on the strategic and local highway network would therefore be considered as part of any planning application. The IIA concluded that BI/Ho/1 would have no direct impact on the transport objective.

The Highway's Authority provided the following comments to the SHELAA: *"Highway design should comply with Highway Authority's relevant design guide at the time of submission. Where appropriate, development proposals will need to be accompanied by either a Transport Statement, Transport Assessment and / or Travel Plan)."*

All impacts on other infrastructure including health facilities, education and open space are being addressed in the S106 Agreement which is currently being drafted as part of the resolution to grant.

#### **Air and water quality, noise pollution, land stability and flood risk.**

The IIA concluded that BI/Ho/1 would have no direct impact on the natural resources objective. The site lies within Flood Zone 1, with 4% at high risk, 17% at medium risk and 27% at low risk of surface water flooding. These matters have been addressed as part of the planning application. The IIA concluded that there was no direct impact on the water management and flood risk objective.

Any matters regarding land stability have been addressed as part of the planning application.

#### **Housing Site 3 – New Lane**

The site is under construction and 52 out of 81 dwellings have been completed at 1<sup>st</sup> April 2024.

#### **Site-Specific Questions**

**What is the up-to-date situation in respect of the progress of development of this site?**

---

<sup>21</sup> Subject to some specific exemptions

A: The site is under construction and at 31<sup>st</sup> March 2024, there were 52 out of 81 dwellings have been completed.

**Figure 2.1 - Illustrative LDF Housing Trajectory as at 01/04/2024**

	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033
Planning Permission on Allocated Sites	71	70	89	173	249	306	221	367	520	452	384	335	364	334	298	244	498	535	535	480
Planning Permission on Unallocated Large Sites (10 dwellings or over)	175	271	189	309	148	174	188	294	185	49	120	49	60	51	39	97	79	79	78	54
Planning Permission on Medium Sites (5-9 dwellings)	18	36	49	47	29	52	89	59	56	33	64	23	55	56	33	8	3	3		
Planning Permission on Small Sites (0 – 4 dwellings)	48	85	113	56	82	139	88	79	110	84	83	57	57	58	63	63				
Allocated SUE - Land East of Newark																	25	50	100	100
Sites in the Adopted Allocations & Development Management DPD with no permission as yet																	228	255	259	244
<b>Total Existing Commitments</b>												<b>464</b>	<b>536</b>	<b>499</b>	<b>433</b>	<b>412</b>	<b>833</b>	<b>922</b>	<b>972</b>	<b>878</b>
Opportunity sites																				
Allowance for Windfall															100	100	100	100	100	100
Losses	-38	-15	-44	-14	-17	-17	-31	-32	-64	-30	-22									
Total Past Net Completions	274	447	396	571	491	654	555	767	807	588	629									
<b>Total Projected Completions</b>												<b>464</b>	<b>536</b>	<b>499</b>	<b>533</b>	<b>512</b>	<b>933</b>	<b>1022</b>	<b>1072</b>	<b>978</b>
Cumulative Completions	274	721	1117	1688	2179	2833	3388	4155	4962	5550	6179	6643	7179	7678	8211	8723	9656	10678	11750	12728
<b>PLAN - Overall Housing Requirement (Annualised)</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>	<b>454</b>
<b>MONITOR - No. of dwellings above or below cumulative requirement</b>	<b>-180</b>	<b>-187</b>	<b>-245</b>	<b>-128</b>	<b>-91</b>	<b>109</b>	<b>210</b>	<b>523</b>	<b>876</b>	<b>1010</b>	<b>1185</b>	<b>1195</b>	<b>1277</b>	<b>1322</b>	<b>1401</b>	<b>1459</b>	<b>1938</b>	<b>2506</b>	<b>3124</b>	<b>3648</b>
<b>MANAGE - Annual requirement taking account of past/projected completions</b>	<b>454</b>	<b>721</b>	<b>464</b>	<b>468</b>	<b>462</b>	<b>460</b>	<b>446</b>	<b>438</b>	<b>410</b>	<b>374</b>	<b>353</b>	<b>322</b>	<b>305</b>	<b>272</b>	<b>234</b>	<b>174</b>	<b>89</b>	<b>-192</b>	<b>-799</b>	<b>-2670</b>

Figure 2.2 - Housing Trajectory for Allocated Sites at 1st April 2024

AADMDPD	Address	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
NAP 2A	Land South of Newark						57	90	117	152	87	31	48	65	65	64	65	155	180	180	171
Nap 2B	Land East of Newark																	25	50	100	100
NAP 2C	Land Around Fernwood							3	53	87	141	123	115	115	115	115	115	198	190	190	180
SHaP 4	Thoresby Colliery								13	47	80	51	50	60	60	60	64	80	80	80	75
NUA/Ho/2*	Land South of Quibell's Lane									5								10	10		
NUA/Ho/4	Yorke Drive Estate and Lincoln Playing Fields																	50	50	50	44
NUA/Ho/5	Land North of Beacon Hill Rd and the Northbound A1 Coddington Slip Road																	50	50	50	50
NUA/Ho/6	Land between 55 and 65 Millgate											9						2	3		
NUA/Ho/8	Land on Bowbridge Road													20	20	47					
NUA/Ho/9	Land on Bowbridge Road (Newark Storage)																	36	38	38	38
NUA/Ho/10	Land North of Lowfield Lane																	30	30	30	30
NUA/MU/4	Land at Bowbridge Road, (Elm Avenue)					60				15	23	42	7								
Co/MU/1	Land in between Swinderby Road and Station Road Extra care						28	37	21	51	14										
Co/RL/1	Reserve land adjacent to Co/MU/1											3	13	13							
ST/MU/1	Land to the East of Hemplands Lane							20	23	7											
So/Ho/2	Land South off Halloughton Road									24	8	6									
So/Ho/4	Land East of Kirklington Road																	5	20	20	
So/Ho/5	Land off Lower Kirklington Road																		12	24	24
So/Ho/7	Southwell Depot																		5	10	
OB/MU/1	Land at the rear of Petersmiths Drive								42	57	48	39	40	40	39						
OB/MU/2	Land between Kirk Drive, Stepnall Heights and Hallam Road																	30	30	30	30
Ed/Ho/2	Land to the North of Mansfield Road																	10	15	15	10
Bi/Ho/1	Adj Wycar Leys Kirklington Road																	5	5	5	5
Bi/Ho/2	Noble Foods										13	21	30	30	30	12					
Bi/MU/1	Land to the East of Kirklington Road										18	30	25	25	5						
Ra/Ho/2*	Land to the East of Warsop Lane Residual site				35	53	51	21										25	25	25	20
Ra/MU/1	Land at Kirklington Road																		2	2	2
Bl/Ho/1	Land at Dale Lane																	10	15	15	15
Bl/Ho/3	Land South of New Lane										20	32	20	9							
Cl/MU/1	Land at the former Clipstone Colliery																	30	30	30	30
Totals		0	0	0	35	113	136	171	269	445	452	387	348	377	334	298	244	751	840	894	824

\*residual site

	Sites which have planning permission
	Sites without permission



**Figure 2.3: Plan Showing Built Elements of Oldbridge Way included within the Village Envelope**

