



Ashfield Local Plan (2020 – 2038)

**Background Paper 1: Spatial Strategy and
Location of Development**

October 2021

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1. Introduction

1.1 Chapter 3 of the Draft ALP (2020 – 2038) sets out the plans' spatial strategy. The strategy has been informed by the assessment of alternative options as set out in the Sustainability Appraisal (SA) ¹, the identified housing² and employment³ requirement for the District and a number of other evidence-based documents⁴ including the Strategic Housing and Employment Land Availability Assessment (SHELAA)⁵ and the Green Belt Methodology⁶ and Harm Report⁷. Briefly, the strategy seeks to:

- take advantage of the Districts proximity to Nottingham City,
- capitalise on the accessibility of the M1 transport corridor (new settlements, employment at junction 27, HS2 and opportunities around that)
- locating growth in sustainable and accessible locations (station masterplans, new settlements),
- ensuring a strong regeneration focus in Kirkby and Sutton (towns fund and masterplans)
- proportionate and sustainable growth in the villages (supporting services).
- place making and the delivery of new infrastructure (garden principles, new settlements)

1.2 This paper sets out the context in which the spatial strategy identified in the plan has been developed. It is supported by a number of other pieces of evidence and background papers as set out on the Council's website⁸.

1.3 Background Paper 02: Housing Growth and Delivery, identifies the level of growth that the plan needs to provide (457 dwellings per annum, dpa), and sets out further information about how the housing allocations (policy S6,S7 and H1) identified in the Plan will be delivered over the plan period. Additionally, Background Paper 3 sets out the Councils approach to employment land requirements over the plan period and also sets out further information in relation to the employment land allocations identified in the plan (policy S8 and EM2).

1.4 The Plan strategy also takes into account the local plan history in the District which is set out further in section 3 below.

¹ <https://www.ashfield.gov.uk/localplan2021/>

² <https://www.ashfield.gov.uk/localplan2021/>

³ <https://www.ashfield.gov.uk/localplan2021/>

⁴ <https://www.ashfield.gov.uk/localplan2021/>

⁵ <https://www.ashfield.gov.uk/localplan2021/>

⁶ <https://www.ashfield.gov.uk/localplan2021/>

⁷ <https://www.ashfield.gov.uk/localplan2021/>

⁸ <https://www.ashfield.gov.uk/localplan2021/>

2 National, Regional and Local Policy and Strategy Context

National: Plan Making

- 2.1 National planning policy guidance in England is contained in the National Planning Policy Framework (NPPF, 2021)⁹ which is supported by a number of Planning Practice Guidance¹⁰ (PPG) documents. As is set out in paragraph 7 of the NPPF, *‘the purpose of the planning system is to contribute to the achievement of sustainable development’*.
- 2.2 Paragraph 11 of the NPPF continues to set out the presumption in favour of sustainable development, which for plan making *‘means that:*
- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 2.3 Chapter 3 of the NPPF relates to Plan making and sets out that plans should¹¹:
- a) ‘be prepared with the objective of contributing to the achievement of sustainable development;*
- b) be prepared positively, in a way that is aspirational but deliverable;*
- c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;*
- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and*

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁰ <https://www.gov.uk/government/collections/planning-practice-guidance>

¹¹ Paragraph 16, NPPF, 2021,

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

- f) *serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area*.
- 2.4 In addition to chapter 3 of the NPPF (2021), Planning Practice Guidance: Plan Making also provides further guidance¹².
- 2.5 Paragraph 20 – 23 of the NPPF (2021) sets out the requirements for the local plan in relation to strategic policies. National policy requires the local plan to set out clearly which policies in the plan are the strategic policies¹³ and states that they should *'look ahead over a minimum 15 year period from adoption*¹⁴. Where the plan relies on significant extensions to settlements or new settlements, the NPPF (2021) sets out, in paragraph 22 that *'policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery*'.
- 2.6 Paragraph 23 of the NPPF (2021) states that *'Broad locations for development should be indicated on a key diagram, and landuse designations and allocations identified on a policies map. Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area*'. Chapter 3 of the Draft Ashfield Local Plan (2020 – 2038) sets out the Spatial Strategy and Strategic Policies for the District over the plan period.
- 2.7 Paragraphs 24 – 27 of the NPPF, 2021 sets out the need to maintain effective co-operation in the plan making process via the duty to co-operate. For the Draft ADC Local Plan, this is set out in the *'Statement of Common Ground for the Draft Local Plan (August 2021)*'¹⁵.
- 2.8 Chapter 3, paragraphs 28 – 30 of the NPPF (2021) sets out the requirements in relation to non-strategic policies, which are contained in chapters 4 – 9 of the Draft Ashfield Local Plan (2020 – 2038). National policy sets out that non-strategic policies should *'set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and*

¹² [Plan-making - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/plan-making)

¹³ Paragraph 21, NPPF, 2021

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁴ Paragraph 22, NPPF, 2021

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁵ <https://www.ashfield.gov.uk/planning-building-control/development-management-documents/>

*enhancing the natural and historic environment and setting out other development management policies*¹⁶.

- 2.9 Paragraphs 31 – 33 of the NPPF (2021) set out the requirements for plan preparation and review and states that all policies should be underpinned by relevant and up to date evidence, that is adequate and proportionate¹⁷. In addition, ‘*local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements*’¹⁸. The evidence base and Sustainability Appraisal (SA) supporting the ADC Draft Local Plan is available on the council website¹⁹.
- 2.10 The contributions expected to be delivered as a result of development should be set out in the plan, this can include levels of affordable housing as well as other infrastructure, as is set out in paragraph 34 of the NPPF (2021). Crucially, such policies should not undermine the deliverability of the plan.
- 2.11 The final paragraphs of chapter 3 relate to the examination of plans and set out the 4 tests of soundness in paragraph 35 which are that the Plan is:
- a) **Positively prepared** – *providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*
 - b) **Justified** – *an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*
 - c) **Effective** – *deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*
 - d) **Consistent with national policy** – *enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.*

¹⁶ Paragraph 28, NPPF, (2021)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁷ Paragraph 31, NPPF (2021)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁸ Paragraph 32, NPPF (2021)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁹ <https://www.ashfield.gov.uk/planning-building-control/development-management-documents/>

National: Delivering a sufficient supply of homes

- 2.12 Chapter 5 of the NPPF seeks to significantly boost the supply of homes and sets out that it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed²⁰.
- 2.13 The strategic housing policy (S9) in the draft Plan has been informed by the local housing need assessment²¹ conducted using the standard method set out in national planning guidance. This is in accordance with paragraph 61 of the NPPF. The housing requirement over the plan period is 457 dwellings per annum and Ashfield is seeking to meet its own housing requirement.
- 2.14 Paragraph 62 – 67 of the NPPF sets out the requirement for the size, type and tenure of homes to be reflected in planning policies and also sets out the need to specify the types of affordable housing required where a need has been identified. It also sets out the thresholds for the provision of affordable housing (paragraphs 64 and 65), along with a housing requirement figure for the whole area (paragraph 66). This is set out in policy S9 of the draft plan, with the breakdown of allocations and permissions (as of 1st April 2021) set out in the location of development policy.
- 2.15 Paragraphs 68 – 73 set out the requirement for identifying land for homes. Paragraph 68 sets out that strategic policy making authorities should have a clear understanding of the land in their area in the form of the strategic housing and employment land availability assessment (SHELAA). Large, medium and small sites can all contribute to the housing supply and specific considerations in relation to these sites, as well as windfall sites and exception sites are set out in paragraphs 69 -72.
- 2.16 Paragraph 73 sets out that the supply of large numbers of new homes can often be best achieved through planning for larger scale development such as new settlements or significant extensions to existing areas. This is ‘provided they are well located and designed and supported by necessary infrastructure and facilities, including a choice of transport modes. Bringing forward such sites should be done by working with communities and other authorities and they should be able to help meet identified needs in a sustainable way. *In doing so, they should:*
- a) *consider the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains;*
 - b) *ensure that their size and location will support a sustainable community, with sufficient access to services and employment*

²⁰ Paragraph 60, NPPF, 2021

²¹ <https://www.ashfield.gov.uk/localplan2021/>

opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

- c) set clear expectations for the quality of the places to be created and how this can be maintained (such as by following Garden City principles); and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;*
- d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and*
- e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.*

2.17 The remaining paragraphs in chapter 5 relate to the housing trajectory (which is set out in appendix 2 of the draft local plan), the need for a buffer to maintain supply and delivery, and considerations in relation to rural housing. Further detail in relation to the housing elements of the Draft Local Plan are set out in Background Paper 2: Housing²².

National: Building a strong competitive economy

2.18 Chapter 6 sets out the national planning policy requirements in relation to the economy, including the rural economy (paragraph 84 and 85). Paragraph 81 states that '*planning policies and decisions should help create the conditions in which business can invest, expand and adapt*' and that '*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*'.

2.19 Paragraph 82 sets out that planning policies should:

- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;*
- b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*
- c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and*
- d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work*

²² <https://www.ashfield.gov.uk/localplan2021/>

accommodation), and to enable a rapid response to changes in economic circumstances.

- 2.20 Furthermore, paragraph 83 states that '*Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations*'.

National: Promoting sustainable transport

- 2.21 Chapter 9 of the NPPF relates to transport and paragraph 104 states that '*transport issues should be considered from the earlier stages of plan making and development proposals so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 2.22 Paragraph 105 states that the '*planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*'.
- 2.23 The NPPF sets out, in paragraph 106 that planning policies should:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring*

- councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
 - e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
 - f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.’*

2.24 Additionally, in considering development proposals, paragraph 110 states that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

National: Achieving well designed places:

- 2.25 Chapter 12 sets out the national planning policy approach to achieving well designed places and states, in paragraph 126 that ‘*good design is a key aspect of sustainable development, creates better places in which to live and work and helps makes development acceptable to communities*’.
- 2.26 Paragraph 127 sets out that plans should ‘*at the most appropriate level, set out a clear design vision and expectations*’ and, in paragraph 128 that ‘*local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model*

Design Code, and which reflect local character and design preferences. *Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.* Paragraph 129 goes on to say that *'all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area'*.

2.27 Paragraph 130 states that planning policies and decisions should *'ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*

National: Protecting Green Belt land:

2.28 Chapter 13 of the NPPF sets out the governments perspective in relation to protecting greenbelt land. *'The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence'*²³. Paragraph 138 of the NPPF sets out that the *'Green Belt serves five purposes:*

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*

²³ Paragraph 137, NPPF, 2021

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.29 Paragraph 140 sets out that *'Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans'*.

2.30 Paragraph 141 goes on to state that *'Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph, and whether the strategy:*

a) makes as much use as possible of suitable brownfield sites and underutilised land;

b) optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and

c) has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground.

2.31 *'Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. They should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land'*. This is set out in paragraph 142 of the NPPF.

Regional context:

Transport Plans

2.32 The Local Plan has taken into account the provisions of the Local Transport Plan (LTP), which sets out Nottinghamshire's transport strategy. The strategy covers all types of transport including public transport, walking, cycling, cars and freight.

2.33 The current Local Transport Plan²⁴ (known as the third Local Transport Plan) runs from 1 April 2011 to 31 March 2026. It is made up of two documents:

²⁴ <https://www.nottinghamshire.gov.uk/transport/public-transport/plans-strategies-policies/local-transport-plan#implementation>

- the Local Transport Plan strategy which details the County Council's vision and the strategy, and
- the Implementation Plan 2018/19-2020/21 which details the transport improvements that will help deliver the strategy.

- 2.34 Nottinghamshire County Council is currently drafting a Bus Service Improvement Plan (BSIP) for Nottinghamshire and Nottingham, in collaboration with the local bus operators. This will inform the development of the Enhanced Partnership (EP) Plan and Scheme. Transport connectivity to existing train stations within Ashfield and to neighbouring districts is required along with enabling access to employment. Ashfield is not solely a feeder for employment opportunities in neighbouring cities but has employment opportunities within the district.
- 2.35 The County Council have undertaken a number of studies to identify potential options for improvements to local roads in Ashfield which are anticipated to influence future Implementation Plans.

D2N2 Local Economic Partnership

- 2.36 Local Economic Partnerships (LEPs) are non-statutory partnerships between local authorities and businesses, which promote economic growth in their local area. D2N2 is the LEP that covers Nottinghamshire and Derbyshire.
- 2.37 D2N2 has published an updated Strategic Economic Plan as the first stage of its Local Industrial Strategy (LIS) and a draft Local Industrial Strategy. This has been summarised by the Local Economic Partnership Network²⁵ as follows:

'The D2N2 LEP's Local Industrial Strategy deliver a roadmap towards achieving the vision that 'by 2030, D2N2 will have a transformed high-value economy, prosperous, healthy and inclusive, and one of the most productive in Europe. The spark in the UK's growth engine.' It will tackle the cross-sector productivity gap alongside capitalising on its key innovation and business assets. The D2N2 LIS prioritises those policies and interventions that will have the greatest impact in driving productivity and promoting prosperity in all their communities.'

- 2.38 The NPPF²⁶ specifically identifies that planning policies should have regard to Local Industrial Strategies and other local policies for economic development and regeneration. While the LIS does not make an explicit connection to local plans, local plans have an important role in achieving its vision and there are specific priority actions in the draft LIS that are facilitated through a local plan such as:

²⁵ <https://www.lepnetwork.net/lep-activities/local-industrial-strategies/>

²⁶ NPPF 2021, paragraph 82.

- ‘Developing planning policy for new housing developments which surpass national standards²⁷ .’
- ‘Supporting the growth of our cities, towns and economic corridors to improve quality of place and economic prosperity in the wider region.
- Ensuring that housing and employment development opportunities are unlocked, and the visitor economy bolstered, to enable wider place-making and productivity objectives²⁸.’

2.39 The role of the local plan is to identify the physical infrastructure requirements to deliver the priorities set out in the local industrial strategies. Councils need to ensure that the right kind of employment space, employment land and housing is available to enable that growth and facilitate increased productivity. High quality housing, vibrant town centres, leisure and recreation facilities and good infrastructure are important aspects to retaining and attracting graduates and skilled people. The culture, leisure, and town centre offers are significant factors in business decision-making about where to locate, and key to supporting start-ups. From Ashfield’s perspective, place making is regarded as having a key role within the plan and it is important to improve productivity, to upskill local people and our connectivity.

Maid Marian Line

2.40 The Council with its partners has developed a business case for the reopening of the freight-only line between the Robin Hood Line in Nottinghamshire and the Erewash Valley Line in Derbyshire (between Kirkby Lane End and Ironville Junctions) and convert it to carry passenger train.

2.41 The business case is supported by Ashfield and Mansfield Station Masterplans which identify development and place making improvement opportunities arising from locations near Kirkby-in-Ashfield and Sutton Parkway Stations.

2.42 Additional work is being undertaken to investigate the economic, social, and environmental benefits of providing additional station platforms at both Kingsmill and Selston (Jubilee), building on recent Maid Marian Line studies by AECOM and Systra on behalf of Nottinghamshire Councils. An Ashfield Economic Recovery Plan has been commissioned by the Council to inform how town centres and employment are supported post pandemic. This will support the business case that is to be developed for the station platforms.

2.43 While recognising the wider opportunities associated with HS2, the Maid Marian Line is being developed as stand-alone scheme which will provide greater local connectivity with cross county connections, improving access to

²⁷ D2N2 Draft Local Industrial Strategy Proposition #2 page 14

²⁸ D2N2 Draft Local Industrial Strategy Proposition #3 page 17

employment, education, and healthcare for both Ashfield residents and those of neighbouring districts.

- 2.44 For Ashfield a key aspect is the connections to the East Midlands Station. The Maid Marian Line reflects the opportunity for the existing freight-only line between the Robin Hood Line at Kirkby-in-Ashfield and the Erewash Valley Line to be reopened to passenger trains. This would connect the four existing stations in Ashfield and Mansfield potentially directly to the proposed HS2 East Midlands Station at Toton with an approximate journey time of 40 minutes. It also offers wider connectivity to Derby/ Leicester and beyond.
- 2.45 While recognising the wider opportunities associated with HS2, the Maid Marian Line is being developed as stand-alone scheme which will provide greater local connectivity with cross county connections, an alternative route into Nottingham and to Derby and beyond. This will support Ashfield's ambition to be a destination for employment, education, and tourism.

High Speed 2 Phase 2b (HS2)

- 2.46 HS2 Phase 2b is the proposed high-speed railway from Birmingham to Leeds. As part of the proposals, there will be an East Midlands hub at Toton. The Station will connect to major cities and destinations in the UK, allowing travel to our region from: Chesterfield in 11 minutes - Birmingham in 19 minutes - Leeds in 29 minutes - York in 36 minutes - London in 51 minutes & Newcastle in 106 minutes. The Toton station will link up to local train, tram and bus services.
- 2.47 HS2 Phase 2b has been identified as forming a key part of plans for regional growth in Nottinghamshire and the East Midlands, with the proposed station at Toton, and two development sites planned at Ratcliffe on Soar Power Station, and East Midlands Airport (part of the East Midlands Freeport proposal ²⁹).
- 2.48 For Ashfield a key aspect is the connections to the East Midlands Station. The Maid Marian Line would connect the four existing stations in Ashfield and Mansfield directly to the proposed HS2 East Midlands Station at Toton with an approximate journey time of 40 minutes.
- 2.49 The route of HS2 Phase 2b will be considered by Parliament under a hybrid bill. However, the Secretary of State for Transport has issued safeguarding directions³⁰ to protect the anticipated route which are shown on the Policy Map accompanying the draft Plan.

²⁹ <https://d2n2lep.org/east-midlands-freeport-bid/>

³⁰ Safeguarding directions aim to ensure that land which has been earmarked for major infrastructure projects is protected from conflicting developments before construction starts.
<https://www.gov.uk/government/publications/hs2-safeguarding-for-developers-and-local-authorities>

- 2.50 It is clear in the safeguarding direction that ‘the Directions are made by the Secretary of State for Transport. They are not proposals of the Local Planning Authority and the HS2 Phase 2b route in question will not be determined through the development plan process. The HS2 Phase 2b route is considered in Parliament under the hybrid Bill procedures, which provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme’³¹.

Joint Health & Wellbeing Strategy 2018-2022, Nottinghamshire Health & Wellbeing Board

- 2.51 The aim of the Health and Wellbeing Strategy is to improve the health and wellbeing of the local community and reduce inequalities for all ages through ensuring commissioned services reflect need. This includes making sure that health and wellbeing fairness according to need will be at the centre of all public policy making by influencing other agendas such as housing, the economy, education, the environment, planning and transport.

Lowland Derbyshire & Nottinghamshire Local Nature Partnership – A Prospectus for Lowland Derbyshire and Nottinghamshire

The Prospectus makes the case for strategic investment in Green Infrastructure as a way to maintain and extend the high quality natural environment. It emphasizes that it also wants to ensure its value to the economy is recognised, including its full economic potential. The LNP recommends that local strategic partners collaborate and adopt a three step action plan, outlined below, to develop and enhance green infrastructure to meet future economic growth and to mitigate environmental risk from climate change:

- Step 1 – Undertake a Green Infrastructure Audit
- Step 2 – Establish a regional Strategic Green Infrastructure Network and GI Targets
- Step 3 – Developing the Green Infrastructure Action Plan and Delivery

- 2.52 For Ashfield, the proposed Sub-Regional Green Infrastructure Corridors include:

- B - Trent Strategic River Corridor (including River Leen, Grantham Canal, Trent & Mersey Canal, Beeston Canal and Chesterfield Canal)
- F - Erewash Strategic River Corridor and Erewash Canal

³¹ Paragraph 24, High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds Safeguarding Direction, January 2021

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/952453/January_2021_SG_Directions.pdf

The Prospectus also places an emphasis on Urban Fringe GI Enhancement Zones.

Local Context:

Ashfield District Council Corporate Plan (2019 – 2023)³²

2.53 Six priorities are set out in the Ashfield District Council Corporate Plan (2019 – 2023)³³ as follows:

- Health and Happiness,
- Homes and Housing,
- Economic Growth and Place,
- Cleaner and Greener,
- Safer and Stronger, and
- Innovate and Improve

2.54 Planning, and the development plan in particular has a cross cutting role to play in helping to meet and deliver these priorities for the People of Ashfield. In particular, the local plan has a key responsibility in delivering the outcomes around the supply of appropriate and affordable homes, improving our town centres, facilitating economic growth especially around transport hubs, improving parks and open space and increasing tree coverage.

Ashfield Social Value Policy

2.55 The Council's Social Value Policy³⁴ sets out the Council's commitment to social value and the added benefits that can be gained from projects and public procurement, specifically for the social, economic and environmental benefit of local people living in the local area.

2.56 The Policy identifies that it is important for Ashfield District Council to know and understand what is being delivered so that we can understand where we need to concentrate improvement on. Examples of delivering social value in the Policy includes 'Building Social Value into planning services'. This has been reflected with the inclusion of a social value policy in the draft Plan and the Council have been involved with the Social Value Task Force in the development of the policy approach.

Ashfield and Mansfield A Plan for Growth 2017. Ashfield DC & Mansfield DC³⁵

2.57 This reflects the commitment by both councils, to produce a combined economic strategy. This reflects the fact that the two districts together are effectively an integrated economic community, with many people living in one district and working in the other. This is also supported by Centre for Cities,

³² <https://www.ashfield.gov.uk/media/8d84458b550cb95/corporate-plan-2019-2023-final-to-publish.pdf>

³³ <https://www.ashfield.gov.uk/your-council/strategies-plans-policies/>

³⁴ <https://www.ashfield.gov.uk/media/8d88f9438231a5e/social-value-policy.pdf>

³⁵ <https://www.ashfield.gov.uk/media/8d850ae2a324a84/ashfield-and-mansfield-a-plan-for-growth-2017.pdf>

who have recognised Mansfield principle urban area (including the Ashfield area) as one of the 64 UK “cities”.

2.58 It updates the 2011 Joint Economy Masterplan setting out a vision ‘to maximise the opportunities for people and businesses to grow and prosper in Ashfield & Mansfield.’ Its sets out a SWOT analysis and set out three themes and associated priority actions:

- Developing the workforce to support business growth.
- Encouraging enterprise and business growth.
- Improving infrastructure and stimulating investment.

Affordable Housing Delivery Strategy 2019 – 2021. Ashfield District Council³⁶

2.59 The strategy focuses on the actions that can be taken by the Council to increase the supply of affordable homes for rent or for sale in Ashfield district, developed either by the Council, housing association or by a private developer. Together with the Local Plan, this strategy will help to deliver affordable homes in the District.

Ashfield Playing Pitch Strategy 2017 -2020

2.60 The Playing Pitch Strategy will provide a focus for three key areas:

- Sustainable long term management of outdoor sports facilities,
- Evidence of need and priorities to support funding bids for continued improvement of facilities,
- Provision of new facilities through the development process where a need has been identified.

Ashfield Public Open Space Strategy 2016-2026

2.61 The Public Open Space Strategy provides a vision for Ashfield’s public open spaces and emphasises three key areas:

- Sustainable long term management of public open space;
- Continued improvement of public spaces;
- Provision of new public open space and associated facilities through the development process.

2.62 The strategy focuses on publicly accessible open spaces, including parks and green spaces, town centre spaces such as squares and plazas, allotments, cemeteries and green links.

³⁶ <https://www.ashfield.gov.uk/media/8d85a72e4fe7225/affordable-housing-delivery-strategy-2019-2021-final.pdf>

The Ashfield Community Partnership Strategic Plan 2019 - 2022³⁷

- 2.63 Ashfield Community Partnership (ACP) is a multi-agency body responsible for tackling and addressing crime and disorder in Ashfield. The Strategic Plan 2019 - 2022 is a 3-year rolling document, which identifies how the partnership plans to tackle local community safety issues that matter to the local community.

Lifestyle Strategy Active Ashfield 2017 – 2021

- 2.64 The Strategy looks to improve health and wellbeing and the quality of life for residents by increasing participation in healthy lifestyles.

Ashfield Health and Wellbeing Partnership Strategy Be Healthy, Be Happy, 2021 – 2025 Ashfield Health and Wellbeing Partnership.

- 2.65 The Ashfield Health and Wellbeing partnership is a local partnership which aims to encourage and provide opportunities for residents within the Ashfield area to lead a healthy, active lifestyle. The Strategy identifies a mission 'To work collaboratively to help people improve their health and wellbeing, develop pride and aspiration in our communities and promote Ashfield in a positive manner.'

Ashfield District Council Towns Fund

- 2.66 Kirkby-in-Ashfield and Sutton in Ashfield were chosen by the government in Autumn 2019, as two of the towns in the UK to receive the governments Towns Fund. The Government set out the three areas of regeneration the Towns Fund will focus on:

- urban regeneration, planning and land use,
- skills and enterprise infrastructure, and
- digital and transport connectivity.

- 2.67 Since then, the Council, together with the Discover Ashfield Board have been working closely with stakeholders including business, education, health, transport, and local elected Members to develop the Kirkby and Sutton Town Investment Plan³⁸.

- 2.68 On 8 June 2021 the government announced that it was awarding the Kirkby and Sutton Town Deal £62.6 million. Together with funding secured from the Towns Fund Accelerator Fund (£1.5m) and the Future High Streets Fund, over £70 million has now been secured for Ashfield. Together with co-funding

³⁷ <https://www.ashfield.gov.uk/community-leisure/anti-social-behaviour-community-safety/>

³⁸ <https://www.ashfield.gov.uk/business-licensing/support-into-work/towns-fund/>

this will bring well over £100 million of investment into the District over the next five years.

2.69 The investment will deliver jobs and further education opportunities, long-term economic and productivity growth, new homes, improved transport infrastructure, reduced carbon and new cultural and visitor facilities. The investment plan focuses on four areas:

- Business & Education
- Health & Wellbeing
- Visitor Economy
- Greener Ashfield

2.70 Several projects are currently underway using the £1.5m from the Accelerated Towns Fund funding, including:

- New Kirkby indoor market – due to open in late July
- Off-road cycle path improvements between Sherwood Business Park and Kirkby
- New play area at Hornbeam Park, Kirkby
- Purchase of vacant properties on Low Street, Sutton
- Creation of a Centre of Excellence for disabled people in Sport and Theatre, at Portland College.

3 Ashfield District Council (ADC) Local Plan History

3.4 The current adopted local plan for Ashfield is the Replacement Ashfield Local Plan (2002 - 2011) which was adopted in 2002. Whilst this local plan is time bound, it is the most up to date local plan for the District and is still used, in conjunction with the National Planning Policy Framework (NPPF), as the basis for making planning decisions.

3.5 There is a complex history associated with the local plan in Ashfield, the section below sets out a summary of the previous local plan which has been a material consideration for the strategy contained in the current Draft Local Plan (2020 – 2038).

Ashfield Local Plan (2017 – 2032)

3.6 The Ashfield Local Plan was submitted for Examination on 24 February 2017. In October 2017, the Inspector held an Examination which comprised a series of hearing sessions on questions raised by the Inspector relating to the soundness of the submitted Local Plan. During the Hearing the Inspector identified a number of proposed Main Modifications to the Plan which he considered may be necessary to make the Plan sound. These comprised redrafting text, the omission of specific policies and the inclusion of new

policies for specific site allocations already identified in the Plan and a Rural Exception Sites Policy.

- 3.7 In accordance with the Planning Inspectorate 's Procedural Practice, a public consultation on the proposed Main Modifications was undertaken from 22 June 2018 to 10 August 2018.
- 3.8 At the Council meeting on the 6th September 2018³⁹, the plan which was under examination was withdrawn. At the meeting it was resolved that:
- a) the updated position in relation to the Emerging Ashfield Local Plan, be received and noted;
 - b) it be agreed that the Council withdraw the Emerging Local Plan and commence development of a new Local Plan immediately.

The reasons for the decision are set out as follows in the minutes:

1. The Emerging Local Plan does not fit with the new political administration's economic growth ambitions and vision for the District.
 2. The new political administration's ambition is to revisit the strategic underpinning of the Local Plan. The vision of the new political administration is for a sustainable and ambitious plan which is fresh, creative and robust bringing the greatest socio-economic benefit to the District of Ashfield.
 3. The ambition includes taking into account changes in the National Planning Policy Framework (NPPF) which are not currently embedded within the Emerging Local Plan.
 4. The Emerging Local Plan Vision has a restrictive focus of concentrating development in and adjoining the urban and settlement areas, i.e. urban concentration. However, this is not ambitious enough to reflect the wider economic aspirations of both Government and the new Council Leadership.
 5. The new Local Plan Vision will revisit the parameters of the withdrawn Local Plan, and reconsider issues such as the most suitable and sustainable locations for employment growth and housing allocations with the underpinning strategy of the Local Plan, to review future infrastructure requirements and to make the most of locational advantages such as Junctions 27 and 28 of the M1 motorway.
- 3.9 The strategy identified in the Draft Local Plan seeks to address these reasons for withdrawal and sets out an appropriate and sustainable framework to guide development up to 2038.

³⁹ <https://democracy.ashfield-dc.gov.uk/ieListDocuments.aspx?CId=132&MId=3675&Ver=4>

3.10 The Draft Plan is based on the most up to date version of the NPPF, 2021, as is set out in section 2 above.

4 Evidence Base

4.1 This section sets out the relevant evidence base which as informed the strategy identified in the Draft Local Plan.

Housing Need

4.2 Ashfield falls within the Nottingham Outer Housing Market Area (plan 1), which also includes the districts of Mansfield and Newark and Sherwood. An economic relationship also exists with Mansfield District Council, and to a lesser extent with Newark and Sherwood.

4.3 From a strategic perspective, Ashfield District Council forms part of a wider Housing and Functional Economic Market Area. The location of Hucknall and its proximity to Nottingham City has also led to a close working relationship with other local authorities forming part of the Greater Nottingham Joint Planning Partnership.



Plan 1: Nottingham Outer Housing Market Area showing Ashfield in context with surrounding Authorities.

- 4.4 Planning practice guidance sets out the standard methodology for assessing the minimum number of homes expected to be planned for in a local planning authority area⁴⁰, background paper 1 provides further evidence in relation to this. For the purposes of the Draft Local Plan and having assessed the land supply, policy and physical constraints, the Council is proposing to adopt a baseline minimum of 457 dwellings per year as its housing target or 8226 over the plan period as is set out in policy H9 of the Draft Local Plan.

Employment Land Requirement

- 4.5 The Nottingham Core and Outer HMA Employment Land Needs Study (ELNS) 2021 undertaken by Litchfields sets out a range of options for employment land requirements in the District over the plan period. Background paper 3 sets out the approach that the District has taken to the allocation of land in the Draft Local Plan, as identified in policies S8, S10 and EM2 and sets out, in detail, justification as to why the plan departs from the figures identified in the ELNS.
- 4.6 The plan makes provision for up to 83ha of employment land, including the allocation of 38.42ha on land at junction 27 at the Districts strategic employment area Sherwood Park for logistics and distribution to meet a need specifically identified for this sector in the ELNS.

Strategic Housing and Employment Land Availability Assessment

- 4.7 The Strategic Housing Land Availability Assessment (SHELAA) is an ongoing assessment of sites undertaken by councils to identify sites that have may potential for residential development. It helps the council to understand where and when housing could be built in the future.
- 4.8 The SHELAA methodology⁴¹ was updated in 2021 and the individual SHELAA site reports⁴² have also been published on the Council's website. The SHELAA methodology report focusses on the following:

⁴⁰ <https://www.gov.uk/government/publications/housing-delivery-test-measurement-rule-book>

⁴¹ <https://www.ashfield.gov.uk/localplan2021/>

⁴² <https://www.ashfield.gov.uk/localplan2021/>

- The identification of sites/broad locations;
- Assessment of each site/broad location to consider:
- Establishing whether a site can be considered for future allocation based on:
 - § Suitability
 - § Availability
 - § Achievability
 - § Whether identified site constraints can be overcome
- Estimating the development potential based on:
 - § Density.
 - § Developable area
 - § Responding to site constraints
 - § Lead in times and build out rates

4.9 The site assessments enable sustainable site selection from a pool of achievable sites to meet the assessed needs and the individual site reports are available on the Council website⁴³.

Maid Marian Rail Extension Economic Impact Analysis and Station Masterplans

- 4.10 The Report considers the economic impact of the Maid Marian passenger route through Ashfield and Mansfield, with particular regard to the economic benefits and development potential of the four stations, two of which are in Ashfield (Kirkby-in-Ashfield Station and Sutton Parkway Station).
- 4.11 The proposal is to open the existing freight-only line between the Robin Hood Line to the east and Erewash Valley Line to the west to passenger trains. The Report identifies that the increased capacity, connectivity and accessibility brought by the Maid Marian Rail Extension will support the delivery of residential and commercial development within the catchments of the four enhanced stations at Mansfield Woodhouse, Mansfield Town, Sutton Parkway and Kirkby in Ashfield. It will also benefit employees by allowing them to access a wider range of job opportunities and housing choices; employers by giving them access to a wider labour pool and more accessible locations; and will make the two Districts more attractive to operators through improved services and facilities, and improved retail and leisure offers.
- 4.12 Using data from the Council's latest housing and employment monitoring reports, as well as a review of current applications relating to potential sites in the vicinity of the four stations, a 'reference case' of those developments

⁴³ <https://www.ashfield.gov.uk/localplan2021/>

likely to come forward over the 19-year appraisal period even without the re-opening of the Maid Marian line has been identified. The combined reference case for both Districts includes over 10,000 dwellings, 2,400 sqm of retail space, over 580,000 sqm of office and small business floorspace; 2,800 sqm of community floorspace; and 2 hotels totalling 143 bedrooms.

- 4.13 The combined reference case for both Districts includes a total capital investment of almost £2.7bn; which could support over 6,000 direct and indirect FTE construction jobs in each year of construction; and will generate over £411 million in direct and indirect GVA per annum. Once operational, the developments in the reference case could support over 23,000 direct and indirect FTE jobs within the local area, generating c£1.4bn in GVA per annum. The residents of the proposed dwellings are estimated to spend around £178m each year, supporting a further 2,900 local jobs.
- 4.14 Investment in the areas surrounding each station provides an opportunity to improve visibility of and access to local amenities such as colleges, leisure centres and local business. This could include improvements to walking and cycling infrastructure, transport links via other modes away from the stations, and address issues such as car parking at peak times.
- 4.15 The Station Masterplans build on this economic analysis by identify development opportunities near Sutton Parkway and Kirkby-in-Ashfield stations on the Robin Hood Line. It makes recommendations on specific local interventions that could be delivered to each of the train stations and their surrounding localities to support by creating enhanced places and better connectivity for local residents and businesses.
- 4.16 While recognising the wider opportunities associated with HS2, the Maid Marian Line is being developed as stand-alone scheme which will provide greater local connectivity with cross county connections, an alternative route into Nottingham and to Derby and beyond. This will support Ashfield's ambition to be a destination for employment, education, and tourism.
- 4.17 Additional work is being undertaken to investigate the economic, social, and environmental benefits of providing additional station platforms at both Kingsmill and Selston (Jubilee), building on recent Maid Marian Line studies by AECOM and Systra on behalf of Nottinghamshire Councils.

Towns Fund

- 4.18 Kirkby-in-Ashfield and Sutton in Ashfield were chosen by the government in Autumn 2019, as two of the towns in the UK to receive the governments Towns Fund. The Government set out the three areas of regeneration the Towns Fund will focus on:
- urban regeneration, planning and land use,
 - skills and enterprise infrastructure, and
 - digital and transport connectivity.

- 4.19 Since then, the Council, together with the Discover Ashfield Board have been working closely with stakeholders including business, education, health, transport, and local elected Members to develop the Kirkby and Sutton Town Investment Plan⁴⁴.
- 4.20 On 8 June 2021 the government announced that it was awarding the Kirkby and Sutton Town Deal £62.6 million. Together with funding secured from the Towns Fund Accelerator Fund (£1.5m) and the Future High Streets Fund, over £70 million has now been secured for Ashfield. Together with co-funding this will bring well over £100 million of investment into the District over the next five years.
- 4.21 The investment will deliver jobs and further education opportunities, long-term economic and productivity growth, new homes, improved transport infrastructure, reduced carbon and new cultural and visitor facilities. The investment plan focuses on four areas:
- Business & Education
 - Health & Wellbeing
 - Visitor Economy
 - Greener Ashfield
- 4.22 Several projects are currently underway using the £1.5m from the Accelerated Towns Fund funding, including:
- New Kirkby indoor market – due to open in late July
 - Off-road cycle path improvements between Sherwood Business Park and Kirkby
 - New play area at Hornbeam Park, Kirkby
 - Purchase of vacant properties on Low Street, Sutton
 - Creation of a Centre of Excellence for disabled people in Sport and Theatre, at Portland College

Green Belt

- 4.23 Plan 2 below shows the extent of the Green Belt in Ashfield, it is largely confined to the south of the District which forms part of the Nottingham and Derby Green Belt. It equates to approximately 41% of Ashfield. This includes land around Hucknall, land to the south and east of Kirkby-in-Ashfield and land surrounding the rural villages of Selston, Jacksdale, Underwood and part of Brinsley. The village of Bagthorpe is ‘washed over’ by the Green Belt.
- 4.24 There are a number of evidence base documents in relation to the Green Belt in Ashfield, these are set out below and are available on the Councils website⁴⁵:

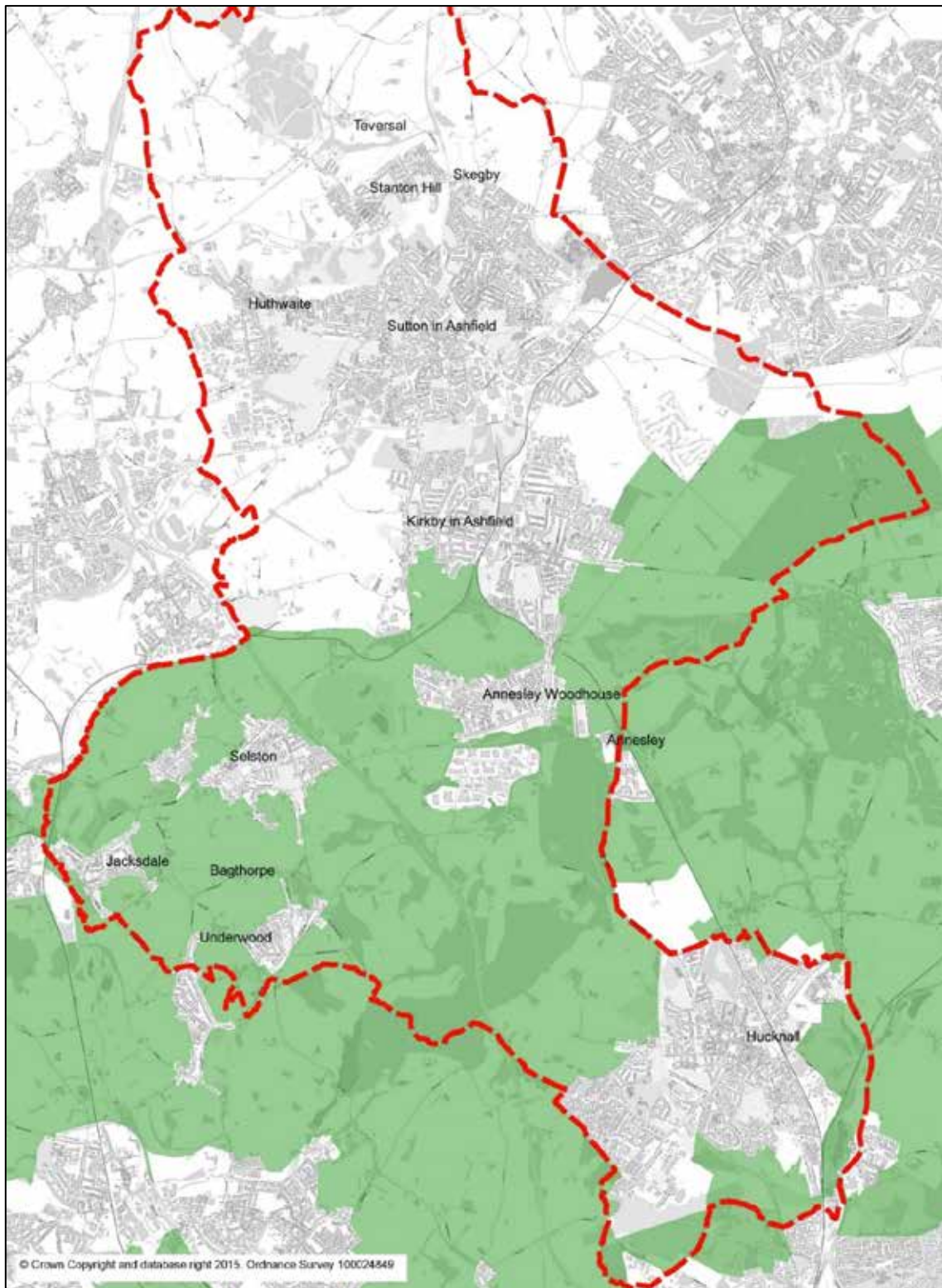
⁴⁴ <https://www.ashfield.gov.uk/business-licensing/support-into-work/towns-fund/>

⁴⁵ <https://www.ashfield.gov.uk/localplan2021/>

- Ashfield Strategic Green Belt Review (2016) (stage1)
- Green Belt Harm Assessment (July 2020) (Stage 2)
- Green Belt Boundary Review Technical Paper. (2021)

4.25 The Ashfield strategic Green Belt Review (2016) is an assessment of the whole of Ashfield's Green Belt and provides a means of identifying the most important areas, when assessed against the purposes of Green Belt as set out in national policy (NPPF).

4.26 The Green Belt Harm Assessment (stage 2) is an assessment of the potential harm to the Green Belt when assessed against the purposes of Green Belt as set out in the NPPF. The extent of the assessment and the identification of sites where the release of land for development might potentially be considered, was defined by the call for sites undertaken in 2019 and their assessment through the Strategic Housing and Economic Land Availability Assessment (SHELAA).



Plan 2: Extent of Green Belt in Ashfield District.

Sustainability Appraisal

4.27 The Draft Local Plan has been informed by the Sustainability Appraisal (SA) which has tested a number of different options in relation to the levels of growth in the district for both housing and employment and a range of spatial

options (including sites) to accommodate the levels of growth identified. A copy of the SA can be found on the Councils website⁴⁶.

Accessibility Study:

- 4.28 The Accessibility study⁴⁷ was completed on behalf of Ashfield, Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe councils. Paragraph 1.2 of the study states that the *'aim of any spatial development strategy is to ensure that new development takes place at the appropriate scale in the most sustainable settlements. Most development should be concentrated within those settlements with the largest range of shops and services with more limited development within local service centres and villages. The overall aim of the plan is to create sustainable communities'*.
- 4.29 The purpose of the study is to 'establish common means of measuring and assessing in general terms the level of accessibility of existing settlements, particularly in terms of their residents access to jobs, shopping, education and other services by walking, cycling and public transport'. The work has several uses as set out in paragraph 2.3 of the study as follows:
- Identify which settlements have higher levels of accessibility, assisting in the creation of a hierarchy of settlements if required,
 - contribute to setting out spatial policies to apply to different settlements including the suitability or unsuitability of growth,
 - identify where settlements fall short, for example, access to health facilities, which can assist service planning (although it should be noted that the usage and capacity of existing facilities has not been accounted for).
 - Identify if the level of accessibility to different types of facility varies widely for any particular location.
- 4.30 The table below (table 1) sets out the accessibility scores of each settlement as taken from appendix 1 of the study, highlighting the most sustainable to least sustainable based on accessibility. Those settlements identified with a * are not located in Ashfield District but there are sites in those areas which fall within the ADC administrative area that have been allocated in policy H1 of the plan.

⁴⁶ <https://www.ashfield.gov.uk/localplan2021/>

⁴⁷ <https://www.ashfield.gov.uk/media/8d85025808b48e5/greater-nottm-accessibility-of-settlements-final-18-01-10.pdf>

Settlement	Accessibility score
Sutton	279.5
Kirkby	274.8
Hucknall	266.8
Stanton Hill	253.1
Huthwaite	248
Skegby	247.5
Annesley/Annesley Woodhouse	239.6
Selston	230.7
Jacksdale	227.3
Underwood	224.8
Brindsley *	207.9
Teversal and Fackley	207.5
Newstead *	167.5
Teversal	116.5

Table 1: Settlement accessibility scores, source – Appendix 1, Accessibility study.

New Settlement Study

- 4.31 AECOM (alongside HDH Planning & Development and Hyas Associates) were commissioned in May 2020 to prepare a report⁴⁸ aimed at assessing the suitability, availability and achievability of two potential new settlement options for the emerging Ashfield District Council (ADC) Local Plan.
- 4.32 Two potential options for New Settlements were identified, these were Kirkby Lane/Pinxton Lane, Kirkby-in-Ashfield (Site 1) and Cauldwell Road/Derby Road, Sutton in Ashfield (Site 2) which has been allocated in the plan under policy S3 and S7.
- 4.33 This site is proposed for the delivery of 1000 homes, 315 of which are identified to be delivered towards the end of the plan period. The site will also need to provide affordable housing with a range of house types and tenures as well as accessible or easily adaptable homes. An on-site primary school as well as secondary school contributions will also be required along with the provision of a local centre with a range of retail and community uses. Walking and cycling routes to Sutton In Ashfield and Mansfield, public transport and a comprehensive package of highway improvements are also identified in the policy, along with the need to provide a high-quality design in the built form and in the approach to greenspace on the site. A development framework will be produced in due course to address further detail in respect of the delivery of the site. At present, there is no developer interest in this site.

⁴⁸ <https://www.ashfield.gov.uk/media/r4mlmh4q/ashfield-new-settlement-study-final-report-march-2021.pdf>

5 The Spatial Strategy

- 5.1 Chapter 3 of the Draft Local Plan (2020 – 2038) sets out the plans' spatial strategy. The strategy has been informed by the assessment of alternative options as set out in the Sustainability Appraisal (SA) ⁴⁹, the identified housing⁵⁰ and employment⁵¹ requirement for the District and a number of other evidence-based documents⁵² including the Strategic Housing and Employment Land Availability Assessment (SHELAA)⁵³, and the Green Belt Methodology⁵⁴ and Harm Report⁵⁵. The strategy also seeks to address the reasons for the withdrawal of the previous local plan for Ashfield (see section 3 above).
- 5.2 The strategy identified in the Draft Local Plan seeks to:
- take advantage of the Districts proximity to Nottingham City,
 - capitalise on the accessibility of the M1 transport corridor (new settlements, employment at junction 27, HS2 and opportunities around that)
 - locate growth in sustainable and accessible locations
 - ensure a strong regeneration focus in Kirkby and Sutton
 - deliver proportionate and sustainable growth in the villages and
 - ensure place making and the delivery of new infrastructure.
- 5.3 The Council is meeting its own housing and employment needs identified from the evidence base, which is:
- 457 houses per annum, equivalent to 8,226 dwellings between 2020 and 2038 with an additional allowance of approximately 10%, and
 - provision for 83 hectares of employment land over the plan period.
- 5.4 The strategy is focussed on 2 new settlements to help deliver the identified housing requirement over the plan period. 35% of all development in the district will be delivered on these two mixed use sites as identified in policy S3 and as further detailed in policy S6 (Whyburn Fam) and S7 (Cauldwell Road) of the Draft Local Plan. Further development will take place in and adjoining the main urban areas (59%, see policy S3 and H1) and some development is also directed to the named settlements (5%, see policy S3 and H1). Appendix 1 of this report sets out further detail in relation to each housing allocation identified in policy H1.

⁴⁹ <https://www.ashfield.gov.uk/localplan2021/>

⁵⁰ <https://www.ashfield.gov.uk/localplan2021/>

⁵¹ <https://www.ashfield.gov.uk/localplan2021/>

⁵² <https://www.ashfield.gov.uk/localplan2021/>

⁵³ <https://www.ashfield.gov.uk/localplan2021/>

⁵⁴ <https://www.ashfield.gov.uk/localplan2021/>

⁵⁵ <https://www.ashfield.gov.uk/localplan2021/>

- 5.5 In respect of employment development, the plan sets out that 38.42ha of land is allocated at junction 27, the Districts strategic employment area Sherwood Park for logistics and distribution (see policy S3 and S8). Policy EM2 identifies the remaining employment allocations in the District that will contribute to the delivery of further employment land over the plan period.
- 5.6 The Whyburn Farm site (policy S6) and land at Junction 27 (policy S8) require the release of land from the Green Belt. Further smaller housing allocations identified in policy H1 (table 2 below) also require Green Belt release as follows:

Area	Site	H1 policy reference (SHELAA reference)
Hucknall	Linby Boarding Kennels, East of Church Lane	H1Hb (HK013)
	Land adjoining Stubbin Wood Farm, Watnall Road	H1Hd (HK022)
	Land north of A611/south of Broomhill Farm	H1Hc (HK051 (composite of HK016, HK034, HK043 & HK050))
Kirkby	Beacon Farm Derby Road	H1Ka (KA002)
	Land off Hucknall Road, Newstead	H1Kh (KA046)
Rurals	Land at Plainspot Farm, New Brinsley	H1Va (SJU001)
	Land adj, Bull and Butcher PH, Selston	H1Vc (SJU014)
	Land adj. 149 Stoney Lane, Selston	H1Vd (SJU016)
	Land at Kirkby Lane Farm, Park Lane, Selston	H1Ve (SJU018)
	Land off Park lane / South West of M1, Selston	H1Ve (SJU020)
	Between 106 – 132 Main Road, Underwood	Land with planning permission (SJU027)
	– Land north of Larch Close, Underwood	H1Vg (SJU031)

Table 2: H1 Housing allocations requiring greenbelt release

6 Greenbelt Exceptional Circumstances

- 6.1 This section of the report sets out why the Council believes that there are exceptional circumstances to release land from the Green Belt to deliver the strategy identified in the plan. This relates to the sites identified in paragraph 5.6 above.

Whyburn Farm, Hucknall

- 6.2 The Plan takes advantage of the district's proximity to Nottingham through a new settlement at Whyburn Farm, Hucknall (policy S3 and S6) which is crucial to the delivery of the Plan's strategy.
- 6.3 Located to the north of Hucknall Whyburn Farm has excellent accessible links direct to Nottingham City through the NET and the Robin Hood Line. The settlement will deliver 3,000 homes during its lifetime (approximately,

1,600 in the Plan period) with associated infrastructure such as a new school, a local centre, and green space. It will need to be considered in combination with Top Wighay Farm whether an extension to the NET is feasible. The Settlement is also anticipated to provide approximately 13 ha (gross) of employment land adjacent to the A611 and has the potential to meet some of the logistic needs highlighted along the M1. There are also a number of other proposed housing allocations around Hucknall. To take advantage of the locational benefits of Hucknall on a strategic level to Nottingham City. These are discussed further under the section on policy H1 below.

- 6.4 In addition to the opportunities presented from the site as set out in para 6.3 above, the site will also need to deliver an element of affordable housing with a range of house types and tenures including adaptable and accessible homes. An on-site primary school and secondary education contributions, along with a local centre with a range of retail and community uses is also required. A high-quality environment is also expected both in terms of the design of the built form, with the development expected to exceed building regulations in respect of carbon emissions, as well as the provision of multifunctional greenspace. The greenspace will be in the form of sports pitches, play areas and a destination play park, along with blue and green infrastructure and areas which provide for significant biodiversity net gain. A development framework will be produced in due course to address further detail in respect of the delivery of the site over the plan period. The site has developer interest to bring it forward.
- 6.5 A range of alternative spatial options have been considered in the SA accompanying the plan. This option (option 10 in the SA) has been taken forward as it is deemed to represent the best option to deliver sustainable development in the District over the plan period. The SA sets out the reasons why other options were discounted.
- 6.6 The Green Belt harm report identifies that this site has a moderate overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of HK028 as a New Settlement	High	Moderate	Relatively High	Low	N/A	13	Moderate	HK09 / 16 (New Assessment in Appendix 2)

- 6.7 The site presents a significant opportunity to deliver sustainable development in the District and will contribute to the delivery of new homes

over the plan period and beyond. It will also include the potential to extend the existing NET into the site from the Top Wighay development adjacent, a park and ride to serve the NET, community facilities including primary and secondary education provision and a local centre with a range of retail and community uses. In addition, the site will provide significant biodiversity offsetting and exceed the current requirements for carbon emissions. These sustainability credentials, on balance and in accordance with the NPPF requirements to examine fully all other reasonable options, justify, in the Council's view, exceptional circumstances to release the land.

Policy H1

Hucknall

6.8 In addition to Whyburn Farm, there are three other sites allocated in Hucknall that require Green Belt release as follows:

- Linby Boarding Kennels, East of Church Lane (H1Hb)
- Land adjoining Stubbin Wood Farm, Watnall Road (H1Hd)
- Land north of A611/south of Broomhill Farm (H1Hc)

6.9 Appendix 1 sets out further details in relation to these individual sites as a result of the SHELAA assessment. The main points pertinent to the release of each site from the greenbelt are set out below.

Site H1Hb: Linby Boarding Kennels, East of Church Lane, Hucknall.

6.10 This is a mixed brownfield/greenfield site which has been identified as being available, potentially suitable, and achievable in the SHELAA (Ref. HK013). The northern section has the benefit of outline planning permission for 9 dwellings at the time of writing. The site is located adjacent to the existing urban area on land and is contained by Church Lane to the west, and Hayden Lane to the east. Church Lane is a narrow rural road that will require upgrading prior to development.

6.11 The Green Belt harm report identifies that this site has a relatively high overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of HK013 as an expansion to Hucknall North	Relatively High	High	Relatively High	Relatively Low	N/A	15	Relatively High	H01 / 2*

- 6.12 Despite, this, the site is a mix of brownfield / greenfield land which already has the benefit of planning permission on part of the site, it is also available, potentially suitable and achievable in the SHELAA. The site on the edge of Hucknall helps meet the housing need identified for the District in a sustainable location and supports the strategy of locating development in close proximity to Nottingham city.

Site H1Hc: Land north of A611 / South of Broomhill Farm, Hucknall.

- 6.13 This is an amalgamation of 4 parcels of land submitted individually for assessment through the SHLAA (ref. HK016, HK034, HK043, HK050). As a whole, it has been assessed as being available, potentially suitable, and potentially achievable. The site is located adjacent to the existing urban area. The site is well contained by the A611 Hucknall by-pass and the estimated yield has been reduced to allow for a buffer between the road and new development.
- 6.14 The Green Belt harm report identifies that the site has a relatively low overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of HK051 as an expansion of Hucknall South	Low	Moderate	Relatively High	Low	N/A	9	Relatively Low	H05*

- 6.15 The site has been assessed as being available, potentially suitable, and potentially achievable in the SHELAA and the A611 would provide a natural rounding off of the settlement in this location. The site has a relatively low overall green belt harm score and being located on the edge of Hucknall helps meet the housing need identified for the District in a sustainable location. It also supports the strategy of locating development in close proximity to Nottingham city.

Site H1Hd: Land adjoining Stubbing Wood Farm, Watnall Road, Hucknall.

- 6.16 This is a greenfield site which has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. HK022). The site is located adjacent to the existing urban area and extends to the boundary with Broxtowe Borough in the west. The site is well contained by Watnall road and existing residential development to the north and east, and a water course to the west.

6.17 The Green Belt harm report identifies that the site has a relatively low overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of HK022 as an expansion to Hucknall South/ West	Relatively Low	Low	High	Low	N/A	9	Relatively Low	H08 / 1 & 2*

6.18 The site has been assessed as available, potentially suitable, and achievable in the SHELAA. It is adjacent to the urban area and is well contained. The site has a relatively low overall green belt harm score and being located on the edge of Hucknall helps meet the housing need identified for the District in a sustainable location. It also supports the strategy of locating development in close proximity to Nottingham city.

6.19 The release of these sites in Hucknall seeks to reinforce the plans strategy of taking advantage of the districts proximity to Nottingham city. The sites listed are all located in the green belt and the Council believes that there are exceptional circumstances to allocate them based on the local plan history, the proximity of Hucknall to Nottingham and the sustainability benefits that are associated with this on a strategic level such as access to education, skills and jobs in the City, as well as the frequency and availability of public transport. There are also significant opportunities to improve the infrastructure in Hucknall as a result of these allocations, in particular the new settlement at Whyburn farm which is detailed above.

6.20 The strategy also makes a much use as possible of suitable brownfield sites and underutilised land, optimises the density of development in town centres and has been informed by discussions with neighbouring authorities about accommodating growth over the plan period. Discussions demonstrate that this is not possible due to the timescales of local plan preparation for neighbouring authorities.

Kirkby

6.21 There are two sites in Kirby that require green belt release as follows:

- Beacon Farm Derby Road (H1Ka)
- Land off Hucknall Road, Newstead (H1Kh)

6.22 Appendix 1 sets out further details in relation to these individual sites as a result of the SHELAA assessment. The main points pertinent to the release of each site from the greenbelt are set out below.

H1Ka: Beacon Farm, Derby Road, Kirkby-In Ashfield.

6.23 This greenfield/brownfield site is located adjacent to the existing urban area on land previously designated as Green Belt. It is currently occupied by a single dwelling and several redundant poultry farm buildings, alongside a large, grassed area, and remnants of a hard standing to the south of the site. The site is well contained by mature trees and hedgerows to the north (beyond which is the narrow one-way Balls Lane) and west (beyond which is existing residential development), with Derby Road (A611) forming the eastern boundary. The southern boundary abuts existing residential development. The site has been assessed as available, potentially suitable and potentially achievable in the SHELAA (ref. KA002).

6.24 The Green Belt harm report identifies that the site has a low overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of KA002 as an expansion of Kirkby South	Relatively Low	Low	Relatively Low	Low	N/A	6	Low	KA03 / 5*

6.25 The strategy focusses on regeneration in Kirkby and Sutton to help reinforce the benefits of the Towns fund. However, it has been necessary to look at the release of this low value Green Belt site to ensure the council can meet the identified housing requirement set out in the plan. The Beacon Farm site constitutes a redundant poultry farm which has not been in use for almost a decade, and also has an area of previously developed land associated with railway workings to the south of the site. The location of this site at the southernmost part of Kirkby would enable a modest level of growth towards the wider Annesley/Woodhouse area, where the existing urban area it currently tightly constrained by Green Belt with little scope for future development within the settlement boundary.

H1Kh: Land Off Hucknall Road, Newstead.

6.26 This greenfield site is located adjacent to the existing urban area of Newstead village. It is well contained by Hazelford Way to the north, Hucknall Road to the west, existing residential development to the east, and a play area to the south. The substantial Annesley Forest plantation to the

west will provide a strong defensible long-term boundary for the green belt in this area. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. KA046).

6.27 The Green Belt harm report identifies that the site has a moderate overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of KA046 as an expansion of Newstead West	Relatively High	Low	Relatively High	Moderate	N/A	12	Moderate	Majority of KA12 / 4*

6.28 The strategy focusses on regeneration in Kirkby and Sutton to help reinforce the benefits of the Towns fund. However it has been necessary to look at the release of this moderate value Green Belt site to ensure that the Council can meet the identified housing requirement in the District. This site will aid regeneration in the former mining village of Newstead which is also constrained by Green belt. The settlement is largely located within neighbouring Gedling District and the 'Broxtowe Borough, Gedling Borough, Nottingham City Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014' identified this as an area for regeneration.

6.29 The release of these two sites from the greenbelt will help meet the overall housing requirement in the district and for the reasons set out above the Council believe that there are exceptional circumstances to justify their release in this instance.

Rurals

6.30 There are 7 sites in the rural areas which require Green Belt release as follows:

- Land at Plainspot Farm, New Brinsley (H1Va)
- Land adj, Bull and Butcher PH, Selston (H1Vc)
- Land adj. 149 Stoney Lane, Selston (H1Vd)
- Land at Kirkby Lane Farm, Park Lane, Selston (H1Ve)
- Land off Park lane / South West of M1, Selston (H1Ve)
- Between 106 – 132 Main Road, Underwood (PP)
- Land north of Larch Close, Underwood (H1Vg)

- 6.31 Land between 106 – 132 Main Road, Underwood already has the benefit of planning permission therefore is not discussed further in this paper. The sites identified as Land at Kirkby Lane Farm, Park Lane, Selston and Land off Park lane / South West of M1, Selston both form part of the same allocation in the plan under policy H1 (H1Ve).
- 6.32 Appendix 1 sets out further details in relation to these individual sites as a result of the SHELAA assessment. The main points pertinent to the release of each site from the greenbelt are set out below.

H1Va: Land at Plainspot Farm, New Brinsley, Underwood.

- 6.33 This greenfield site is located adjacent to the Named Settlement of Brinsley. The site abuts the district boundary with Broxtowe Borough and comprises agricultural fields. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU001).
- 6.34 The Green Belt harm report identifies that the site has a relatively low overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of SJU001 as an expansion of Brinsley West	Relatively Low	Relatively Low	High	Low	N/A	10	Relatively Low	B02 / 6 (New Assessment in Appendix 2)

- 6.35 The strategy seeks to deliver sustainable and proportionate growth in the villages in order to ensure the continuity of services and facilities in these locations. The allocated site is situated adjacent to the Named Settlement of Brinsley, which largely falls within the neighbouring authority of Broxtowe. The site has an overall rating of 'relatively low' in respect of harm to the Green Belt and has been assessed as available, potentially suitable, and potentially achievable in the SHELAA. Its allocation will help meet an identified need for housing in the District.

H1Vc: Land adj. Bull & Butcher PH, Selston.

- 6.36 This greenfield site is located adjacent to the existing built area of Selston. The site is well contained by existing residential development to the west and east, and has the potential capacity to deliver a small amount of development. The site has been assessed as potentially available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU014).

6.37 The Green Belt harm report identifies that the site has a relatively low overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of SJU014 as an expansion of Selston/New Selston	Low	Low	High	Low	N/A	8	Relatively Low	S03 / 6*

6.38 The strategy seeks to deliver sustainable and proportionate growth in the villages in order to ensure the continuity of services and facilities in these locations. The 3 allocations in Selston are located in the Green Belt. Selston is a large village with a number of facilities and services and is one of the most sustainable villages in accessibility terms in the rural area. Brownfield sites in the villages have been utilised in the strategy where possible but in order to meet the identified housing requirement, land in the Green Belt in these areas is required for release as a result of the assessment of sites in the SHELAA.

H1Vd: Adj 149 Stoney Lane, Selston.

6.39 This is a small greenfield site located adjacent to the existing built area of Selston. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU016).

6.40 The Green Belt harm report identifies that the site has a relatively low overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of SJU016 as an expansion of Selston West	Low	Low	High	Low	N/A	8	Relatively Low	S03 / 9*

6.41 The strategy seeks to deliver sustainable and proportionate growth in the villages in order to ensure the continuity of services and facilities in these locations. The 3 allocations in Selston are located in the Green Belt. Selston is a large village with a number of facilities and services and is one

of the most sustainable villages in accessibility terms in the rural area. Brownfield sites in the villages have been utilised in the strategy where possible but in order to meet the identified housing requirement, land in the Green Belt in these areas is required for release as a result of the assessment of sites in the SHELAA.

H1Ve: Land off Park Lane/ South West M1, Selston.

6.42 This greenfield site is located adjacent to the existing built area of Selston. The site is well contained by the M1 motorway to the east and existing residential development to the west. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (refs. SJU018, SJU020)

6.43 The Green Belt harm report identifies that the site has a low overall harm rating

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of SJU018 as an expansion of Selston North East	Low	Low	Relatively High	Low	N/A	7	Low	S01*

6.44 The strategy seeks to deliver sustainable and proportionate growth in the villages in order to ensure the continuity of services and facilities in these locations. The 3 allocations in Selston are located in the Green Belt. Selston is a large village with a number of facilities and services and is one of the most sustainable villages in accessibility terms in the rural area. Brownfield sites in the villages have been utilised in the strategy where possible but in order to meet the identified housing requirement, land in the Green Belt in these areas is required for release as a result of the assessment of sites in the SHELAA.

H1Vg: Land North of Larch Close, Underwood.

6.45 This greenfield site is located adjacent to the existing built area of Underwood, and is well contained by trees/mature hedgerows, with existing residential development to the south west. The site currently comprises stables, a manege, grazing and an area of heavy tree cover in the north. The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. SJU031).

6.46 The Green Belt harm report identifies that the site has a moderate overall harm rating:

Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
Release of SJU031 as an expansion of Underwood North/East	Relatively High	Low	High	Low	N/A	11	Moderate	U02 / 7 (New Assessment in Appendix 2)

6.47 The strategy seeks to deliver sustainable and proportionate growth in the villages in order to ensure the continuity of services and facilities in these locations. 2 allocations in Underwood (1 site already has the benefit of planning permission) are located in the Green Belt. Underwood is a large village with facilities and services and is relatively accessible in sustainability terms. Brownfield sites in the villages have been utilised in the strategy where possible but in order to meet the identified housing need, land in the greenbelt in these areas is required for release as a result of the assessment of sites in the SHELAA.

Employment land at Junction 27

6.48 Strategic Policy S8 sets out a strategic employment allocation adjacent to Junction 27 of the M1 Motorway. The allocation is in two areas, land to the north east of Junction 27 and west of Sherwood Business Park comprising a gross site area of approximately 20.47 hectares and land to the south east of Junction 27 comprising a gross area of approximately 25 hectares. An assessment of land was undertaken as part of the Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study⁵⁶ which anticipated that a ratio of 90% of gross to net area was realistic for the north eastern site. Consequently, the net developable area of this site is estimated to be 18.42 hectares.

6.49 The site to the south of Mansfield Road is substantially impacted by HS2 Safeguarding Land, both in terms of the route and for a major compound and temporary material stockpile. Under these circumstances, it is not anticipated that the site would come forward until the later part of the Plan once HS2 route has been constructed in this area. The gross area that could be potential developed after HS2 route has been completed is

⁵⁶ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study, 2021. Lichfields. (Extension/new site in the vicinity of Sherwood Business Park, Junction 27 M1 Motorway Ref: ADC12/13).

approximately 25 ha. Applying a ratio of 90% would result in a net developable area of 22.5 hectares.

National Planning Policy in relation to the economy and distribution

- 6.50 In terms of national planning policy the NPPF emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development, through three over-arching objectives – economic, social and environmental. It requires that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 6.51 Under paragraph 8a the economic objective is characterised as building “*a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure*”. In this context, paragraph 81 provides that “*decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”.
- 6.52 Paragraph 82 recognises the specific locational requirements of different sectors and directs local planning authorities to make provision for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 6.53 Changes in economic circumstances must be taken in to account. This is reflected in paragraph 120, which states that planning decisions should reflect changes in the demand for land, informed by regular reviews of land allocated for development in plans and land availability. Similarly, paragraph 33 requires that policies in local plans should be reviewed to assess whether they need updating at least once every five years taking into account changing circumstances affecting the area, or any relevant changes in national policy.
- 6.54 Planning Practice Guidance⁵⁷ (PPG) recognises that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land). To address this, the PPG states that:

⁵⁷ Planning Practice Guidance Housing and economic needs assessment

“The logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).

Strategic facilities serving national or regional markets are likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour. Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. This can be informed by:

- engagement with logistics developers and occupiers to understand the changing nature of requirements in terms of the type, size and location of facilities, including the impact of new and emerging technologies;*
- analysis of market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies;*
- analysis of economic forecasts to identify potential changes in demand and anticipated growth in sectors likely to occupy logistics facilities, or which require support from the sector; and*
- engagement with Local Enterprise Partnerships and review of their plans and strategies, including economic priorities within Local Industrial Strategies.*

Strategic policy-making authorities will then need to consider the most appropriate locations for meeting these identified needs (whether through the expansion of existing sites or development of new ones).

Authorities will also need to assess the extent to which land and policy support is required for other forms of logistics requirements, including the needs of SMEs and of ‘last mile’ facilities serving local markets. A range of up-to-date evidence may have to be considered in establishing the appropriate amount, type and location of provision, including market signals, anticipated changes in the local population and the housing stock as well as the local business base and infrastructure availability⁵⁸.

6.55 The PPG also provides that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed:

“Clustering of certain industries (such as some high tech, engineering, digital, creative and logistics activities) can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as in driving the economic prospects of the areas in which they locate. Strategic policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant evidence and policy within Local Industrial Strategies. For example, this might include the need for greater studio capacity, co-working spaces or research facilities.

⁵⁸ Paragraph: 031 Reference ID: 2a-031-20190722 Revision date: 22 07 2019

These needs are often more qualitative in nature and will have to be informed by engagement with businesses and occupiers within relevant sectors.”

- 6.56 Logistics is one of three sectors explicitly identified in Part 6 of the NPPF and consequently it places greater emphasis on considering how to meet the logistics requirements.

Demand for logistics

- 6.57 The NPPF sets out a requirement to have regard to Local Industrial Strategies and other local policies for economic development⁵⁹. D2N2 is the Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham and Nottinghamshire. The LEP plays a central role in deciding the economic priorities and undertaking activities to drive economic growth and create local jobs. The draft Local Industrial Strategy⁶⁰ supports inclusive growth across the whole region. Proposition #3

“Support the growth of our cities, towns and economic corridors to improve quality of place and economic prosperity in the wider region. Ensure that housing and employment development opportunities are unlocked, and the visitor economy bolstered, to enable wider place-making and productivity objectives.”

- 6.58 The M1 is identified as a growth corridor and Proposition 3 emphasises that business activity will be developed at sites along the M1 motorway. D2N2’s Strategic Economic Plan⁶¹ identifies that for logistics and e-commerce

“there are significant potential opportunities given our central location as a transport hub and links to strengths in knowledge base (e.g. systems integration). The availability of sufficiently large sites near major junctions will affect the scale of growth”.

- 6.59 The Plan identifies 11 priority sectors important to the D2N2 Economy, that may need different interventions to effectively contribute to the productivity growth. The sectors identified include logistics & E-Commerce. These sectors have been identified by D2N2 according to their degree of specialisation, tradeable ‘clustering’, concentration of employment or prospects for growth. Therefore, it is vital to ensure that companies operating in these key sectors find the locations and expansion opportunities that they can invest in. Consequently, providing sufficient employment land to accommodate sector requirements is important.
- 6.60 The Nottingham Core and Outer Housing Market Area Employment Land Needs Study 2021 (ELNS) Lichfields, is intended to ensure that the emerging local plan is based on understanding existing business needs, and potential changes in the market for employment land, and the current and potential future supply of employment land. A key part of the Study is the

⁵⁹ NPPF 2021 paragraph 82.

⁶⁰ D2N2 – Draft Local Industrial Strategy, March 2020.

⁶¹ D2N2 – the Spark in the UK’s Growth Engine Strategic Economic Plan - 2019-2030

provision of evidence on the quantity of employment land to be planned for over the plan period to 2018 - 2038. It has also assessed the quality of key strategic employment sites in the study area and makes recommendation regarding the future and whether they should be protected as providing an important economic role.

- 6.61 There has been a shifting in business and consumer behaviour over the last few years. This reflects changes in the way consumers shop with an increase in sales online and the delivery of these goods to peoples' homes, but it has been accelerated by the covid pandemic. The rise of e-commerce⁶² has led to a rapid and sustained demand for sites capable of meeting logistics needs. Traditionally this has been reflected in the quality of access to the motorway network or rail freight terminals. This remains a key aspect, but sites need to be accessible to a workforce, and connected to multi-modal supply chains and markets. The logistic market is also wider than big boxes as it also includes 'the last-mile of delivery'. Effectively, this a hub to load up vans that deliver to individual consumers with very little stored on site for any length of time. Units are typically smaller around 30,000 to 50, 000 sq ft on the edge of a town or city for access to customers but with good access to national roads (for goods in) and local roads (for delivery) networks.
- 6.62 The ELNS sets out various scenarios for future employment land requirements. However, it acknowledges there is a conflict between the economic forecasts which do not take into account the strategic needs for logistics, and the market-led intelligence presented in ELNS Section 5. Feedback from agents to the ELNS consultation identifies that in the East Midlands demand for large logistic units remain high, while supply remain low. Agents reported that this market has been performing above all expectations over the past twelve months with vacancy rates at all-time-lows and the only limiting factor being the supply available. Stakeholders suggested that the "Golden Triangle" for logistics is quickly expanding northwards along the M1, with occupiers taking advantage of lower rents, comparable transport links and the availability of labour relative to further south. The ELNS at paragraph 5.62 onwards considers Logistics and E-Commerce with paragraph 9.16 onwards setting out 'The need for Strategic B8 Distribution'.
- 6.63 The emphasis by agents/developers was on the junctions on the M1 Corridor through the study area as being the ideal locations for accommodating this unmet need for strategic large-scale distribution. The M1 junctions that are in/close proximity to the study area are: Junction 25 at Sandiacre (Erewash Borough); Junction 26 at Nuthall (Broxtowe); Junction 27 beside Sherwood Business Park (Ashfield District) and Junction 28 at Castlewood (Bolsover District, but close beside Ashfield District's Common Road Industrial Estate). The preferred approach from both developers and occupiers is to expand such industrial parks at key transport intersections wherever possible to

⁶² E-commerce (electronic commerce) is the buying and selling of goods and services, or the transmitting of funds or data, over an electronic network, primarily the internet.

avoid overloading the road network in urban locations and to allow for business expansion without locating away from existing workforces.

- 6.64 Research undertaken by Savills⁶³ published in January 2021 identified that for the East Midlands, the record levels of take-up have caused the supply of units over 100,000 sq ft to decrease. Using the five-year annual average take-up there is 0.69 years worth of supply in the market.
- 6.65 The ELNS⁶⁴ identifies that there is a large discrepancy in B8 land requirements for Ashfield, (ELNS Table 8.35), which identifies a net requirement for 56 ha of B8 land based on past take up rates trended forward, compared to between 13 and 18 ha based on the econometric/labour supply scenarios. This indicates that some element of strategic B8 is reflected in Ashfield's past take up scenario. This is reflected in the Employment Land Monitoring Reports for Ashfield which identify that a number of large distribution units have come forward in Ashfield since 2015/16, Table 1. This has been principally at Castlewood Business Park, close to Junction 28 of the M1, and at Summit Park, Sutton in Ashfield, off the A617, where a substantial Amazon Distribution warehouse has been located, comprising 162,791 sq m (1,752,325 sq ft) of space. However, in relation to logistics the key sites at Summit Park and Castlewood Business Park are substantially developed.

Year – 1 st April to 31 st March	Plot	Planning permission	Planning permission Decision date	Description	Floor space Sq m	Site Area ha
Castlewood Business Park						
2015/16	7	v/2015/0031	23/02/2015	Warehouse with ancillary offices	Warehouse 7,781 Office 1,545 Total 9,226 (99,311 sq ft)	2.11
2018/19	2 & 3	v/2018/0217	31/07/2018		B1 1,020 B2 11,080 B8 11,080 Total 23,180 (249,515 sq ft)	5.31
Plot with current planning permission but not developed						
2018/19	1	v/2018/0652	18/01/2019	Warehouse	B8 19,235 (207,050 sq ft)	5.0
Summit Park, Sutton in Ashfield						
2019/2020		v/2019/0101	05/04/2019	Distribution warehouse with ancillary B1 (Amazon)	Total 162,791 (1,752,325 sq ft)	
Harrier Park, Hucknall						

⁶³ Big shed briefing UK UK Logistics – January 2021 Savills.

⁶⁴ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, para 9.21

2020/2021		v/2019/0433	19/11/2019		Office 2,903.2 B2/B8 15,290.9 Total 18,194.1 (195,846 sq ft)	4.83
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Table 27 - Units of around 9,290 sq m + (100,000 sq ft +) built or with planning permission from 2015/2016 in Ashfield

Source: Ashfield Employment Land Monitoring Report

- 6.66 It can be concluded from the evidence, that the demand for logistics floorspace is focused on the motorway corridor, as operators demand better access to their markets for ‘just-in-time’ delivery. Moreover, operators require good access to multi-modal supply chain facilities, such as depots, ports and airports. The M1 corridor is centrally located to supply chains and markets and has seen substantial levels of inward investment in the logistics sector. The ELNS, Ashfield’s Monitoring Reports, Savills and other reports by property specialists identify there is a strong demand for logistics along the M1 in Nottinghamshire, including Ashfield. Additional work is proposed to be undertaken to consider logistics within the Nottingham Core HMA and Nottingham Outer HMA⁶⁵. However, substantial distribution units (9,290 sq m +) have already come forward in Ashfield. For the reasons set out in Background Paper No 3, Economy and Employment Land, the adjusted past take up rates have been taken forward in relation to the employment land demand for Ashfield. This requires 83 ha of land to be provided for employment purposes for the period 2018 to 2038⁶⁶

Other socio-economic considerations

- 6.67 Ashfield’s economy, in terms of jobs, continues to rely on manufacturing which accounts for 18.9% of jobs in Ashfield compared to 12.9% for the East Midlands and 8.0% for Great Britain⁶⁷. However amongst the issues identified⁶⁸ is that gross average wages were lower in Ashfield and a high concentration of jobs are within lower skilled roles. Therefore, logistics has a potential role to play in bring investment into the District, deliver significant job creation, provide training opportunities and providing a boost to economic output.

Location

- 6.68 Evidence was provided by Avison Young⁶⁹ to Lichfields regarding the Logistics Market along the M1 corridor from Junction 24 of the M1 to Junction 28 (see Appendix 7). Avison Young considers that this corridor is a

⁶⁵ Covers the districts of Ashfield, Mansfield, Newark & Sherwood, Broxtowe, Erewash, Gedling, Rushcliffe and the City of Nottingham City.

⁶⁶ Background Paper No 3 Economy & Employment Land, August 2021 Ashfield District Council.

⁶⁷ NOMIS September 2021- Employee jobs (2019)

⁶⁸ Background Paper No 3 Economy & Employment Land. August 2021. Ashfield District Council

⁶⁹ Logistics Market Review – focused on the M1 Corridor between M1 Junction 24 – Junction 28. Avison Young January 2021 (Form Appendix 7 to the Nottingham Core and Outer Housing Market Area Employment Land Needs Study 2021).

prime location for logistics activities given its ability to provide ease of access to customers to suppliers (proximity to strategic road network and major (international) transport infrastructure such as ports or airports) and access to a suitable workforce.

- 6.69 The ELNS⁷⁰ sets out that in terms of the size of site that could be planned for logistics, developers have indicated that ideal sites for distribution are seen to be in the range of 50 – 60 hectares, with planning for around a million sq. ft (c.93,000 sqm) that can be distributed towards 5/6 smaller units or (with a higher degree of risk) into 1 or 2 large ones. The ELNS identifies that two of the larger distribution sites that have come forward in recent years, namely the Dixons Mastercare and the Amazon Distribution Centre at Summit Park, were around 19-20 ha in size, which accommodated one very large distribution unit.
- 6.70 In relation to Ashfield, Junction 27 of the M1 is within the District and Junction 28 is in close proximity to Ashfield. Castlewood Business Park has been brought forward as a joint Local Plan allocation between Bolsover and Ashfield as it crosses the district boundary. However, Castlewood is substantially developed and Junction 28 has seen extensive developed in the vicinity of the Junction. The ELNS considered a site to the south of Castlewood off Pinxton Lane⁷¹. However, it is more limited in terms of size, comprising a gross area of 16.98 ha, has issues over access and was not put forward to the SELAA or in subsequent approaches to the landowner. As such, it is not considered to be deliverable. No substantial and suitable sites were identified along the A38 close to Junction 28. The other substantial allocation from the Ashfield Local Plan Review 2002 at Summit Park is no longer available having been developed for an Amazon Distribution warehouse.
- 6.71 As part of the SELAA, a significantly sized site was put forward on land to the south of Jubilee off Alfreton Road, Selston. However, this is in the rural area of the District and is not considered to be in a location to meet future logistic requirements⁷².
- 6.72 Currently, development at Junction 27 is reflected in the development of Sherwood Business Park. Sherwood Business Park is a high-quality development with strategic significance. It was development by English Partnerships as a joint venture with Kodak and was designated as an Enterprise Zone until November 2005. The proposed allocation, particularly to the north east, would represent an extension to Sherwood Business Park.

⁷⁰ Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study 2021, para 9.27

⁷¹ Part of the Potential New Settlement Site between Pinxton Lane & Kirkby Road (B6019), Kirkby-in-Ashfield (by Junction 28 of the M1) (Ref: ADC14)

⁷² Background Paper NO 3 Economy & Employment Land – Appendix 1.

Green Belt Purposes

- 6.73 The NPPF sets out five purposes served by the designation of Green Belt land. In relation to Junction 27
- a. Unrestricted sprawl - The north eastern site is located between Sherwood Business Park and the M1 Motorway and potentially HS2 Phase 2b route. There are already significant belts of landscaping forming part of Sherwood Park. The existing boundary features would be buttressed by additional landscaping including potential planted earth bunding. To the south east the site would be enclosed by the M1 Motorway and potential HS2 to the east, by the A608 to the north and by Weavers Lane and woodland to the other boundary. However, it is acknowledged that the site is less well contained than the site to the north east.
 - b. Merging Towns – There is a substantial distance between Kirkby-in-Ashfield, including Annesley, and Hucknall, therefore this purpose is not considered to be engaged.
 - c. Safeguarding the countryside – The Green Belt Harm Background Paper identifies that for the site to the north east the overall harm rating is ‘Relatively High’. It contributes towards an open semi-rural setting to the south of Annesley. However, the character of the proposed allocation is already heavily influenced by the urbanising influences of Sherwood Park, the M1 and potential the HS2 Phase 2b route to the west. Clearly, there will be a loss of countryside. In terms of the landscape, it is considered that a landscape lead approach would mitigate the impact of the proposed development and should, where ever possible, retaining the existing hedgerows, woodlands and mature trees.

In relation to the land to the south east is overall harm rating is “High”. It is acknowledged that the site form part of the rural landscape that extends to the east of the M1 and south of the A608. It is anticipated that the effect of development would be to have a high impact on the landscape.

Site Area (ha)	Release Scenario	Purpose 1 (Unrestricted Sprawl)	Purpose 2 (Prevent Settlements Merging)	Purpose 3 (Safeguard from Encroachment)	Purpose 4 (Preserve Historic Settlements)	Purpose 5 (Urban Regeneration)	Overall Harm Score	Overall Harm Rating	Green Belt Assessment Area (* Please refer to Stage 1: SGBR)
20.47	Release of KA020 as a strategic employment site off Junction 27 of the M1	High	Moderate	High	Low	N/A	14	Relatively High	Majority of KA17*

36.79	Release of KA025 as a strategic employment site off Junction 27 of the M1	High	Moderate	High	Relatively High	N/A	17	High	M01*
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Source: Background Paper No 4: Green Belt Harm. Appendix 4: Kirkby In Ashfield - Assessment Table and Map showing harm rating for each assessed parcel of land
Source: Ashfield District Council

- d. Setting & character of historic towns – It is considered that this purpose is not engaged.
- e. Urban regeneration – It is not considered that there are any alternatively available brownfield sites or other urban land submitted to the assessed SHELAA to meet the requirements of logistics.

Heritage

- 6.74 There are a number of Scheduled Monuments, listed buildings, one registered park and garden (RPG) and locally listed buildings located in proximity of the allocation: These are:
- All Saints Church and graveyard, 150m south of Annesley Hall Lodge (Scheduled Monument).
 - Ruins of Church of All Saints (Listed Building Grade I).
 - Annesley Hall (Listed Building Grade II).
 - Terrace to south west of Annesley Hall (Listed Building Grade II).
 - Annesley Lodge (Listed Building Grade II).
 - Gatehouse Range at Annesley Hall (Listed Building Grade II).
 - Two Dale Farm (Non-designated, Local List ref. 389).
 - Fishponds 170m south of Damstead Farm (Scheduled Monument)
 - Annesley Hall (Registered Park and Garden Grade II*)
- 6.75 For most of these sites there is a lack of visual connection between the allocated site and the historic assets and it is not considered that there will be a detrimental impact on the setting of the proposed allocation.
- 6.76 Damstead Farm Fishponds is designated as a Scheduled Monument and is located approximately 170 meters to the north of the north eastern allocation. It consists of a series of earth dams which have been created to artificially adapt the course of Cuttail Brook which flows along the valley bottom into a series of artificial fishponds. The Fishponds are within a steep side small valley and consequently there is limited visibility between the ponds and the surrounding landscape. The landscape has already been substantially changed by Sherwood Park to the east and the M1 Motorway to the east. Potentially it will be further changes by HS2 Phased 2 as the

safeguarded route is located close to the asset. The allocation forms part of the asset's wider setting to the southwest, with some views of the asset limited to the very northern part of the study site. These views make a minor positive contribution to the ability to appreciate the aesthetic interest of the asset. Further as the allocation is located between Sherwood Business Park and the M1 Motorway, it makes no more than a negligible contribution to an understanding of the asset's historic setting. Therefore, it is considered that the allocation makes a negligible contribution to the overall significance of the heritage asset. Additional landscape to the northern boundary of the allocation will also reduce the impact on the asset.

- 6.77 Annesley Hall Registered Park and Garden (RPG) comprises a 13th century deer park, 17th century formal gardens and parkland, and 19th century pleasure grounds and walled gardens, developed by the Annesley, Chaworth, and Chaworth-Musters families. It covers an area of approximately 260 ha to the east of J27 of the M1 Motorway. Approximately 4.25 ha are gardens and pleasure grounds, with the remainder comprising parkland which is now largely utilised for arable farming and woodlands. The Registered Park is cut through by the A611 and A608 highways, and an area of former parkland in the northwest of the RPG now forms part of the Sherwood Business Park.
- 6.78 To the north of the A608 the landscape has been substantially impacted by Sherwood Business Park and the M1 Motorway. The allocation will introduce further buildings into the wider setting of Annesley Hall RPG. However, the site is already experienced in conjunction with the adjacent business park development and motorway it is not considered that the allocation will be contributed to the appreciate of the context of the asset. With additional landscape the buildings on the allocation are not anticipated to be visible from the asset.
- 6.79 The allocation to the south east of Junction 27 and the adjacent RPG comprises of agricultural land (largely arable) and woodlands. These are anticipated to contribute towards to the legibility of Annesley Hall. However, the allocation is not anticipated to be visible from the group of listed assets at Annesley Hall due to the extensive area of woodland. Part of site to the south east abuts onto the boundary of the RPG at Weavers Lane. However, a significant part of the boundary has extensive woodland (Annesley Park Oak Plantation). However, significant additional landscape planting will be required to the north eastern boundary of the site to reduce the impact on the RPG. Therefore, the proposed allocation will impact on the setting of the RPG.

Conclusion

- 6.80 It is acknowledged that, in spatial terms, the proposal would inevitably result in harm to the openness of the Green Belt through the introduction of large-scale built form on the proposed allocation. It is considered that there is

scope to mitigate the harm to the land to the north east of the M1 Junction by appropriate landscape of the development. However, while potentially HS2 route will result in development on part of the site to the south east it is acknowledged that the proposed allocation will have a substantial impact on the this are in terms of the Green Belt Harm and the landscape. This will be mitigated to some extent by the retention of much of the existing vegetation as possible and the introduction of significant new planting.

- 6.81 From a heritage impact there is anticipated to be a greater impact from the site to the south east in relation to the Annesley Park and Gardens.
- 6.82 The proposal is consistent with the economic dimensions of planning requirements. It accords with NPPF paragraph 80 by both creating the conditions in which business can invest and satisfying the need to support economic growth and productivity (a factor attracting significant weight). The allocation is in line with NPPF paragraph 83 in that it recognises and address the specific locational requirements of the logistics sector and make provision for storage and distribution operations at an appropriate scale for the District and the market place. It is also reflective of D2N2 approach to promoting productivity.
- 6.83 Junction 27 of the M1 is a location that is highly attractive to the market, including the key growth sector of logistics. The evidence identifies that there is significant demand along the M1 corridor in Nottinghamshire/Derbyshire. With the substantial development of Castlewood Business Park and the building out of Summit Park, Ashfield no longer has the capacity to significantly contribute towards meeting this requirement. The Council considers that there are no sites in the District that have been identified which would provide a realistic alternative with the necessary attributes the site at Junction 27 possesses. Junction 27 site is well places to meet demand for logistics in terms of scale, access to the motorway network and deliverability. It also provides investment to boost the local economy and jobs opportunities.
- 6.84 A balance must be considered between the protection of the Green Belt and the need to boost economic development and meet future logistic needs. In this case it is considered that the economic needs for sites close to the M1 Motorway outweigh the harm to the Green Belt and provide for the exceptional circumstances for amending the Green Belt boundary at Junction 27.

9. Summary and Conclusions

- 7.1 This paper has set out some of the background to the growth and spatial strategy identified in the Draft Ashfield Local Plan. It has examined the relevant national planning policy position contained in the NPPF, identified and analysed the relevant evidence that has informed the strategy, including the SA, and set out the reasons why exceptional circumstances exist to release land from the Green Belt to ensure the sustainable development of the district in the future.

Appendix 1: Policy H1: Housing Allocations

Housing Allocations in the Hucknall Area

Site H1Ha: Seven Stars PH, West Street /Ogle Street, Hucknall This brownfield site is located within the main urban area of Hucknall. The Public House is identified as a Local Heritage Asset and could be converted into residential accommodation. The remainder of the site is suitable for residential development subject to good quality design. Due to previous site uses, contamination may be present and there is also evidence of some surface water flooding within the boundary of the site. The site has been identified as being available, potentially suitable, and potentially achievable in the SHELAA (Ref. HK009)

Site H1Hb: Linby Boarding Kennels, East of Church Lane, Hucknall. This is a mixed brownfield/greenfield site which has been identified as being available, potentially suitable, and achievable in the SHELAA (Ref. HK013). The northern section has the benefit of outline planning permission for 9 dwellings at the time of writing. The site is located adjacent to the existing urban area on land previously designated as Green Belt, and is contained by Church Lane to the west, and Hayden Lane to the east. Church Lane is a narrow rural road that will require upgrading prior to development.

A Local wildlife site is located adjacent to the site to the north (within Gedling District), therefore, any potential development will need to take into account the scope to avoid or mitigate any impacts on biodiversity.

The site adjoins Linby Conservation Area in Gedling Borough to the North. Grade II listed Glebe boundary marker of the Old Rectory (UID: 1265320) is located approximately 300 metres from the site.

A small area of high and medium risk surface water to the south eastern part of the site will require mitigation.

Site H1Hc: Land north of A611 / South of Broomhill Farm, Hucknall. This is an amalgamation of 4 parcels of land submitted individually for assessment through the SHLAA (ref. HK016, HK034, HK043, HK050). As a whole, it has been assessed as being available, potentially suitable, and potentially achievable. The site is located adjacent to the existing urban area on land previously designated as Green Belt. The site is well contained by the A611 Hucknall by-pass and the estimated yield has been reduced to allow for a buffer between the road and new development. The allocation is located within an SSSI Impact Risk Zone and includes a Local Wildlife Site within the site boundary. The site is within Flood Zone 1, however, Farley Brook runs to the south and south west of the Hucknall Bypass. Primary access to the site will be taken from the A611 with a secondary access from Nottingham Road.

Site H1Hd: Land adjoining Stubbing Wood Farm, Watnall Road, Hucknall. This is a greenfield site which has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. HK022). The site is located adjacent to the existing urban area on land previously designated as Green Belt and extends to the boundary with Broxtowe Borough in the west. The site is well contained by Watnall

road and existing residential development to the north and east, and a water course to the west.

The site requires a master-planned access strategy with 2 points of access onto Long Lane and Lancaster Road. The main road corridor should be looped suitable for buses and interconnected throughout.

Starth Wood adjacent to part of the site is identified as an ancient and semi natural woodland. It is also a Local Wildlife Site. Any potential development will need to take into account the scope to avoid or mitigate any impacts on biodiversity.

The Grade II Listed 'Hucknall Battle HQ' to Hucknall aerodrome is also located on part of the site.

The southern part of the site close to Watnall Road identifies a significant area at a high risk of surface flooding. Consequently, mitigation measures will be required. Severn Trent have also identified that network improvements to the foul sewers is likely to be required.

Site H1He: Phases 5 and 9 Rolls Royce, Watnall Road, Hucknall: This is a brownfield site which is located within the main urban area of Hucknall and has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. HK023).

The site is contained by existing employment land and buildings to the north, and new residential development to the south which is currently under construction. Any proposed development scheme will need to be designed comprehensively with the latter as there is no alternative suitable access.

A listed building is located to the north of the site 'Wing Test Hanger & concrete de-tuner' with two listed hangers are located to the north west of the site. Any potential development will need to consider the retention of the building and the impact on the settings of the listed buildings. Part of the site is subject to surface water flooding which will require mitigation.

Site H1Hf: Phases 10, 11 and 12 Rolls Royce, Watnall Road, Hucknall: This is a brownfield site which is located adjacent to the main urban area of Hucknall, but outside of the Green Belt. The site was historically an airfield and was subsequently identified in the 2002 Local Plan as a special zone within which only special open air testing facilities and associated buildings would be considered. However, this facility is no longer required in the district, and new residential development is now located on the western part of this zone.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. HK024).

Sites H1Hg to H1Hn inclusive all have the benefit of planning permission at the time of writing. Further details on these sites can be found in the Housing Trajectory in Appendix 2 which gives information on the type of permission, application reference and estimated delivery timescales.

Housing Allocations in the Kirkby Area

H1Ka: Beacon Farm, Derby Road, Kirkby-In Ashfield. This greenfield/brownfield site is located adjacent to the existing urban area on land previously designated as Green Belt. It is currently occupied by a single dwelling and several redundant poultry farm buildings, alongside a large, grassed area, and remnants of a hard standing to the south of the site. The site is well contained by mature trees and hedgerows to the north (beyond which is the narrow one-way Balls Lane) and west (beyond which is existing residential development), with Derby Road (A611) forming the eastern boundary. The southern boundary abuts existing residential development.

There is likely existence of some land contamination. A railway tunnel runs beneath the most southern part of the site, and a parcel of land around this area was formerly used for railway maintenance operations. The majority of site was used as poultry farm since c.1960.

Potential access will require significant highway improvements on the A611 in the form of signalised dedicated right turn lane into the site, which will require road widening into the site and reduce yield. Access is also likely to require Traffic Regulation Order (TRO) to reduce speed limit.

The site has been assessed as available, potentially suitable and potentially achievable in the SHELAA (ref. KA002)

H1Kb: Land off Millers Way, Kirkby-In Ashfield. This greenfield site is located within the urban area of Kirkby and currently used as a playing field. The site is well contained by a plantation to the north, Ashfield Health Village to the east, a railway line to the west (beyond which lies residential development), and residential development adjoining the southern boundary.

The site was granted planning permission in May 2021 and has been assessed as available, suitable, and achievable in the SHELAA (ref. KA003)

H1Kc: Land at Doles Lane, Kirkby-In Ashfield. This greenfield site is located adjacent to the urban area of Kirkby, with residential development adjoining the eastern boundary, Kirkby bridleway 1 to the north (also Mowlands farm access), and field boundaries to the west and south.

There is likely existence of contamination on the site which was formerly the location of Mowlands County Secondary and Primary Schools. The land was extensively covered in buildings, however reclamation work was undertaken in 1980 and it has since greened over and is in agricultural use.

Seven Trent Water have assessed the potential impact on surface water sewer infrastructure and have identified that network improvements are likely to be required as part of any future development scheme.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. KA011).

H1Kd: Off Walesby Drive This greenfield site is located adjacent to the urban area of Kirkby, with residential development adjoining the southern boundary. Third party land is required to enable access, however this is in public ownership and can be mitigated. The site has been assessed as potentially available, potentially suitable, and achievable in the SHELAA (ref. KA012).

H1Ke: Land off Diamond Avenue, Kirkby-In-Ashfield This greenfield site is located within the Main Urban Area of Kirkby and is surrounded by existing residential development. The site contains several trees and would require an appropriate design scheme that protects those of retention. The site has good access to the public highway and it has been assessed in the SHELAA (ref. KA026) as available, potentially suitable, and achievable.

H1Kf: Warwick Close, Kirkby-In-Ashfield. This site is located within the Main Urban Area of Kirkby and comprises a cleared former housing site. The site is surrounded by existing housing development on all sides and is subject to potential surface water flooding. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. KA029).

H1Kg: Land to the rear of 126 Skegby Road, Kirkby-In-Ashfield This greenfield site is located within the Main Urban Area at Annesley and is surrounded by existing residential development to the west, south and east, with a primary school to the north. The site will require highway infrastructure improvements related to access and visibility which may be mitigated without the need for third party land. There have been incidents of surface water flooding within the site boundary. The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. KA038).

H1Kh: Land Off Hucknall Road, Newstead. This greenfield site is located adjacent to the existing urban area of Newstead village on land previously designated as part of the Green Belt. It is well contained by Hazelford Way to the north, Hucknall Road to the west, existing residential development to the east, and a platy area to the south. The substantial Annesley Forest plantation to the west will provide a strong defensible long-term boundary for the green belt in this area.

The site does have extensive tree cover with open grassed areas, and the land slopes steeply in parts (southwards from Hazelford Way) and westwards from Tilford Road. It is likely that levelling may be necessary in order to accommodate a residential development.

Part of the site was formerly used as railway sidings and there is also likely to be colliery spoil made ground, meaning potential for contamination at this site. As such it will be necessary to undertake investigations to identify the nature of any such contamination. A subsequent risk assessment will determine what remediation is required to enable the site to be developed.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. KA046)

Sites H1Ki and H1Kj have the benefit of planning permission at the time of writing. Further details on these sites can be found in the Housing Trajectory in Appendix 2 which gives information on the type of permission, application reference and estimated delivery timescales.

Housing Allocations in the Sutton Area

Site H1Sa: Rear 211 Alfreton Road, Sutton. This greenfield site is located within the Main Urban Area of Sutton and is well contained by existing residential development to the east, a new residential development currently under construction to the south, and by the topography of Rookery Park. Included within/adjacent to the boundary of the site is a Local Wildlife Site. Records indicate that a small area to the north of the site is affected by surface water flooding. An overhead powerline also crosses the site from south west to north east.

The site was granted Full planning permission in July 2021 has been assessed as available, suitable, and achievable in the SHELAA (ref. SA003).

Site H1Sb: South of West Notts College, Cauldwell Road, Mansfield. This greenfield site is located adjacent to the Mansfield urban area south of West Notts College. It is well contained by the A617 (MARR route) to the south, Derby Road to the west, Cauldwell Road to the north and Nottingham Road to the east. Some surface water flooding has been recorded on areas of the site. Appropriate on-site green space will be required to help minimise potential recreational disturbance at Thieves Wood which forms part of the Sherwood Forest possible potential Special Protection Area (ppSPA). A small section of the sites is located within Mansfield District Council area. The yield of 208 is based on land located within Ashfield District only. The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. S0009).

H1Sc: West of Fisher Close, Sutton. This greenfield site is located adjacent to the urban area of Sutton and has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SA013). The site is well contained by its boundary with Brierley Forest Park and residential development to the east and south. The site falls within an Impact Risk Zone for Teversal Pastures SSSI. Records also indicate that surface water flooding occurs within the site boundary. The site contains a number of mature trees within the boundary hedgerows.

Site H1Sd: Adj Oakham Business Park, off Hamilton Road, Sutton-In-Ashfield.

This greenfield site is located adjacent to the existing urban area of Mansfield. It comprises an agricultural field which includes a former railway cutting and is enclosed by employment development to north and east, a railway with Kingsmill reservoir beyond to the west, and countryside with employment development beyond to the south.

There is the likely existence of contamination and land stability issues on the site which will require investigation.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (Refs SA016, SA044)

Site H1Se Priestic Road Road/ Northern View, Sutton. This brownfield site is located within the main urban area of Sutton and has previously had the benefit of outline planning permission. The site is a former railway cutting and licenced landfill which is surrounded by residential development. Contamination is suspected as a result of the previous uses. There is evidence of surface water flooding within the boundary of the site, particularly along the northern boundary. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SA017).

Site H1Sf: Rear 23 Beck Lane, Skegby. This brownfield/greenfield site is located adjacent to the urban area of Sutton and comprises a paddock with an industrial style building. The site is contained by existing residential development in the south, Beck Lane to the east, and mature hedgerows to the west and north.

There is likely existence of contamination from a former plant nursery which was historically located on the south-eastern part of site.

Dalestorth House, a Grade II Listed Building, is located to the south east of the site.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. SA022)

Site H1Sg: Former Miner's Welfare Sports Ground, Stanton Hill, Sutton-In-Ashfield. This brownfield/greenfield site is located adjacent to the urban area of Sutton and comprises a combination of rough scrubland and a small hardstanding associated with the previous use of the site. The site is contained by a combination of existing residential development, proposed residential development (H1Sw) which has planning permission, a mature tree belt and allotments to north-west.

Stanton Hill Grasslands Local Wildlife Site is located in the south-east of the site and, as such, any potential development will need to take into account the scope to avoid or mitigate the impacts on biodiversity.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref.SA023)

Site H1Sh: Pasture Farm, Alfreton Road, Sutton-In-Ashfield. This greenfield site is located within the urban area of Sutton and comprises grazing land with several mature trees. The site is well contained by residential development to the north, employment land and buildings to the east, the A38 dual carriageway to the south, and The Snipe Public House to the west.

There are likely ground stability issues with approximately 60% of the site falling within a Coal high risk area. A geological fault line is also indicated across centre of site (south-west to north-east). Possibility of land contamination associated with former farm buildings originally located in the west of the site. As such further investigation will be required prior to a scheme of development.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref.SA025)

Site H1Si: North of Kingsmill Hospital. This greenfield site is located adjacent to the main urban area of Sutton. It is well contained by built form on three sides and is well connected to Sutton and Mansfield in terms of services and facilities, including public transport. Any development proposal for this site will need to retain an open break between Sutton and Mansfield Urban Area, which could be achieved through the incorporation of public open space. The site is located opposite Dalestorth House, a Grade II Listed Building and also falls within the SSSI Impact Risk Zone for Teversal Pastures. There is evidence of surface water flooding within the site boundary. The site has been assessed as potentially deliverable in the SHELAA (ref. SA033).

Site H1Sj Clegg Hill Drive, Huthwaite. This greenfield site is located adjacent to the urban area of Sutton and is well contained by existing residential development to the north, south and west, with neighbours including a shooting club and a boarding kennels. Records indicate that surface water flooding occurs within the site boundary. Level changes occur on Chesterfield Road where the access road has been proposed. The existing recreation ground off Pennine Close is of poor quality and development of this site will provide an opportunity to deliver an improved facility as part of a well-designed scheme. It is considered to be potentially deliverable in the SHELAA (ref. SA041).

Site H1Sk: Sunnyside Farm, Blackwell Road, Huthwaite. This greenfield site is located adjacent to the urban area of Huthwaite at two points; to the north at Strawberry Bank (residential development), and to the south at Blackwell Road (employment development). The site slopes steeply in the north and the estimated yield from this site has been reduced to take this into account.

There is likely existence of contamination on part of the site. Historical Ordnance Survey plans show much of this site to be Greenfield, the exception being a former Brick Yard and filled clay pits in centre of site. A former Colliery and Spoil Tip is shown on the southern part of the site. Ground stability issues are likely, with geological fault lines across centre of site and northern part of site. The southern part of the site is largely located in a Coal High Risk Area. As such, topsoil testing and geotechnical investigations will be required.

Right of way Sutton in Ashfield Footpath 29 crosses the site from east to west. Local Wildlife sites, Huthwaite Grassland, Strawberry Bank Meadow and Blackwell Road Grassland are located on the site. The following Local Wildlife Sites are adjacent, Spring Farm Meadows, Sunnyside Farm Meadows, and Chesterfield Road Pastures. Any potential development will need to take into account the scope to avoid or mitigate any impacts on biodiversity.

There are limited areas of high and low risk surface water flows which will require mitigation.

HS2 planned route is in relatively close proximity and may require mitigations measures in small areas of the site.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref.SA057)

Site H1SI: North of Fackley Road, Teversal. The greenfield site is located adjacent to existing residential development in the small settlement of Fackley, being separated from the main urban area at Skegby predominantly by a livery stables and golf driving range. The southern site boundary is formed by a water course and mature tree belt, with hedgerows to the north east and north west (beyond which are sports pitches), and residential development to the south west.

Surface water flooding is identified on the site which will require mitigation.

Right of way Sutton in Ashfield footpath 97 adjoins the north west boundary of the site running between Crompton Street and Coppywood Close.

Site lies with the Teversal, Stanton Hill and Skegby Neighbourhood Plan area - Particular regard should be had to Policy NP4: Protecting the Landscape Character, which identifies this area as a sensitive open gap between Teversal and Stanton Hill. Development is required to maintain this sense of openness.

There is an opportunity to provide wider community benefits in the way of improvements/redevelopment of the adjacent sports facilities.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref.SA058)

Site H1Sm: Land adjacent 88 High Hazels Drive, Sutton-In-Ashfield. This greenfield site is located within the urban area at Huthwaite, and is well contained being surrounded on all sides by existing residential development. It is a relatively small parcel of overgrown scrubland and was formerly allotment gardens in use until around 1959. There is potential for contamination of topsoil as a result of the site's former use and as such this will need to be tested.

The site has previously been granted outline planning permission for residential development in 2014, although this has since lapsed.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SA061)

Site H1Sn: Adj Molyneux Farm, Fackley Road, Teversal. This greenfield site is located adjacent to existing residential development in the small settlement of Fackley and is currently used for grazing horses. The site is enclosed by hedgerows, with residential curtilages adjacent to the north and western boundaries.

There is likely colliery spoil adjacent to southwest boundary, and small watercourse shown along north-east boundary. A geological fault line is shown along north-east boundary of site.

A significant part of the site to the north east is subject surface water flows which will require mitigation.

Access appears possible from Fackley Road. However, there are substantial level changes as the site is significantly lower than the adjoining public highway.

This site should be brought forward as part of a comprehensive development with site H1So to the east, in order to enable an acceptable access strategy and highway design.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. SA064)

Site H1So: Off Fackley Road, Teversal This greenfield site is located adjacent to existing residential development in the small settlement of Fackley and is currently used for grazing horses. The site is adjacent to site H1Sn, and is enclosed by hedgerows.

A geological fault line is shown along south-west boundary of site.

The whole site is subject surface water flows which will require advice from the Lead Local Flood Authority and mitigation.

Access appears possible from Fackley Road. However, there are substantial level changes as the site is significantly lower than the adjoining public highway.

This site should be brought forward as part of a comprehensive development with site H1Sn to the east, in order to enable an acceptable access strategy and highway design.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref.SA065)

Site H1Sp: Off Tibshelf Road, Fackley. This greenfield site is located adjacent to existing residential development in the small settlement of Fackley and is currently used for grazing horses. The site has existing residential ribbon development on two sides and fronts onto Tibshelf road. The fourth boundary is formed by a hedgerow.

Right of way Sutton in Ashfield footpath 74 abuts the south western boundary of the site.

Approximately 1/3 of the site is affected by a mineshaft and as such there are likely ground stability issues. The estimated yield for this site has been reduced as a consequence.

The site is within the Stanley and Silverhill Character Analysis of Hardwick Hall Setting Study (National Trust, 2016). This area, in broad terms, forms a key part of the views southwards from Hardwick and is potentially sensitive to change in terms of the setting of Hardwick. Consequently, it is necessary to consider the setting of the heritage asset.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref.SA066)

Site H1Sq: Hardwick Lane Recreation Ground, Sutton-In-Ashfield. This greenfield site is located within the urban area of Sutton, and is surrounded by existing residential development to the south and west, with retail to the east, and employment to the north.

The site is currently used as a recreation ground, and has good access to a wide range of services.

Severn Trent have identified that network improvements to accommodate surface water is likely to be required.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref.SA069)

Site H1Sr Clare Road, Sutton. This greenfield site is located within the main urban area of Sutton and is largely well contained with residential development to the north, a school to the east and the A38 to the south. Records indicate that some surface water flooding occurs within the site boundary.

Full planning permission was granted in August 2021 for residential development and the site has been assessed as available, suitable, and achievable in the SHELAA (ref.SA071).

Site H1Ss: Land to the east off A6075 Beck Lane, Skegby. This greenfield site is located close to the existing urban area of Skegby, directly opposite site allocation H1Saa which currently has planning permission for residential development and will effectively extend the urban area northwards when implemented.

There are potential access constraints but these could be overcome - the site should have at least 2 points of access, to assist with dispersing concentration of traffic flows. Future mitigation at key junctions along the MARR will be high cost engineering works and will require acquisition of third party land.

There is an area of high risk surface water flooding over and adjacent to the access track to Ashfields Farm, and areas of surface water on other parts of the site which will require mitigation.

Severn Trent have identified that network improvements to accommodate surface water is likely to be required.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref.SA074)

Site H1St: Land off Blackwell Road/Main Street, Huthwaite. This greenfield site is located adjacent to the urban area of Sutton and has been assessed as deliverable in the SHLAA (ref. SA082). The site is well contained by development to the north, south and east, and access to the public highway can be achieved via Blackwell Road or Main Street. Due to previous site uses (brick yard and scrap storage areas) contamination may be present and there is also evidence of some surface water flooding within the boundary of the site. The site includes 10 Main Street, a Local Heritage Asset. It is considered to be deliverable beyond 5 years.

Site H1Su: Rear 113 to 139 Beck Lane, Skegby. This greenfield site is located close to the existing urban area of Skegby, directly north of site allocation H1Saa which currently has planning permission for residential development and will effectively extend the urban area when implemented. The site comprises an agricultural field, with rough grassland and scrub to the east. One building is presently on site.

There are access constraint which will need to be resolved. Access may be possible via the adjacent site signalised junction (subject to capacity figures). A developer would be expected to increase the connectivity of the site via cycleways/footways and also potentially dissipate a percentage of this site traffic onto the service road to the front of 113-139, providing it meets the public highway.

Right of Way Sutton in Ashfield footpath 1 crosses the centre of the site from west to east.

Severn Trent have identified that network improvements to accommodate surface water is likely to be required.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (refs. SA006, SA084)

Sites H1Sv to H1Sad inclusive all have the benefit of planning permission at the time of writing. Further details on these sites can be found in the Housing Trajectory in Appendix 2 which gives information on the type of permission, application reference and estimated delivery timescales.

Selston, Jacksdale, Underwood Area

H1Va: Land at Plainspot Farm, New Brinsley, Underwood. This greenfield site is located adjacent to the Named Settlement of Brinsley, on land previously designated as green belt. The site abuts the district boundary with Broxtowe Borough and comprises agricultural fields.

Right of way Selston footpath 39 is within the site and follows the south-eastern boundary.

Primary access should be formed off Main St, Broxtowe with new turning facility provided for Francis St.

There are likely ground stability issues, with a potential former mine entry at the entrance off Frances Street. A small area of low risk surface water flooding has been identified, which will require mitigation. Severn Trent have also identified that network improvements to accommodate surface water is likely to be required.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU001)

H1Vb: Off Westdale Road, Jacksdale This greenfield site is located within the Named Settlement of Jacksdale and forms a logical infill. The site is located within a residential area and has reasonable access to a range of services. The site is an area where potential land stability and other safety risks associated with former coal mining are likely, for example areas of suspected shallow coal mining, recorded mine entries and areas of former surface mining. There is evidence of some surface water flooding within the boundary of the site

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU003)

H1Vc: Land adj. Bull & Butcher PH, Selston. This greenfield site is located adjacent to the existing built area of Selston on land previously designated as Green Belt. The site is well contained by existing residential development to the west and east, and has the potential capacity to deliver a small amount of commercial development. The site is in an area where potential land stability and other safety risks associated with former coal mining are likely, for example areas of suspected shallow coal mining, recorded mine entries and areas of former surface mining. There is evidence of some surface water flooding within the boundary of the site.

The site has been assessed as potentially available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU014)

H1Vd: Adj 149 Stoney Lane, Selston. This is a small greenfield site located adjacent to the existing built area of Selston on land previously designated as Green Belt.

The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU016)

H1Ve: Land off Park Lane/ South West M1, Selston. This greenfield site is located adjacent to the existing built area of Selston on land previously designated as Green Belt. The site is well contained by the M1 motorway to the east and existing residential development to the west. Due to the proximity of the M1 motorway a noise impact assessment will be required to inform mitigation measures for development proposals where necessary. Contamination is suspected due to previous uses. The site also lies within an SSSI Impact Risk Zone. There is evidence of some surface water flooding within the site boundary. The site has been assessed as available, potentially suitable, and potentially achievable in the SHELAA (refs. SJU018, SJU020)

H1Vf: Between 106-132 Main Road, Underwood. This greenfield site is located between existing residential ribbon development at Underwood Green on land previously designated as Green Belt. A historic landfill buffer covers the western half of the site. This is unlikely to be a significant constraint but, may require assessment prior to development. Permission in principle for residential development was granted March 2020.

The site has been assessed as available, suitable, and achievable in the SHELAA (ref. SJU027)

H1Vg: Land North of Larch Close, Underwood. This greenfield site is located adjacent to the existing built area of Underwood on land previously designated as Green Belt, and is well contained by trees/mature hedgerows, with existing residential development to the south west. The site currently comprises stables, a manege, grazing and an area of heavy tree cover in the north. The estimated yield from this site has been reduced to account for retention of mature trees of significance.

There is likely existence of contamination from a small spoil tip to the south which will require investigation. Problems with ground gas are known to have existed adjacent to the southwest corner of the site and as such the risk of any ground gas migrating onto the site will need to be investigated further.

An area of low risk surface water flooding has been identified, which will require mitigation.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. SJU031)

H1Vh: Rear of 64-82 Church Lane, Underwood. This greenfield site is located within the settlement of Underwood. The site contains several mature trees and there is evidence of some surface water flooding on the sites western boundary. The

relatively low approximate site yield takes account of the potential need to accommodate trees worthy of retention.

The site has been assessed as available, potentially suitable, and achievable in the SHELAA (ref. SJU032).

H1Vi: Westdale Road, Jacksdale This greenfield site is located within the Named Settlement of Jacksdale and forms a logical infill. The site is located within a residential area and has reasonable access to a range of services. The site is an area where potential land stability and other safety risks associated with former coal mining are likely, for example areas of suspected shallow coal mining, recorded mine entries and areas of former surface mining. There is evidence of some surface water flooding within the boundary of the site.

The site has been assessed as potentially available, potentially suitable, and potentially achievable in the SHELAA (ref. SJU035).