

Sustainability Appraisal of the Mansfield Local Plan Review

Regulation 19

September 2026

Quality information

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1. Introduction

1.1. Background to the project

- 1.1.1. Mansfield District Council is currently carrying out a review of the Local Plan, setting out how development will be accommodated across Mansfield district (see Figure 1-1 and Figure 1-2) up to 2043. It will identify issues to be addressed and a clear vision, setting out strategic objectives and a spatial strategy for sustainable housing and employment growth in the district.
- 1.1.2. AECOM has been commissioned by Mansfield District Council to lead on Sustainability Appraisal (SA) in support of the Local Plan Review.
- 1.1.3. This SA Report accompanies the submission version of the Local Plan, which is being consulted on under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations in September 2026.

1.2. This SA Report

- 1.2.1. This SA Report incorporates the information required for Environmental Reports by the SEA Regulations.
- 1.2.2. At this current stage of the plan-making process, Mansfield District Council is consulting on the Regulation 19 'pre-submission' version of their Local Plan. This SA Report has therefore been produced with the intention of informing this stage in the Local Plan's preparation.
- 1.2.3. Specifically, this SA Report has been structured into three parts to address the key requirements stipulated by the SEA Regulations:
 - Part 1 (chapters 2 to 6) provides an outline of plan making to date, in association with the parallel SA process (including in relation to 'reasonable alternatives').
 - Part 2 (chapters 7 and 8) assesses the policies presented in the draft Regulation 19 'submission' version of their Local Plan, with which this SA Report accompanies.
 - Part 3 (chapter 9) sets out the next steps and monitoring for the Local Plan/SA process.

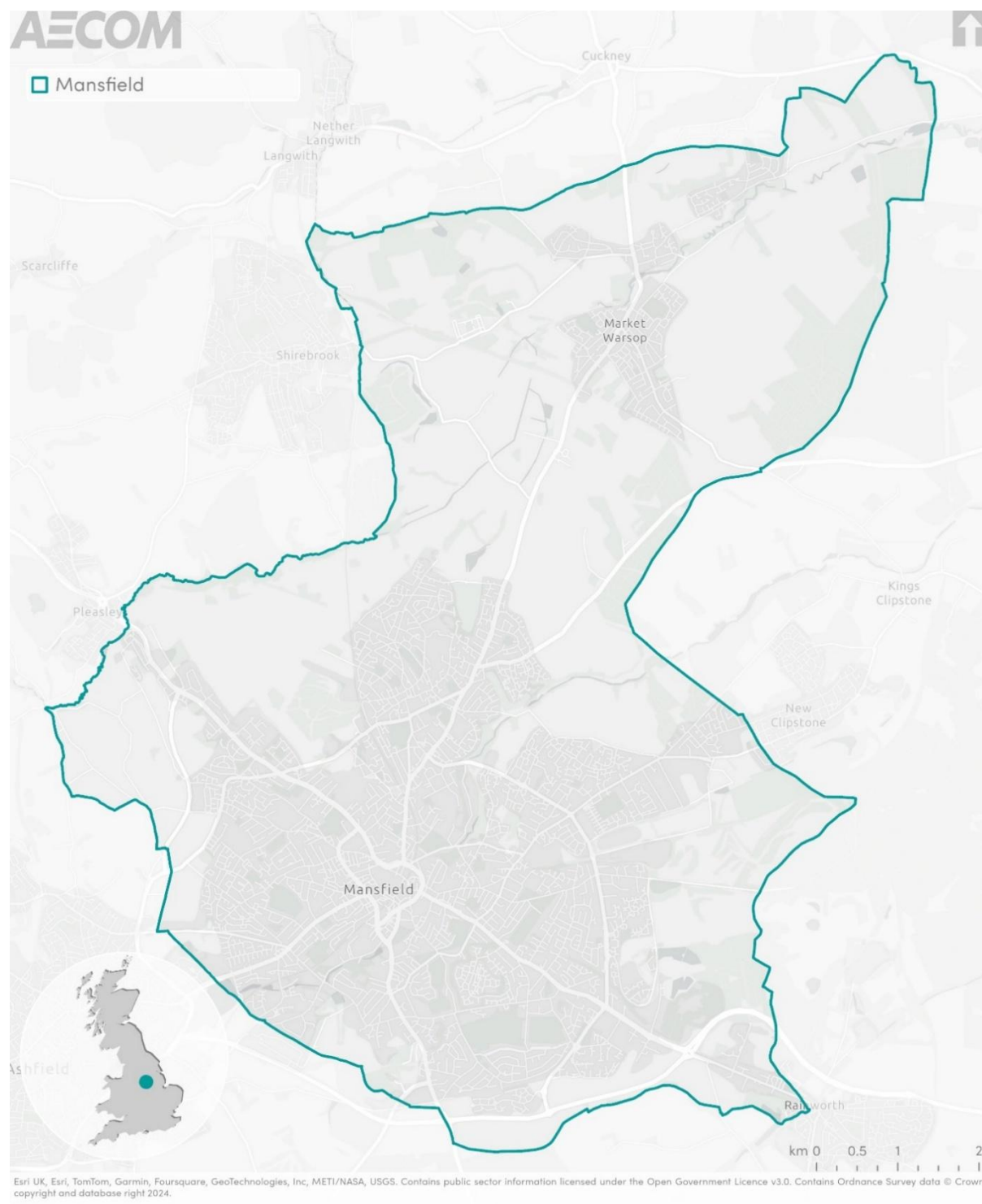
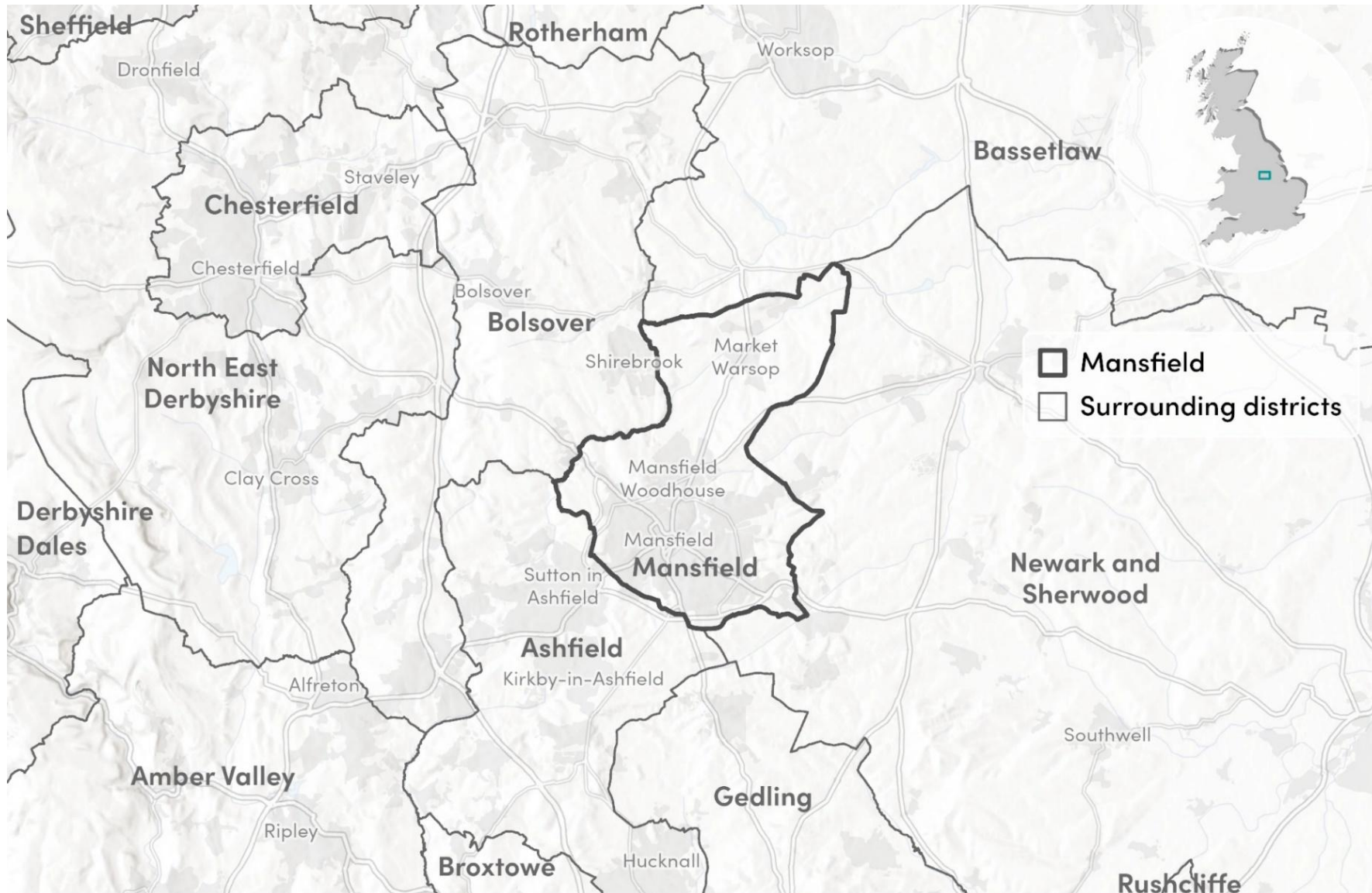
Figure 1-1: Mansfield district

Figure 1-2: Mansfield's administrative context

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2. Scoping

2.1. Introduction

- 2.1.1. An SA Scoping Report was prepared at the outset of the SA process to establish the evidence base and assessment framework for the Mansfield Local Plan. The Scoping Report included a review of relevant plans, policies and programmes, baseline environmental, social and economic information, and the key sustainability issues affecting the district, which together informed the development of the SA framework.
- 2.1.2. In accordance with the SEA Regulations, the responsible authority must consult the statutory consultation bodies when determining the scope and level of detail of the information to be included in the assessment. In England, these bodies are the Environment Agency, Historic England and Natural England, which were consulted on the Mansfield Local Plan SA Scoping Report for a period of six weeks between May and June 2025.
- 2.1.3. The consultation responses were used to review and refine the baseline information and SA framework, ensuring that the appraisal reflects the most relevant sustainability issues and evidence available.
- 2.1.4. The updated key issues are presented in section 2.2, while the updated SA Framework is presented in section 2.3.

2.2. Key issues

- 2.2.1. The following section presents the key sustainability issues for Mansfield identified at the scoping stage of the SA.

Air quality

- Air quality is closely related to a number of adverse health impacts and poor air quality is a key contributor to heart diseases and cancer. There is a clear legislative and policy framework that seeks to manage air quality to address these issues;
- While air quality is not a significant constraint in Mansfield, an increase in vehicles within Mansfield as a result of new development has the potential to negatively affect the health of residents;
- Congestion and idling are a significant source of air pollution in the district. Local congestion is seen on several junctions within the district; these are commonly found on the A roads in Mansfield town;
- The district has an abundance of green space, which provides ecosystem services that contribute to regulating local air quality. However, air quality is a key issue related to the environment, including the designated features of nationally and internationally designated sites, where they are negatively impacted from additional nutrients in the air.

Biodiversity

- There is a strong legislative and policy framework seeking to protect and enhance biodiversity. In particular there is a need to reverse the declines that have been experienced in biodiversity and to achieve 'net gain';
- Mansfield is home to several biodiversity sites (including designated sites, GI, and protected habitats). It will be important that biodiversity conservation and improvement projects within the district are continued and expanded, enhancing natural habitats and ecological features, while creating places that people can enjoy;
- There are important biodiversity habitats outside of the district that can be influenced by the Local Plan, notably the Birklands and Bilhaugh SAC and Clumber Park SSSI, which are both susceptible to recreational pressure and air pollution.
- Several SSSI IRZs for the types of development likely to come forward during the plan period, including residential development, fall within Mansfield. Two of these sites are in an 'unfavourable – declining' condition; and
- It will be important to support nature recovery across Mansfield and restore losses suffered. This could include through the development of a strategy for nature to tackle biodiversity loss, developing a Nature Recovery Network to complement and connect the best wildlife sites, and provide opportunities for species conservation and the reintroduction of native species.
- It is important to reduce the spread and planting of non-native invasive species.
- It is important to promote river restoration and favour softer / natural engineering options and flood management schemes.
- The natural environment plays a significant role in the sequestration and storage of carbon. In Mansfield, woodland is a particularly important resource and therefore habitats should be protected and enhanced / increased wherever possible.

Climate change adaptation

- The majority of Mansfield is within Flood Zone 1; however, there are areas within Flood Zone 2 and Flood Zone 3, which are largely associated with the waterbodies in the district. It will be important that the Local Plan Review guides development away from these areas at increased risk or ensures sustainable drainage systems (SuDS) and other design measures are considered in development proposals;
- Surface water flood risk also occurs throughout the district. Particular areas of concern are located in Mansfield town and Mansfield Woodhouse;
- Whilst reservoir flooding is extremely unlikely, it is noted land along the banks of the River Maun could be affected if a reservoir failure scenario occurred;

- There is a large and well-connected network of green infrastructure throughout Mansfield which supports nature-based solutions in enhancing climate resilience. It will be important for an integrated catchment management approach to be adopted to align with local nature recovery strategies and plans; and
- Climate change is likely to increase the potential for negative health outcomes due to local issues such as flooding, heat and extreme weather events. There could also be wider impacts associated with climate refugees, changing food growing patterns, biodiversity disturbances etc. There is a need for Mansfield to become more resilient to the effects of climate change.

Climate change mitigation

- The domestic and transport sectors are the two main challenges with regard to reducing CO2 emissions in Mansfield; the new Local Plan should guide development towards the most accessible locations in Mansfield and encourage active transport infrastructure improvements where possible;
- The Local Plan Review should also seek to minimise built environment emissions, including by directing growth to locations associated with the greatest opportunity, and setting standards through development management policy that go over-and-above the requirements set out in Building Regulations, subject to viability;
- Consideration should be given to methods of onsite renewable heat and power generation; recognising that this can lead to efficient energy utilisation; and
- The Local Plan Review should maximise opportunities to deliver strategic solutions. The provision of separate sites for renewable energy can be planned to serve both new and existing communities, although it is noted that the district is likely to only have capacity for smaller sites, rather than larger commercial sites.

Economy

- There is a lack of good quality employment sites in the district, as well as a shortage of high-quality jobs. The provision of quality employment development, housing, public services and well-designed public realm will help attract skilled workforce to the district;
- There are pockets of high and hidden unemployment and low skills / levels of educational attainment. Net-zero transition offers opportunities to grow the economy and improve skill levels particularly in buildings retrofit, renewable energy and electric vehicles. It will be important to provide training opportunities to help upskill the local workforce to take advantage of the potential opportunities created;
- The district has high levels of both inward and outward commuting, although outward commuting is notably higher. It is considered that continuing to deliver employment in accessible locations within the district could lead to reductions in out-commuting in the longer term;

- Mansfield has a key role in supporting the sub-regional economy in terms of supporting economic growth, including via improved national productivity (i.e. economic output per worker / hours worked).

Healthy Communities

- The population of Mansfield is aging, as is the case in many parts of the country. Specialist older persons accommodation is associated with a range of specific site-selection criteria; for example, enabling ease of walking (also mobility scooter and wheelchair), access to local shops and ensuring parking space for carers;
- Poor health and health inequalities exist in parts of the district. There are many cross-cutting health issues and opportunities of relevance to the Local Plan Review. A key consideration would be to ensure that new and existing communities have good access to community infrastructure such as schools and healthcare infrastructure and sports and leisure facilities. This reflects the current varied level of accessibility to schools, health services and leisure facilities throughout the district;
- It will be important to avoid creating or exacerbating capacity issues and to invest in new or upgraded community facilities, particularly in areas accessible to the most deprived areas;
- There are pockets of deprivation within the district, particularly with regard to the crime deprivation domain. Notably, crime rates in the district are higher than the average for Nottinghamshire. It will be important to ensure that community benefits generated by development can be effectively harnessed to help the most deprived neighbourhoods;
- There is a need to protect and enhance green infrastructure as provision of, and access to, green infrastructure is highly relevant to health objectives. It will therefore be important to ensure the delivery of high-quality GI within development sites and facilitate strategic offsite enhancements, in line with higher level policy. Notably, developer contributions can be harnessed to provide formal facilities (e.g. parks, sports pitches) or improved access to the countryside, including improved access to river / stream corridors and woodlands;
- There is also a need to consider communities or sectors of the population with protected characteristics under the Equality Act (2010). Key issues relate to accessibility to community infrastructure, GI and regeneration within the deprived urban areas. There is a need to protect and enhance community cohesion and social capital;
- Access to greenspace is not equal across the district, particularly at the 'doorstep', 'local' and 'neighbourhood' level. In parts of Mansfield urban centre, poor access coincides with communities experiencing multiple deprivation. Improvements should therefore be targeted towards these locations if possible; and

- Due to the proximity to neighbouring Local Authority areas, it is inevitable that growth within Mansfield and surrounding authorities will have cross boundary effects. It will be important to ensure that the issues and opportunities (e.g. in respect to community infrastructure and GI) are considered across local authority areas.

Historic Environment

- There is a wealth of both designated and non-designated heritage assets within and in proximity to Mansfield, including listed buildings, eleven conservation areas (mostly found in Mansfield town centre), scheduled monuments, and registered parks and gardens. The Local Plan Review provides an opportunity to deliver a spatial strategy that avoids or minimises negative impacts to the historic environment, whilst also maximising opportunities to improve the fabric and setting of the historic environment. For developments near conservation areas, consideration should be given to the sensitivities and management plans listed in their respective conservation area appraisals;
- The Local Plan Review presents an opportunity to enhance awareness and understanding of Mansfield's historic environment resources and better reveal the historic significance of its assets; and
- There are three heritage assets within Mansfield that are considered to be at risk – these features should be considered carefully through the Local Plan Review and following Sustainability Appraisal stages.
- The Plan Review should encourage Heritage Impact Assessment for any potential site allocations and should seek to identify appropriate avoidance and mitigation measures to ensure significant effects can be ruled out.

Housing

- There is policy direction from international through to local level to provide quality, affordable and sustainable homes to meet the needs of different communities;
- Since 2019, the rate of housing delivery in Mansfield has been above the adopted Local Plan's annual target, and is expected to continue doing so into the future;
- Mansfield has 8.36 years' worth of housing land supply;
- Parts of the district have poor quality housing particularly in Mansfield town centre and areas west of Market Warsop;
- Affordability thresholds in the district are lower than the national average, but affordability is likely to remain an issue for lower income households. Levels of housing affordability remains consistent across the district; and
- Provision of intermediate tenures, such as shared ownership housing, which are underrepresented in the district, may help facilitate access to home ownership.

Landscape

- The areas of separation and green space between the Mansfield's urban areas are important to the district's local landscape, townscape and setting. These features and the pattern of development seen should be protected and enhanced where possible through the plan process, including the identification of an appropriate, low-impact spatial strategy;
- The district overlaps with two NCAs and has 18 LPZs which fall into two RCAs. These should be treated individually to ensure key features and characteristics are protected and enhanced where possible; and
- Areas of local landscape value, and those areas identified as particularly sensitive to change should also be protected and enhanced. This includes landscape, townscape and villagescape character and locally important views and vistas

Soil and land

- The provisional ALC data indicates that Mansfield is predominantly underlain by Grade 3 agricultural land outside of the urbanised areas, with smaller areas underlain by Grade 2 land. However, the data does not differentiate between Grade 3a land (BMV) and Grade 3b (not BMV). As a finite resource, Grade 2 and Grade 3a land should be protected where possible. Opportunities to investigate and identify more precise ALC data should be sought where possible;
- Mansfield has limited brownfield sites. Nonetheless, these should be prioritised for development where appropriate, demonstrating an efficient use of land and resources and provide the opportunity to remediate contaminated land;
- The Local Plan Review should seek an appropriate strategy that avoids conflict with the mineral safeguarding area that overlaps with the district to ensure that development does not hinder potential future abstraction or threaten resources; and
- There is a need to reduce waste and increase recycling, reuse and composting.

Transport and accessibility

- Mansfield's population has a high reliance on private vehicles to travel around the district. A significant contributing factor to this is that many areas in the district have limited access to services by sustainable transport modes (active travel at minimum) outside of Mansfield town centre;
- There are various modes of travel within Mansfield, but using a private vehicle to travel to work tends to be the most favoured mode of transport;

- There are two train stations in Mansfield that allow for travel within and district and to Nottingham to the south. In addition, there are numerous bus services that operate within the district. These all allow for sustainable transportation to a variety of locations. Continued investment in the sustainable travel networks has the potential to increase modal shift and reduce reliance on the private vehicle; and
- There are opportunities to expand and improve active transport corridors throughout the district, particularly in the urban areas, supporting health and wellbeing objectives. There is also a need to support sustainable transport patterns more broadly to ensure good access to jobs and services.

Water resources

- Mansfield sits entirely within one operational catchment with a number of water bodies. The ecological status across these waterbodies varies but is generally found to be lower than 'good', whilst all have a failed chemical test. Any level of development has the potential to increase pressure on these water bodies and cause a decrease in ecological quality;
- There are 52 wastewater treatment works in the North Notts area, with further upgrades expected to be delivered in Mansfield by 2030;
- Storm overflows threaten water quality through discharging excess sewage and rainwater into rivers, lakes or the sea when the sewage system is under strain;
- The Local Plan Review should consider the four water targets included under the Environment Plan to help maintain water quality in the Mansfield area; and
- Mansfield is within an NVZ, whilst the eastern half of the district is within an SPZ. Mitigation measures should be embedded within developments' design to ensure negative impacts are minimised to these designations.
- Mansfield overlays an important aquifer, but has a poor Water Framework Directive status due to water depletion. It is important to manage water use, whilst encouraging recharge of the aquifer.
- The area is under significant water resource pressures and developments should seek to avoid exasperating this issue with reduced water consumption and enhanced water conservation.

2.3. SA Framework

- 2.3.1. The SA framework has been established through the identification of key issues and environmental objectives as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SA topics (as set out in detail within the scoping report).
- 2.3.2. The framework consists of a set of sustainability topics, headline objectives and supporting appraisal questions, which is used to appraise the environmental effects of the Local Plan Review (and reasonable alternatives).

Table 2-1: SA Framework

SA Theme	SA objective
Air quality	Protect and improve local air quality and reduce the potential for negative effects on human health and the environment.
Biodiversity	Protect, restore and enhance habitats and species in Mansfield, including designated sites, locally important features and links between habitats.
Climate change adaptation	Support Mansfield's resilience to the potential effects of climate change, particularly flooding.
Climate change mitigation	Reduce the contribution to climate change made by activities within Mansfield.
Economy	To create high-quality employment opportunities, develop a strong culture of enterprise and innovation, and provide the physical conditions for a modern economic structure, including infrastructure to support the use of new technologies.
Healthy Communities	To improve health and wellbeing and reduce health inequalities; provide better opportunities for people to value and enjoy the district's green spaces and culture; improve community safety, reduce crime and the fear of crime; and promote and support the development and growth of social capital across the district.
Historic Environment	Preserve and enhance Mansfield's historic environment and archaeological features, including designated and non-designated heritage assets and their setting.
Housing	Support timely delivery of an appropriate mix of housing types and tenures, to ensure delivery of high-quality housing that meets the needs of Mansfield residents.
Landscape	Protect and enhance the character and quality of Mansfield's landscapes, townscapes and villagescapes.
Soil and land	To manage prudently the natural resources of the district including soils and minerals, and to minimise waste and increase the re-use and recycling and composting of waste materials.

SA Theme	SA objective
Transport and accessibility	To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable mode available.
Water resources	Ensure the sustainable management of water resources, helping to protect and enhance value with regards to the environment, human health and economic growth.

3. Influencing policy development at Regulation 18 stage

3.1. Introduction

- 3.1.1. At an early stage of plan-making, the Council drafted a range of proposed updates to selected plan policies. These were the subject of consultation under Regulation 18 of the Town and Country Planning (Local Planning (England) Regulations 2012).
- 3.1.2. Included in the consultation were revisions to a number of policies and a long list of potential sites which could come forward for new development (these were later used to inform the development of strategic reasonable alternatives).
- 3.1.3. SA was undertaken to help understand the likely sustainability implications of the proposed changes and to influence the development of plan policies.
- 3.1.4. At this stage, the policies were not considered in their entirety because they have all been carried forward from the adopted Local Plan 2013-2033 (2020) and updated to reflect the current context. The appraisal sought to discuss proposed updates to the policies where there might be a significant impact on the baseline. The complete assessment undertaken at Reg18 stage can be found in Appendix A, which predicted the indicative implications of proposed changes and made recommendations with the intention of influencing policies as they were finalised. Below is a short summary of the findings at Reg18 stage..

3.2. Summary of findings and recommendations

- 3.2.1. The policy updates are expected to result in significant positive effects for the economy, housing, transport and accessibility, and the historic environment, alongside minor positive effects for biodiversity, climate change adaptation, healthy communities and water quality. Effects on air quality, climate change mitigation, landscape, and soil and land are generally expected to be neutral due to the limited extent of policy changes in these areas.
- 3.2.2. Minor positive effects for biodiversity arise from the stronger integration of Biodiversity Net Gain (BNG) throughout the Plan, including requirements for a minimum 10% BNG, greater emphasis on ecological enhancement, reference to Local Nature Recovery Strategies, and stronger support for green and blue infrastructure. These measures are expected to contribute to habitat creation, ecological connectivity and nature recovery across the district.

- 3.2.3. Further improvements could be achieved by strengthening biodiversity objectives to ensure all new development provides a positive benefit for biodiversity, requiring protected species surveys where appropriate, and strengthening protection for Local Wildlife Sites and nationally designated ecological sites.
- 3.2.4. Minor positive effects for climate change adaptation are anticipated through the increased emphasis on climate resilience, flood risk management, SuDS and nature-based solutions. New references to flood management strategies, Severn Trent Water's Green Recovery Programme and adaptation measures help embed climate resilience throughout the Plan. Additional clarity on how climate resilience requirements will be delivered and how viability considerations will be addressed would further strengthen the policy framework.
- 3.2.5. Significant positive effects for the economy are expected due to updates that reflect changing economic circumstances, including post-pandemic working patterns, town centre regeneration initiatives, digital infrastructure improvements and support for a modern economy. Updated employment policies and ongoing work to establish future employment land requirements should help support business growth and job creation. Opportunities remain to improve flexibility within employment policies to accommodate different employment sectors and evolving business needs.
- 3.2.6. Minor positive effects for healthy communities are anticipated through stronger design requirements, improved consideration of health and wellbeing, protection of community infrastructure and support for active lifestyles. In particular, the extension of restrictions on hot food takeaways and fast-food outlets near schools and locations frequented by young people is expected to support healthier lifestyles and address issues related to obesity and poor diet. Greater recognition of sports facilities within Plan objectives would further enhance health and wellbeing outcomes.
- 3.2.7. Significant positive effects for the historic environment are expected as a result of strengthened policy protection for heritage assets. The updated policies recognise heritage assets as irreplaceable resources, provide a clearer framework for assessing harm and mitigation, and place greater emphasis on conserving and enhancing heritage significance. Further work, including detailed Heritage Impact Assessments and consideration of historic environment issues within future site selection exercises, would provide additional certainty.
- 3.2.8. Significant positive effects for housing are anticipated due to the increased housing requirement of 9,900 homes to 2043, continued support for strategic urban extensions, updated affordable housing provisions and recognition of specialist housing needs.

- 3.2.9. The revised approach should help meet identified housing needs across the district while improving opportunities for affordable and specialist accommodation. As the Plan progresses, further assessment of additional housing allocations and reasonable alternatives will be required.
- 3.2.10. Significant positive effects for transport and accessibility are expected due to a stronger focus on sustainable travel. The Plan places greater emphasis on directing development to accessible locations, improving active travel infrastructure, supporting cycling and walking, enhancing pedestrian priority within Mansfield town centre and incorporating current guidance from Active Travel England. These measures are likely to reduce reliance on private vehicles, improve accessibility and contribute to wider environmental and health benefits. Future site allocations should be assessed carefully to understand their cumulative impacts on the transport network.
- 3.2.11. Minor positive effects for water quality are anticipated through stronger references to water efficiency, sustainable drainage and water resource management. Water quality is now identified as a key priority within the Plan, while policy requirements for reduced water consumption in new development and improved management of watercourses are expected to support the long-term protection of water resources.
- 3.2.12. Overall, the policy updates strengthen the Plan's contribution to sustainable development by embedding biodiversity enhancement, climate resilience, housing delivery, economic growth, active travel and heritage protection more effectively within the planning framework. Further refinements relating to biodiversity protection, climate resilience, sports provision and heritage assessment would help maximise these benefits as the Plan progresses to the next stage.

4. Individual site options

4.1. Introduction

- 4.1.1. To help inform the appraisal of strategic options as well as to aid the decision-making process with regards to additional site allocations, a range of reasonable site options were identified by the Council and have been tested through a site assessment and selection process. The SA is integrated into this process.

4.2. Links to the Councils Site Assessment and Selection Methodology

- 4.2.1. The Council devised a site assessment process to provide a transparent, objective and consistent basis for comparing sites.
- 4.2.2. All sites which were considered reasonable alternative through the HELAA process that do not yet have planning permission were assessed using a common framework drawing on the same technical evidence base and assessment criteria, including flood risk, heritage, landscape, ecology, highways, accessibility, viability and deliverability considerations.
- 4.2.3. The Sustainability Appraisal formed an integral component of this process. Rather than repeating assessments undertaken elsewhere, the SA provided a consistent assessment of each site's performance against the sustainability objectives and was used to identify key constraints and opportunities that informed subsequent site selection decisions. Where appropriate, evidence prepared for the Sustainability Appraisal, such as accessibility and sustainability performance indicators, was utilised to inform the wider site assessment process, thereby avoiding unnecessary duplication and ensuring an efficient and proportionate evidence base.
- 4.2.4. Appendix B sets out the SA objectives and highlights how each factor was addressed through the site assessment process. Some factors drew heavily from other detailed studies, whilst bespoke assessment criteria were taken from the SA to plug gaps relating to factors such as accessibility.

5. Establishing reasonable alternatives

5.1. Introduction

- 5.1.1. The requirement is to examine reasonable alternatives (RAs) taking account of “the objectives and geographical scope of the plan”, which suggests a need to focus on the spatial strategy, i.e. providing for a supply of land, including by allocating sites, to provide for housing and employment needs alongside delivering-on wider plan objectives.
- 5.1.2. However, there needs to be a proportionate and sensible approach to alternatives. It is important to focus on the issues that are central to the Plan, rather than appraising alternatives for every element of a Plan (i.e. every individual plan policy or approach).
- 5.1.3. A focus on RAs in the form of ‘growth scenarios’ ensures a focus on mutually exclusive alternatives that go to the very heart of the local plan and, in turn, ensures a meaningful and engaging appraisal in support of effective consultation and debate.
- 5.1.4. For the Mansfield Local Plan, the focus is on meeting development needs, and this is the focus of Chapter 5.

What about site options?

- 5.1.5. Whilst individual site options generate a high degree of interest, they are not RAs in the context of most local plans. Were a local plan setting out to allocate one site, then site options would be RAs, but that is rarely the case. Rather, the key objective is to allocate a package of sites to meet needs and wider objectives, hence RAs should be in the form of alternative packages of sites (i.e. strategies), in so far as possible. Nonetheless, consideration is naturally given to the merits of individual site options as part of the parallel process of site appraisal and selection (see Section 4).

5.2. Housing strategy

Issues and options stage

- 5.2.1. The Regulation 18 Issues and Opportunities Consultation (2023) explored a range of high-level strategic alternatives to inform the review of the Mansfield Local Plan. The consultation sought views on the scale of housing and employment growth, the spatial distribution of development, strategic countryside protection, transport, climate change, infrastructure and other thematic policy areas. Options included alternative housing growth scenarios, differing levels of employment provision, and a range of spatial strategies including urban concentration, increased growth at Market

Warsop, dispersed development and proportionate distribution based on settlement size. Strategic policy alternatives were also presented across topics such as affordable housing, biodiversity, green infrastructure, flood risk, transport and climate change.

- 5.2.2. The purpose of this consultation was to identify issues and gather stakeholder views on the broad direction of the Local Plan before preparing more detailed site-specific options for consideration and appraisal at the subsequent stage of plan-making.
- 5.2.3. At this stage of plan making, attention was also afforded to establishing which elements of the strategy should be categorised as 'constant' (i.e. supply elements of the strategy that are 'fixed' regardless of the spatial strategy that is eventually pursued,). In addition, consideration was given to a range of site options to be categorised as 'variable' (i.e. sites which provide choices to be made to meet residual housing needs).

Establishing 'constants'

- 5.2.4. These are the sites where the Council has effectively already made a strategic commitment and / or national policy would strongly support their inclusion such as those:
- already built / under construction;
 - already benefitting from planning permission;
 - already allocated in the adopted Local Plan with reasonable prospect of being completed;
 - deliverable brownfield sites the Council is committed to bringing forward; and
 - assumed windfalls.

Identifying variables

- 5.2.5. These comprise the additional site options available to accommodate growth above the committed / constant supply. They provide the principal strategic choices available to the Council in determining how the increased housing requirement should be delivered spatially across the district.

Sites within the Mansfield urban area

- 5.2.6. Consistent with the settlement hierarchy and adopted spatial strategy, sites within or adjoining the Mansfield urban area form a core component of all reasonable growth options. Mansfield is identified as the district's most sustainable location, containing the greatest concentration of employment, services, retail provision, education facilities, public transport and existing infrastructure. The inclusion of urban area sites therefore reflects the plan objective of directing the majority of growth to the district's principal settlement.

Market Warsop sites

- 5.2.7. Market Warsop represents the district's second most sustainable settlement and is identified within the settlement hierarchy as an appropriate focus for a proportion of future growth.

Warren Farm

- 5.2.8. Warren Farm represents a potential strategic-scale option capable of making a meaningful contribution towards development requirements during the plan period. Its scale provides opportunities for comprehensive masterplanning, coordinated infrastructure delivery and place-making benefits not typically available through a larger number of smaller allocations.

Dispersal / Mansfield Woodhouse sites

- 5.2.9. Sites within and around Mansfield Woodhouse provide an alternative means of accommodating growth whilst remaining broadly aligned with the settlement hierarchy. These sites offer the opportunity to distribute development more widely across the urban area, although a greater reliance on multiple smaller allocations can reduce opportunities for strategic infrastructure delivery and comprehensive place-making.

'Amber' sites

- 5.2.10. These sites represent a reserve pool of potentially suitable locations which performed less strongly than preferred allocations but may reasonably be considered if additional growth is required, if delivery assumptions change, or if preferred sites did not come forward as anticipated. They provide flexibility within the plan-making process and help ensure that alternatives are robustly considered.

Smaller settlements

- 5.2.11. A limited amount of growth within smaller settlements is considered reasonable to meet local needs and support the vitality and sustainability of existing communities. This approach can help maintain local services and facilities, although the scale of development is necessarily constrained by the character of settlements, infrastructure capacity and the need to avoid unsustainable patterns of development.

Regulation 19 Stage

- 5.2.12. In considering the scale of growth to be tested through the Sustainability Appraisal, the Council had regard to the housing need generated by the standard method, together with consultation responses received during the Issues and Opportunities stage.

- 5.2.13. Whilst a number of respondents advocated planning for growth above the minimum requirement, the Council noted that Mansfield has consistently delivered housing above planned requirements and that the revised standard method target already represented a substantial increase over that contained within the adopted Local Plan.
- 5.2.14. Consequently, the Council's preferred approach was to plan for the identified housing need of 9,900 homes together with a modest flexibility allowance of approximately 5% to support delivery and maintain choice in the supply of land (this constituted a total of 10,395 homes for the RA testing process). However, in recognition of consultation responses seeking a higher level of growth, a further alternative was also tested which incorporated an uplift of approximately 20% above the minimum requirement. Whilst the Council did not consider such a level of growth necessary to meet identified needs, testing this option through the Sustainability Appraisal allowed the implications of a higher-growth scenario to be understood and responded to suggestions raised during consultation.

Combining growth and distribution options

- 5.2.15. To support the Regulation 19 stage, the focus shifted from considering broad growth and distribution options to identifying realistic and deliverable spatial alternatives capable of meeting the district's development requirements.
- 5.2.16. This involved combining the fixed components of the strategy, including commitments, existing allocations, strategic urban extensions, brownfield opportunities and windfall assumptions, with different combinations of potential allocation sites. In doing so, regard was had to consultation responses received during the Issues and Opportunities and Regulation 18 stages, particularly those relating to the overall level and distribution of growth. Whilst all potential allocation sites were considered individually through the site assessment process, it was neither necessary nor proportionate to test every possible combination of sites through the Sustainability Appraisal.
- 5.2.17. Given the large number of sites and the effectively unlimited number of permutations that could be generated, the assessment instead focused on a series of distinct spatial packages representing genuinely different and reasonable approaches to accommodating growth. Sites were grouped according to their ability to contribute towards coherent spatial strategies, supported by an appropriate relationship with the settlement hierarchy, infrastructure provision, place-making objectives and deliverability considerations. Consequently, some sites that were assessed at the individual site stage did not form part of the strategic alternatives.

- 5.2.18. This was not because they had been excluded from consideration, but because their inclusion would not have materially altered the strategic approach being tested, would have duplicated the role of comparable sites elsewhere, or would not have contributed towards a clearly differentiated and deliverable growth scenario.
- 5.2.19. Table 5.1 below sets out the six distinct approaches that were established as the reasonable alternatives for appraisal through the SA.

Table 5.1 Summary of the Reasonable Alternatives (RAs)

Reasonable alternative	Level of housing planned	Why is this reasonable ?
1. The emerging preferred strategy.	LHN +5%	Broadly follows the existing adopted plan strategy in terms of the split between Mansfield and other areas. Informed by comprehensive site assessment work.
2. Warren Farm instead of Market Warsop sites.	LHN +5%	Tests whether additional growth should be concentrated within the Mansfield urban area through a new strategic-scale allocation rather than directing growth towards Market Warsop.
3. Warren farm instead of dispersed sites.	LHN +5%	Tests whether strategic-scale growth should be prioritised over a more dispersed pattern of allocations whilst remaining consistent with the settlement hierarchy.
4. Emerging strategy plus Warren farm.	LHN +20%	Tests a higher-growth scenario incorporating an additional strategic-scale allocation, reflecting consultation responses that advocated growth above the minimum requirement.
5. Emerging strategy plus 'amber sites'.	LHN +20%	Tests a higher-growth scenario based on a broader portfolio of smaller allocations rather than reliance on an additional strategic urban extension.
6. Emerging strategy minus dispersed sites	> LHN	There was some concern from Highways that certain transport corridors may not be able to cope with significant growth without substantial mitigation. This represents a precautionous approach to this issue, but could mean a shortfall in meeting housing needs.

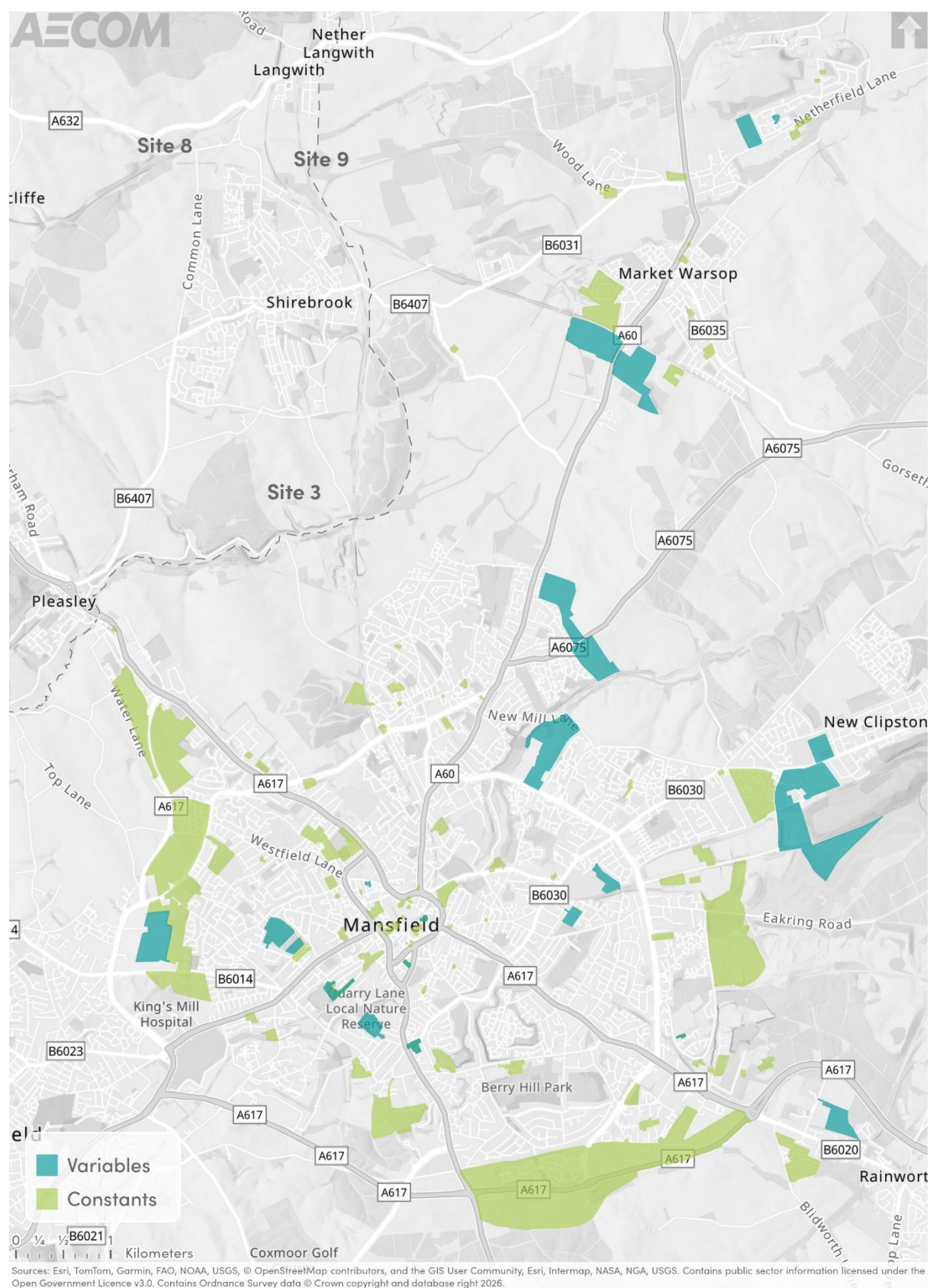
Figure 5-1 RA 1: The emerging preferred approach

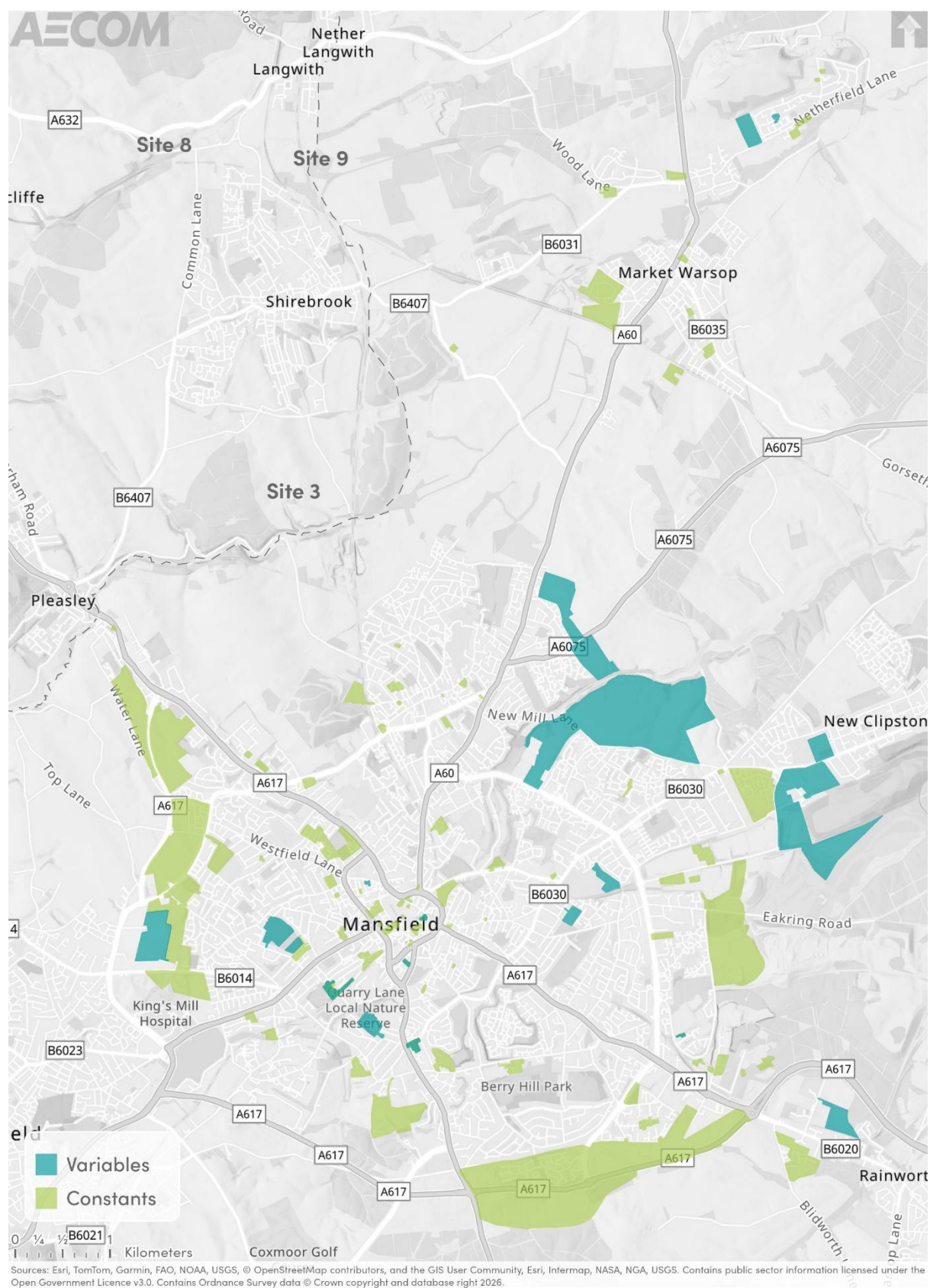
Figure 5-2 RA 2: Warren Farm instead of Market Warsop sites

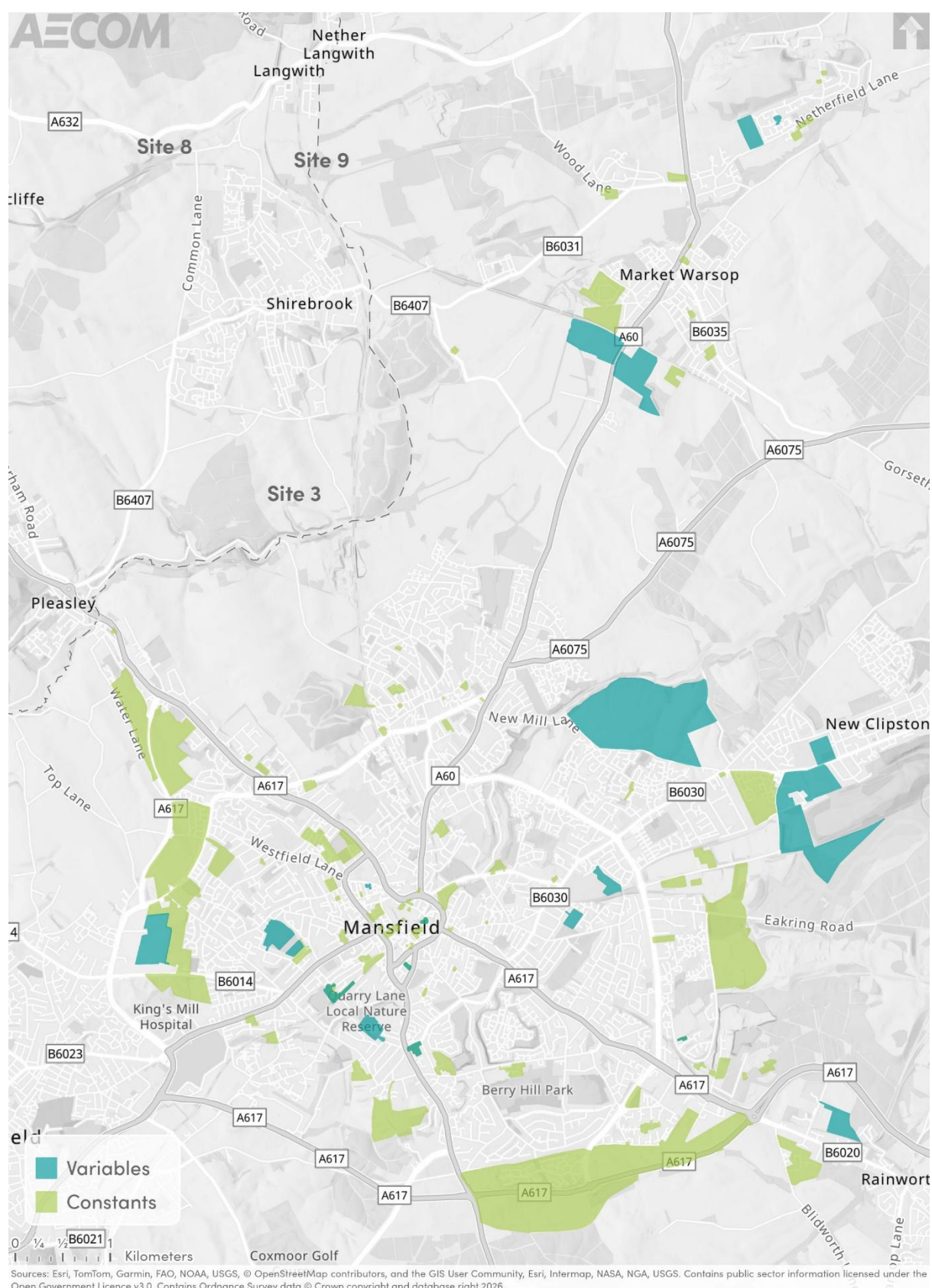
Figure 5-3 RA 2: Warren Farm instead of dispersed sites

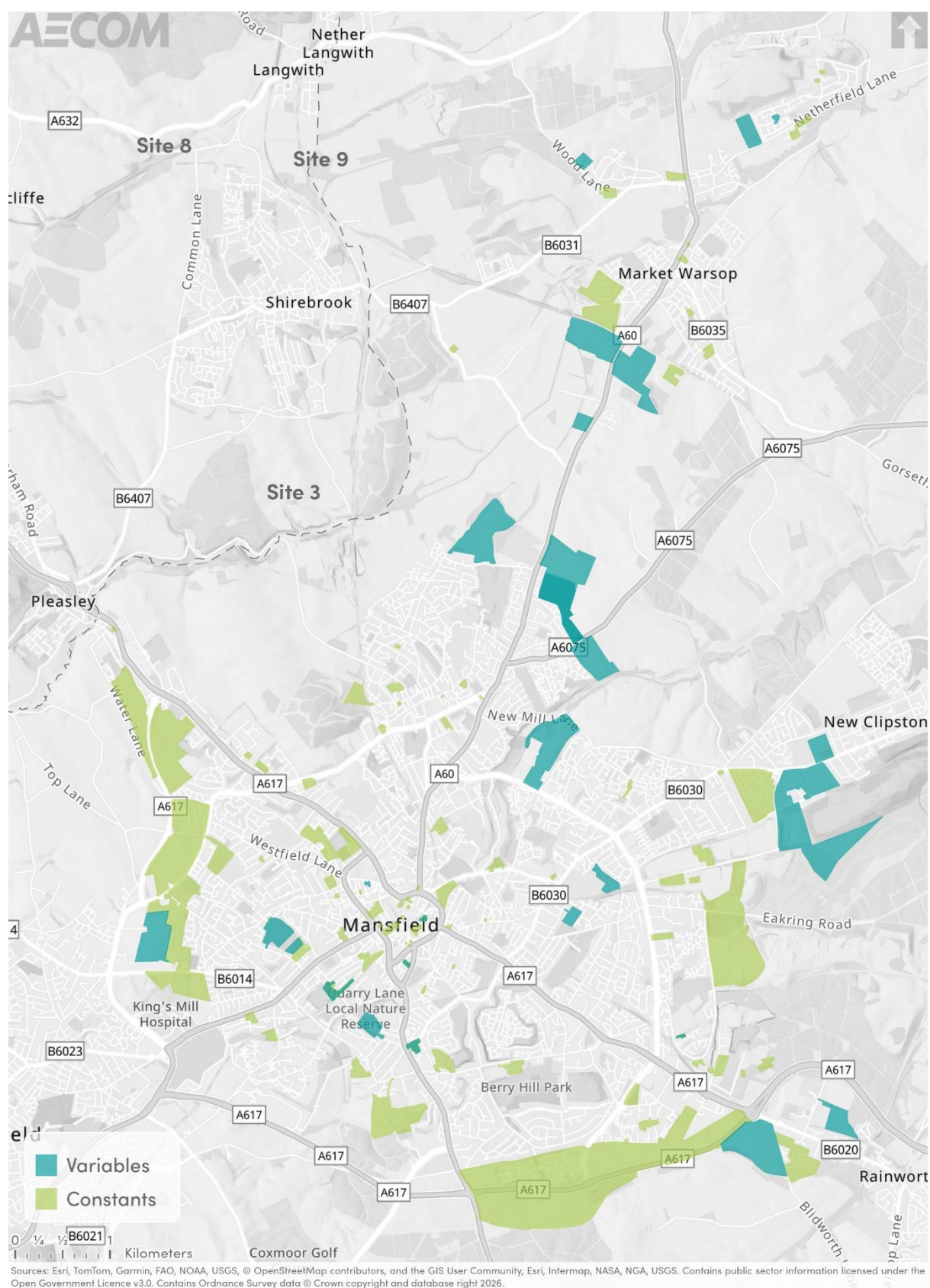
Figure 5-4 RA 4: Emerging preferred approach plus 'amber sites'

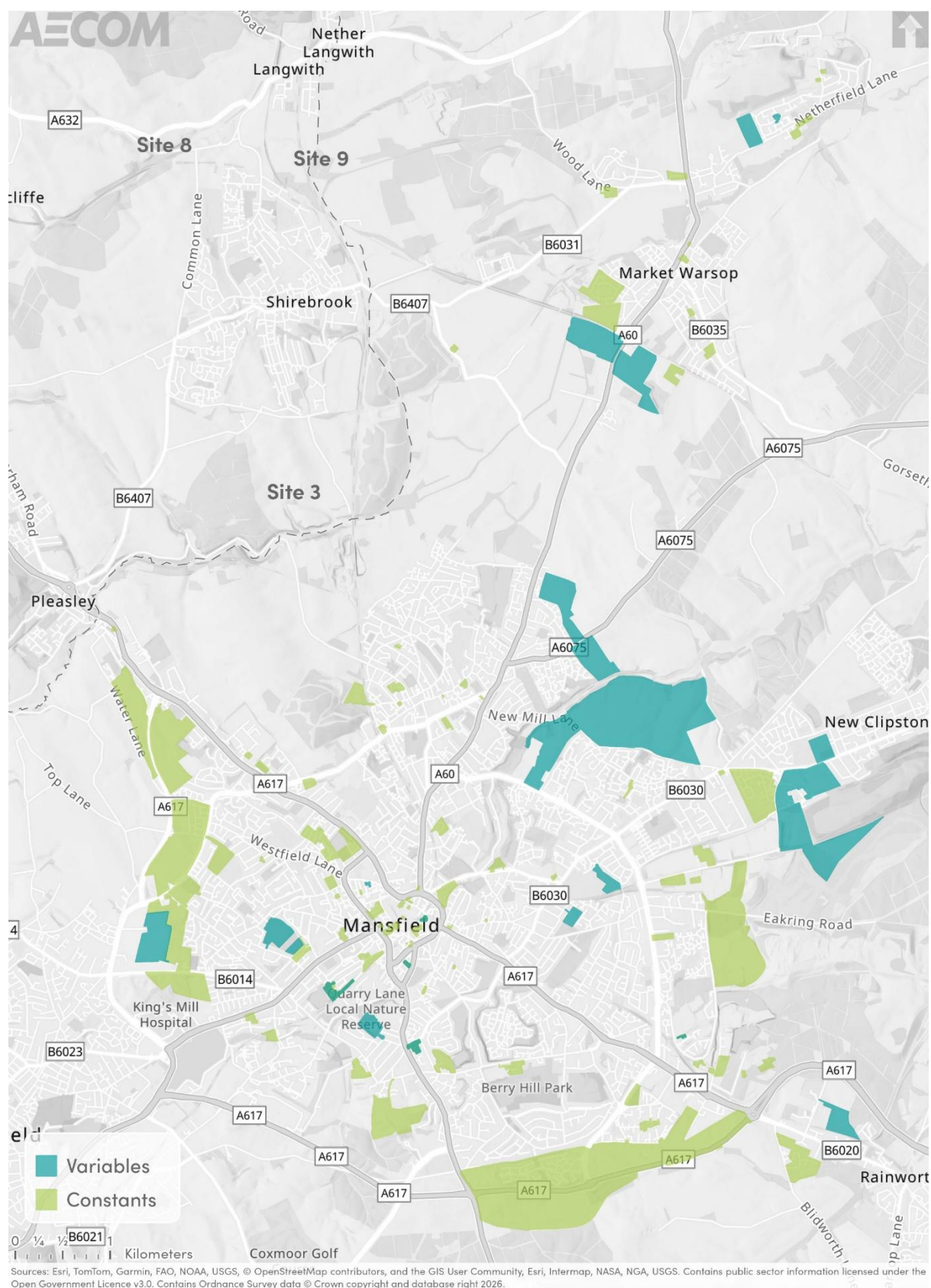
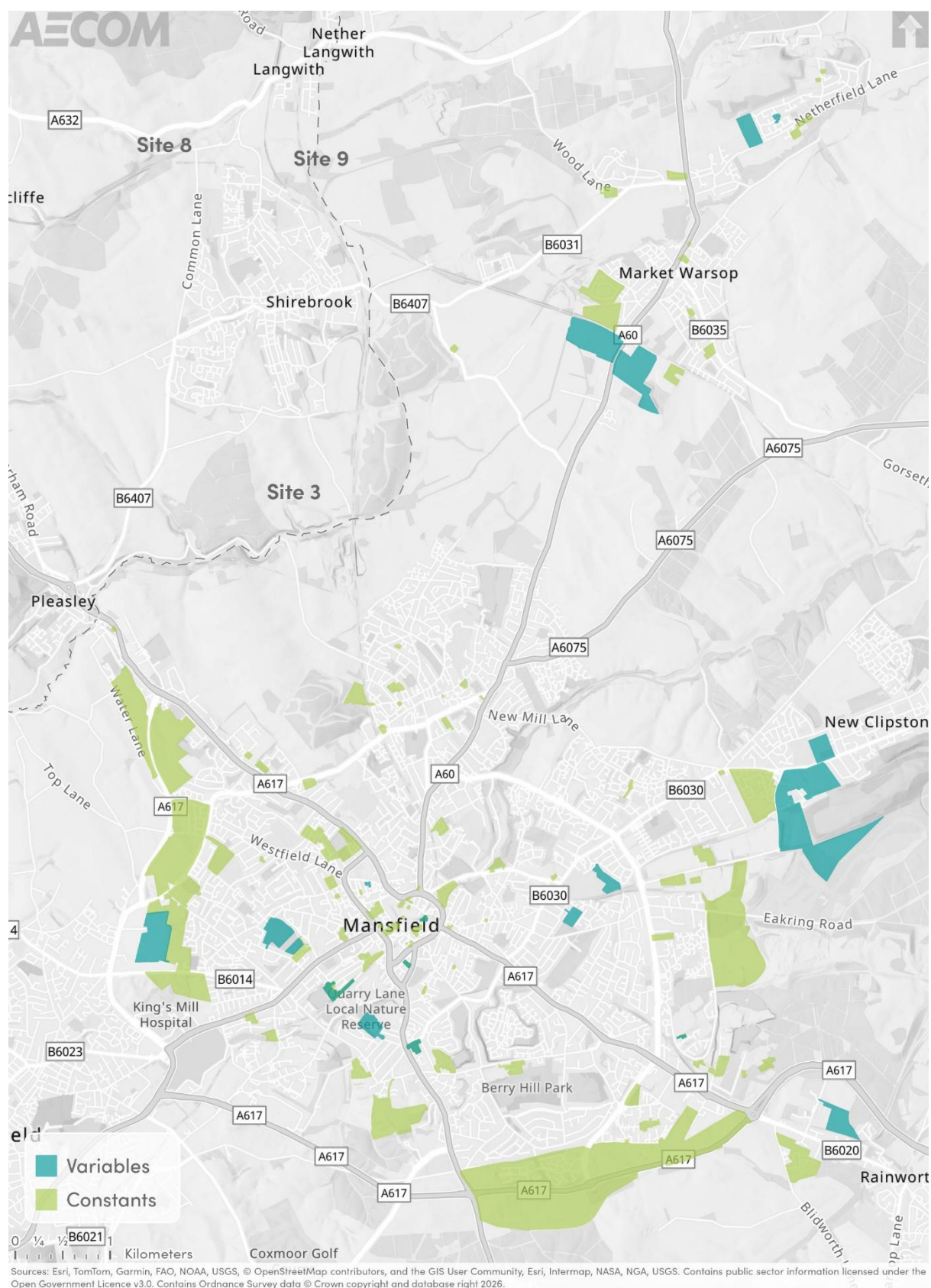
Figure 5-5 RA5: Emerging preferred approach plus Warren Farm

Figure 5-6 RA6: Emerging preferred approach without dispersed sites

What about other alternatives?

- 5.2.20. Given the large number of potential development sites and the countless ways in which they could be combined, it is not feasible or necessary for the Sustainability Appraisal to assess every possible permutation. The appraisal therefore concentrates on realistic strategic options and site alternatives that are capable of delivering the objectives of the plan. This provides an appropriate and proportionate basis for comparing the relative sustainability performance of different approaches, whilst avoiding an unmanageable assessment exercise that would offer limited additional value to decision-makers.
- 5.2.21. Therefore, the focus should be on what is reasonable; which means consideration of factors such as deliverability, delivering sustainable growth, providing a mix of sites that achieves a five-year land supply and a reliable trajectory over the plan period, and most importantly delivering on the Plan objectives.
- 5.2.22. In this regard, it is possible to rule out alternatives that would clearly be contrary to the Plan objectives and / or would not be found sound at examination. This includes:
- An approach including isolated sites not well related to Mansfield's main urban areas or established settlements would be unlikely to promote sustainable patterns of development, given its reduced accessibility to jobs, services and public transport, greater reliance on private vehicle use, and less efficient use of existing infrastructure. As such, it was not considered a realistic strategic option and was not taken forward for detailed appraisal. Furthermore, the Local Plan Review is intended to update, rather than fundamentally change, the adopted spatial strategy. The existing strategy has been effective in delivering growth, with housing completions exceeding planned requirements and a strong housing land supply being maintained. A radical departure from the established settlement-focused approach was not considered reasonable.

Directing additional growth to Market Warsop?

- 5.2.23. It is acknowledged that additional site options were promoted at Market Warsop and that one of the approaches identified through the Issues and Opportunities consultation was to increase the proportion of development directed to Market Warsop relative to Mansfield urban area. Such an approach would have represented a reasonable alternative in principle and was therefore considered as part of the options development process.
- 5.2.24. However, the consultation document itself identifies concerns that directing a significantly greater proportion of growth to Market Warsop could place additional pressure on local infrastructure and services.

- 5.2.25. Having regard to the role of Mansfield urban area within the settlement hierarchy, the relative concentration of employment opportunities, services and public transport accessibility within Mansfield, and the constraints associated with the available site options in Market Warsop, the Council concluded that substantial additional growth at Market Warsop beyond the levels already proposed (in the emerging growth strategy) would not represent an appropriate strategic alternative. Consequently, whilst Market Warsop continues to play an important role in meeting development needs, alternatives based on significantly increasing the scale of growth within the settlement were not taken forward for detailed appraisal.

5.3. Employment strategy

Issues and Opportunities Stage

- 5.3.1. The Regulation 18 Issues and Opportunities Consultation (2023) sought views on the scale of employment growth required across the district and the relationship between employment growth and housing delivery. Unlike the housing strategy, consultation responses did not identify materially different spatial approaches to accommodating employment development. Instead, the main issue raised through consultation related to the quantity of employment land that should be provided and the extent to which the Local Plan Review should plan positively for economic growth over and above identified needs.
- 5.3.2. The consultation document noted that respondents generally favoured providing employment growth with an element of flexibility. However, responses also highlighted the need to strike an appropriate balance between employment provision and housing growth, recognising that an oversupply of employment land could have implications for market delivery, whilst insufficient provision could constrain economic growth. Importantly, the consultation did not identify a clear preference for alternative spatial distributions of employment land across the district.

Regulation 19 Stage

- 5.3.3. To inform the Local Plan Review, the Council commissioned an updated Employment Land Needs Assessment which considered a range of future demand scenarios, including baseline economic forecasts, a regeneration-led growth scenario, labour supply projections linked to housing growth, past development trends and net absorption rates. These scenarios generated a broad range of possible employment land requirements between 27.17ha and 52.09ha over the period 2023 to 2043. Alongside this assessment, the Council reviewed the available employment land supply across the district. This included existing allocations, extant planning permissions, land within strategic urban extensions, available plots within established employment areas and other committed sources of supply.

5.3.4. The employment study identified a total supply of approximately 44.56ha of employment land, suggesting that the existing supply was already sufficient to meet the employment land requirements generated by the evidence-led scenarios. When compared against the demand forecasts:

- the Experian Baseline scenario generated a requirement of 36.86ha, resulting in a surplus of 7.70ha;
- the Regeneration scenario generated a requirement of 41.06ha, resulting in a surplus of 3.50ha; and
- the Labour Supply Low Growth scenario generated a requirement of 39.60ha, resulting in a surplus of 4.96ha.
- Only the more aspirational Labour Supply High Growth scenario and the Past Net Absorption scenario generated a requirement greater than the identified supply. These scenarios would result in shortfalls of 7.53ha and 3.47ha respectively. However, these represented upper-end growth scenarios rather than the Council's principal evidence-led position.

Were There Any Reasonable Alternatives?

5.3.5. In contrast to housing, the evidence did not identify a requirement to choose between fundamentally different employment strategies. The Local Plan Review continues to support the safeguarding of existing key employment areas, the delivery of existing employment allocations, the provision of employment land through continued build-out of strategic urban extensions and the protection of available sites capable of meeting future business needs. Furthermore, the Employment Land Needs Assessment confirmed that the majority of employment needs could be accommodated through the existing employment land portfolio.

5.3.6. The study also confirmed that Mansfield urban area remains the district's most sustainable location for employment growth, reflecting its concentration of businesses, labour supply, strategic highway connections, services and infrastructure.

5.3.7. The Regulation 18 Local Plan Review consultation document anticipated that the majority of future employment provision would continue to be directed towards the Mansfield urban area. Consequently, whilst individual employment site options were reviewed, the Council did not identify any distinctly different and reasonable strategic employment alternatives that warranted appraisal through the Sustainability Appraisal. Given the identified surplus of employment land under the principal forecasting scenarios, the Council concluded that the emerging employment strategy represented a reasonable and proportionate approach to meeting identified employment needs.

6. Appraisal of strategic housing alternatives

6.1. Appraisal

Air quality

Appraisal of the emerging preferred strategy

- 6.1.1. The air quality effects of the spatial strategy are closely linked to transport, as the main local source of concern is road traffic emissions. However, the assessment needs to focus not only on whether emissions increase or decrease, but also on whether sensitive receptors are exposed to poorer air quality. Relevant receptors include existing and future residents, schools, health facilities, older people, pedestrians and cyclists, particularly where these are located close to busy or congested roads.
- 6.1.2. Overall, air quality effects are expected to be limited. Background levels are generally low, recent monitoring has not identified exceedances of the annual mean NO₂ objective, and vehicle emissions are expected to improve over the Plan period as the fleet becomes cleaner. The main risk is therefore localised exposure along corridors where development traffic converges, rather than a significant district-wide deterioration in air quality.
- 6.1.3. Growth within Mansfield town centre performs relatively well. Although town centre locations may have higher traffic flows and more existing receptors, they also provide the best access to services, employment, schools, public transport and active travel opportunities. This reduces the need for car-based travel and supports shorter trips. Effects are therefore likely to be broadly neutral, provided that development layouts avoid placing sensitive uses immediately adjacent to the busiest roads without appropriate mitigation.
- 6.1.4. Market Warsop performs moderately. Growth within or close to the settlement core benefits from access to local services and is unlikely to generate significant air quality effects. However, sites on the southern edge are more likely to generate trips southwards towards Mansfield, increasing traffic on corridors between Market Warsop, Mansfield Woodhouse and Mansfield town centre. This could lead to minor negative effects, with potential for greater localised effects where additional traffic passes close to sensitive receptors.
- 6.1.5. Growth at Mansfield Woodhouse and north Mansfield represents an area of sensitivity. Sites close to the local centre and rail station perform better, as they provide greater scope for non-car travel. However, edge of settlement growth is more likely to generate car-based trips towards Mansfield town centre, the A38 and key employment, education and health destinations.

- 6.1.6. Although significant district-wide effects are unlikely, cumulative traffic on shared corridors could increase localised exposure for existing residential frontages, schools and other sensitive uses.
- 6.1.7. Further rounding-off growth to the south, east and west of Mansfield is not expected to be significantly problematic when considered individually. These sites are generally modest in scale and adjoin the existing urban area or committed strategic growth locations. However, they may add to traffic on corridors already affected by committed development. The main issue is therefore the cumulative layering of growth over time, rather than the effect of individual sites. Overall, effects are likely to be minor.
- 6.1.8. Growth in smaller settlements such as Rainworth and Meden Vale is likely to increase car-based travel where local services are limited. However, given the limited scale of growth, significant air quality effects are unlikely. Any effects are expected to be minor and localised.
- 6.1.9. Overall, the spatial strategy is predicted to result in minor negative effects in relation to air quality, with effects likely to be concentrated along corridors experiencing the greatest increase in traffic, particularly routes from Market Warsop and Mansfield Woodhouse towards Mansfield town centre. Effects should be capable of mitigation through coordinated transport measures, active travel provision, public transport improvements, EV infrastructure and site layouts that minimise exposure of sensitive receptors.

Appraisal of alternatives

- 6.1.10. For **Option 2**, effects would be broadly similar to the preferred option during the Plan period, as Warren Farm would likely load traffic onto similar corridors to the Market Warsop site toward Mansfield. However, longer-term build-out could also increase pressure on the A6117, New Mill Lane and routes towards Mansfield (with implications for air quality due to congestion). Effects are therefore assessed as **minor negative**.
- 6.1.11. For **Option 3**, replacing dispersal sites with Warren Farm would perform less well because it would concentrate more growth in one location and increase traffic towards Mansfield. Although a strategic site could provide some local services, there would still be increased car-based travel, particularly in early phases. Effects are assessed as **minor negative**, mainly due to localised receptor exposure along affected corridors. However, this option is ranked less well compared to options 1 and 2.
- 6.1.12. For **Option 4**, the overall scale of growth would be higher, but the additional sites would be dispersed. This reduces the risk of a single corridor experiencing a substantial concentration of additional traffic. Effects are therefore still assessed as being **minor negative** for air quality.

- 6.1.13. For **Option 5**, the scale of growth would be higher and would concentrate further traffic pressure to the north of Mansfield. This is the least favourable option in air quality terms, as it combines higher growth with greater corridor-based traffic concentration. However, given low background levels and improving vehicle emissions, major effects are still not considered likely. Effects are assessed as potentially **moderate negative**.
- 6.1.14. For **Option 6**, reducing growth by around 1,000 dwellings would lessen traffic pressure in the Mansfield Woodhouse / north Mansfield area and reduce the risk of localised air quality effects along affected corridors. This option therefore performs best in air quality terms, with uncertain / potential **minor negative effects** recorded.

Table 6-1: Significance of effects and ranking – air quality

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Minor negative	Minor negative	Minor negative	Minor negative	Moderate Negative?	Minor negative?
<i>Rank</i>	2	2	3	4	5	1

Biodiversity

Appraisal of the emerging preferred strategy

- 6.1.15. The proposed strategy involves a substantial amount of 'committed' development, whether this be in the form of sites with planning permission and / or sites allocated in the existing Plan that are being rolled forward. Numerous biodiversity sites/ features are affected by the existing plan, including nationally designated SSSIs located to the west of Market Warsop and south-east of Mansfield. Whilst this provides context for the Plan review, these effects are essentially already 'baked in' and are therefore not given weight in this current assessment.
- 6.1.16. The new proposed housing allocations involve relatively limited constraints in terms of nationally and internationally designated sites, with only sites at Market Warsop, or further north, within a distance (approx. 4km) likely to adversely impact on the Birklands and Bilhaugh SAC through recreational pressure and air pollution. Impact pathways and any subsequent mitigation requirements will be considered further through the emerging HRA.

- 6.1.17. Two sites, Land South of Clipstone Road East / East of Crown Farm Way and Land off Mansfield Road (A60) are adjacent to SSSIs. Land South of Clipstone Road East / East of Crown Farm Way is also constrained by a LNR (though only the northern part of the site would be developed). Though the developable area would not directly overlap with habitats, say new development will be required to consider existing pressures on the nationally designated sites, particularly where sites (such as Sherwood Forest SSSI) are in an unfavourable recovering condition.
- 6.1.18. Brownfield development opportunities appear to be relatively limited and contained to the centre of Mansfield. Recognising that urban environments are often fragmented, development of brownfield sites may improve ecological connectivity where positively designed, delivering biodiversity net gain in line with national policy (though recognising that site specific surveys should be required to ensure no urban biodiversity hotspots are affected negatively).
- 6.1.19. Greenfield sites are proposed to the north, east and south of Mansfield, south of Market Warsop, and further northeast close to Meden Vale. This development around the fringes of the settlement has the potential to impact local wildlife sites and priority habitats in those locations, with residual effects again heavily dependent on design and layout. Furthermore, where growth is more dispersed, development of greenfield sites has greater potential for the cumulative loss of habitats (conversely, this provides an opportunity for enhancement).
- 6.1.20. In terms of specific sites 'constrained' by priority habitats (predominately deciduous woodland), the following are adjacent to or slightly overlapped:
- Land off Netherfield Lane
 - Former Sherwood Hall School
 - Land North of Old Mill Farm
 - Land between Old Mill Lane and New Mill Lane Farm
 - Land off Helmsley Road, Rainworth
 - Gregory quarry
- 6.1.21. It is considered that any loss of priority habitat would lead to adverse ecological impacts. Loss of priority habitats should therefore be avoided, and elsewhere habitats of greatest interest should be retained, e.g. woodland and mature/veteran trees should be incorporated into the layout of any new development. Areas that Could Become of Particular Importance for Biodiversity
- 6.1.22. notably coincide with sites proposed to the south of Market Warsop, in close proximity to priority habitat and Ancient Woodland along the northwestern extent of the district.

- 6.1.23. This presents an opportunity to support improved connectivity to the wider ecological network through the creation and enhancement of habitats alongside new development.
- 6.1.24. Overall, the strategy is unlikely to have significant negative effects on biodiversity. Whilst there are some site level constraints, these are all possible to mitigate, and so only minor negative effects would be anticipated at most. In the longer term, it is possible that significant positive effects could arise should green and blue infrastructure and biodiversity net gain be delivered successfully. At this stage, a cautious approach is taken though.

Appraisal of reasonable alternatives

- 6.1.25. The Warren Farm site consists mostly of agricultural land and is not overlaid with any designated habitats. The River Maun runs along the northern edge of the site, and supports riparian habitat and species. To the eastern boundary of the site there are parcels of woodland priority habitat, whilst there are some hedgerows running through the site that are likely to provide support for species. The comprehensive development of this site would be expected to incorporate significant green and blue infrastructure provision, which ought to be achievable given the strategic scale of the site and ability to avoid more sensitive areas at the boundaries.
- 6.1.26. The additional 'amber' pot of sites are not significantly constrained with regards to biodiversity. None are overlapped by designated sites, and in the main consist of agricultural land or urban greenfield with limited biodiversity features. There are pockets of priority habitat adjacent to some sites, but it would be possible to mitigate effects through buffering, and the application of biodiversity net gain.
- 6.1.27. Option 2 replaces the Market Warsop sites with Warren Farm, and the effects in the plan period would likely be similar. In the longer term the Warren Farm site could give rise to additional effects given that a more comprehensive site area would be developed, but these are uncertainties at this stage. Therefore, similar effects to Option 1 are predicted. The situation is the same for Option 3.
- 6.1.28. For options 4 and 5, which involve an overall higher level of planned growth, the effects at site level are still likely to be minor. Cumulatively, the sites are unlikely to give rise to significant further recreational pressure on important habitats, and the delivery of onsite open space should help to mitigate any potential impacts. The loss of greenfield land would be greater, but there would also be a greater ability to deliver biodiversity net gain in the longer term. Nevertheless, minor negative effects are predicted at this stage.
- 6.1.29. Option 6 removes sites from the strategy that are more sensitively located (i.e. alongside a local wildlife site / Maun Valley Park).

- 6.1.30. This could help to reduce impacts in this location, making it preferable to all other options in this regard. Nonetheless, minor negative effects are still predicted due to effects that are still likely to arise elsewhere.

Table 6-2: Significance of effects and ranking – biodiversity

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Minor negative	Minor negative	Minor negative	Minor negative	Minor negative	Minor negative
Rank	2	2	2	3	3	1

Climate change adaptation

Appraisal of the emerging preferred strategy

- 6.1.31. For option 1, the majority of proposed sites are located largely within Flood zone 1 in their entirety. Though there are some sites that are adjacent to the River Maun, these are not at a significant risk of flooding from rivers.
- 6.1.32. Land off Mansfield Road (A60) overlaps considerably with areas of Zone 2/3, but this is contained within one side of the site and could be avoided if the developable area is reduced and/or suitable buffers are introduced.
- 6.1.33. Surface water flood risk is not a significant constraint for most of the sites with small areas that could be managed through routine mitigation. However, parts of the Gregory Quarry site are more significantly affected by surface water flooding, and this will need to be addressed.
- 6.1.34. Overall, in terms of flooding, the preferred option is recorded as having broadly neutral effects. Though there is a degree of surface water flood risk on a handful of sites, it should be possible to address this through mitigation. Cumulatively, the effects are predicted to be neutral, as there will be a need to deliver sustainable drainage and green infrastructure enhancements that address a loss of greenfield land.
- 6.1.35. In terms of urban heat island impacts, it is considered unlikely that the spread of sites will lead to a significant urbanising effect that would alter microclimates. The urban areas remain served by greenspace, there is substantial green infrastructure around Mansfield, and new development will provide opportunities to enhance provision.

Appraisal of reasonable alternatives

- 6.1.36. Options 2 and 3 introduce the Warren Farm site, which contains some areas of surface water flood risk, but given the size and nature of the site it should be possible to manage flooding effectively.
- 6.1.37. The sites that would be replaced under both options are not at a significant risk of flooding either, and so the overall effects would be broadly the same (neutral).
- 6.1.38. Options 4 and 5 involve additional growth, but this would still be in locations that are at a relatively low risk of flooding. Therefore, overall, neutral effects are still predicted. In terms of ranking, these two options are the least favoured as they involve a greater cumulative amount of greenfield land loss, which can be negative in terms of resilience to climate change (both flooding and wider issues). However, these are marginal differences, and so neutral effects are still predicted.

Table 6-3: Significance of effects and ranking – climate change adaptation

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Rank	2	2	2	3	3	1

Climate change mitigation

Appraisal of the emerging preferred strategy

- 6.1.39. Option 1 establishes a spatial distribution of growth which is expected to result in a minor positive effect in relation to climate change mitigation. The strategy directs a significant proportion of new housing to Mansfield town and Mansfield Woodhouse, which represent the most sustainable settlements in the Borough in terms of access to employment, services and public transport. This approach supports shorter journey lengths and increases opportunities for travel by non-car modes, thereby reducing the potential for increases in transport-related greenhouse gas emissions.
- 6.1.40. The delivery of new homes on brownfield land within the Mansfield urban area, is a particular strength from a mitigation perspective (though this does not contribute a significant proportion of total housing provision).

- 6.1.41. Development in highly accessible locations makes more efficient use of existing infrastructure and services, limits the need for new infrastructure provision and reduces the likelihood of car-dependent travel patterns.
- 6.1.42. In addition, the reuse of previously developed land avoids the release of undeveloped greenfield sites and helps support a more efficient and compact urban form, which is typically associated with lower per-capita carbon emissions over the long term.
- 6.1.43. Option 1 also housing growth on greenfield land on the edge of Mansfield town. While greenfield development can present risks in relation to climate change mitigation, including increased reliance on the private car, these effects are moderated by the close proximity of these sites to exiting services and facilities, as well as committed Sustainable Urban Extensions that should improve provision further. The spatial relationship between new sites and committed growth provides opportunities to consolidate development, support viable public transport services, and deliver cohesive walking and cycling networks. As such, these sites are less likely to result in isolated or inefficient development patterns compared with more remote or dispersed locations.
- 6.1.44. The concentration of growth around Mansfield Woodhouse, including sites to the north near Peafield Lane and additional development off Old Mill Lane and New Mill Lane, is also expected to perform relatively well in climate change mitigation terms. Mansfield Woodhouse benefits from established rail services, local facilities and proximity to employment areas, which together offer realistic opportunities to reduce reliance on private car travel. Directing growth to this location supports the role of Mansfield Woodhouse as a sustainable settlement and helps limit the need for longer-distance commuting (though it should be recognised that the rail services will only offset a small proportion of car-based commuter travel).
- 6.1.45. Growth proposed to the south of Warsop, totalling approximately 500 dwellings, presents a more neutral outcome. While Warsop offers some access to local services and facilities, and an important role for nearby villages, its relative distance from Mansfield and more limited sustainable transport provision increases the potential for higher levels of car-based commuting, particularly for employment and higher order goods and services. However, the scale of growth remains contained and focused, and the strategy avoids large-scale dispersal to smaller settlements, which would be likely to perform less well in mitigation terms.
- 6.1.46. Limiting growth in rural villages and less accessible locations helps avoid development patterns associated with high car dependency, extended infrastructure networks and increased per-capita emissions. By concentrating growth in the main urban areas and selected sustainable settlements, Option 1 reduces the potential for long-term carbon lock-in associated with dispersed development.

- 6.1.47. Across the plan area as a whole, Option 1 supports relatively efficient land use and avoids an over-reliance on either peripheral greenfield expansion or extensive dispersal.
- 6.1.48. While greenfield release is required, the spatial strategy seeks to minimise associated mitigation impacts by locating development close to existing urban areas and committed growth. Given the assumption that all new development will be delivered in accordance with prevailing building regulations and planning standards, including energy efficiency requirements, the spatial strategy itself is a key determinant of climate change mitigation performance. In this context, Option 1 directs growth to locations where lower-carbon lifestyles are achievable.
- 6.1.49. Overall, Option 1 is considered to represent a reasonable and proportionate response to the climate change mitigation challenge. The strategy makes effective use of brownfield land, focuses growth on the Borough's most sustainable settlements, and limits development in locations that would be likely to generate higher transport-related emissions. Subject to appropriate site-specific design, density and sustainable transport measures, Option 1 is expected to support a trajectory of growth that is broadly consistent with reducing greenhouse gas emissions over the plan period. This constitutes minor positive effects.

Appraisal of reasonable alternatives

- 6.1.50. The climate change mitigation implications of the alternative spatial distributions (Options 2 and 3) have been considered in comparison with the preferred strategy (Option 1). In undertaking this assessment, it is recognised that the overall scale of growth remains unchanged across all options, that the vast majority of development is already committed, and that many core elements of the spatial strategy are consistent. The assessment therefore focuses on the marginal differences arising from the redistribution and phasing of non-committed growth, and their implications for greenhouse gas emissions during the plan period.
- 6.1.51. When considered in overall terms, the climate change mitigation effects of Options 2 and 3 are broadly comparable with those of the preferred strategy. All options continue to focus growth on Mansfield and Mansfield Woodhouse as the most sustainable settlements in the Borough, avoid extensive dispersal to lower-order settlements, and assume delivery in accordance with prevailing planning policy and building regulations. This common foundation limits the scope for meaningful differentiation between the options in mitigation terms.
- 6.1.52. Options 2 and 3 introduce a large strategic site at Warren Farm, which has the potential, in principle, to support longer-term climate change mitigation benefits. The scale of the site and the opportunity for comprehensive masterplanning could facilitate integrated movement networks, more efficient land use and, over time, reduced reliance on the private car.

- 6.1.53. However, only a limited proportion of development at Warren Farm could be expected to be delivered within the plan period, with the majority of growth occurring thereafter.
- 6.1.54. As a result, any mitigation benefits associated with strategic masterplanning are unlikely to be fully realised in the short to medium term, and differences in transport-related emissions during the plan period are expected to be limited.
- 6.1.55. The removal or redistribution of growth from locations such as Market Warsop or parts of the Mansfield urban periphery results in only minor shifts in the balance between more and less sustainable locations. These changes do not fundamentally alter the overall spatial pattern of growth and, at the plan level, any reduction in emissions in one location is likely to be offset by marginal increases elsewhere. Consequently, the overall effect on greenhouse gas emissions remains broadly similar across the options.
- 6.1.56. All spatial options retain flexibility to support lower-carbon energy solutions and to respond to emerging approaches to carbon reduction across the development lifecycle. This includes the potential for communal or district heating networks, as well as measures aimed at managing embodied carbon associated with new development. Larger and more concentrated development locations, including the strategic site at Warren Farm, may offer greater theoretical potential to accommodate communal or district heating infrastructure due to their scale and masterplanning potential. However, the viability of such systems is dependent on a range of factors beyond the scope of the spatial strategy, including heat demand density, the presence of anchor loads, funding mechanisms and long-term governance arrangements. Given the limited delivery expected at Warren Farm within the plan period, any mitigation benefits associated with district heating are unlikely to be realised to a meaningful extent within the appraisal timeframe. Opportunities for communal energy systems may also arise through urban regeneration sites within Mansfield town, indicating that this potential is not unique to any one option.
- 6.1.57. With regard to embodied carbon, all options involve a broadly similar quantum of development and therefore comparable levels of construction-related emissions at the strategic level. While larger strategic or urban sites may offer marginal opportunities to manage embodied carbon through coordinated design, construction efficiencies and the use of low-carbon materials, such outcomes are primarily influenced by detailed design, procurement practices and evolving building standards rather than the spatial distribution of growth alone. The differences between options largely relate to the phasing and redistribution of non-committed growth, rather than to a fundamental change in the nature or scale of development, further limiting the scope for differentiation in embodied carbon terms. Measures to address embodied carbon are therefore more appropriately secured through development management policies.

- 6.1.58. In summary, although Options 2 and 3 introduce modest variations in the location and phasing of non-committed growth, these differences are not considered sufficient to lead to materially different climate change mitigation outcomes when compared with the preferred strategy.
- 6.1.59. All three options are likely to result in similar overall effects, and it is unlikely that the alternatives would attract different overall significance scores for climate change mitigation. Overall terms, neither alternative is considered to deliver a significantly stronger or weaker mitigation outcome than Option 1 within the plan period, hence all being afforded a minor positive effect.
- 6.1.60. The additional growth proposed under Options 4 and 5 is not considered likely to materially change climate change mitigation outcomes when compared Options 1-3. The quantum of additional development is relatively modest in the context of total plan delivery, and as a result its influence on plan-wide greenhouse gas emissions is limited.
- 6.1.61. Option 4 introduces additional growth through a single strategic location, which marginally increases the scope for coordinated delivery and longer-term mitigation opportunities beyond the plan period.
- 6.1.62. Option 5, by contrast, distributes additional growth around the Mansfield urban periphery, marginally increasing reliance on edge-of-urban locations. However, these differences relate primarily to the form and distribution of a relatively small element of non-committed growth and do not alter the overarching spatial pattern or mitigation trajectory of the plan.
- 6.1.63. Accordingly, while Options 4 and 5 present slightly different mitigation considerations, these are limited in scale and significance. Both options are assessed as resulting in effects that are broadly comparable with those of Options 1-3 (i.e. minor positive).
- 6.1.64. Option 6 would involve the removal of approximately 1,000 dwellings from the spatial strategy. On one hand, this is expected to slightly reduce the positive effects identified in relation to climate change mitigation. The sites are located adjacent to existing urban areas and would be expected to benefit from reasonable access to services, facilities and employment opportunities. In particular, sites are within Mansfield Woodhouse, one of the Borough's more sustainable settlements, where opportunities exist to utilise existing public transport infrastructure, including rail services.
- 6.1.65. As a result, the revised option would reduce the proportion of growth directed to locations capable of supporting sustainable travel patterns and shorter journey lengths. The removal of these sites may therefore lessen opportunities to minimise transport-related greenhouse gas emissions when compared with Option 1. However, the changes do not fundamentally alter the overall spatial distribution of development.

- 6.1.66. Growth remains focused on the Borough's principal settlements and the strategy continues to avoid substantial dispersal to smaller and less accessible rural locations, where reliance on private car travel would be expected to be greater.
- 6.1.67. The reduction in the overall scale of development may also marginally reduce emissions associated with construction activity, operational energy use and transport demand over the plan period.
- 6.1.68. However, these benefits primarily reflect a lower quantum of development rather than a materially different spatial pattern of growth. Overall, this option is expected to continue to generate minor positive effects against this objective. Whilst the positive effects are likely to be slightly weaker than those identified for Option 1 due to the removal of growth from relatively sustainable locations, the broad approach to directing development remains unchanged and is still considered supportive of climate change mitigation objectives.

Table 6-4: Significance of effects and ranking – climate change mitigation

	Identified need + 5% buffer			Need + 20%		Unmet need
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Minor positive	Minor positive	Minor positive	Minor positive	Minor positive	Minor positive
<i>Rank</i>	1	1	1	1	1	1

Economy

Appraisal of the emerging preferred strategy

- 6.1.69. The proposed spatial strategy under Option 1 supports economic objectives primarily through the location of housing growth relative to existing employment areas, key commuter routes and service centres. Growth in and around Mansfield town reinforces the district's principal employment hub and supports established travel-to-work patterns, including access to strategic employment locations and logistics corridors. This approach improves access to labour for businesses and supports the continued vitality of town-centre and edge-of-centre economic activity.
- 6.1.70. The appraisal also takes account of changing working practices, including increased levels of home-working, which were raised through consultation.

- 6.1.71. These trends have implications for the scale, type and location of future employment land required, with a reduced emphasis on traditional office-based provision and a greater focus on flexibility, accessibility and strategic connectivity. In this context, the plan's reliance on existing committed employment provision, rather than allocating additional land, is consistent with evidence indicating sufficient supply and with longer-term uncertainty around demand for some employment uses.
- 6.1.72. With regard to industrial and logistics uses, the appraisal recognises ongoing demand for B2 and B8 space in accessible and well-connected locations. However, existing employment allocations and commitments, particularly those focused on established employment areas and strategic routes, are considered capable of accommodating this demand without the need for further allocations at this stage. The strategy therefore avoids the risk of over-allocation or misalignment between land supply and market demand, while retaining flexibility to respond through future plan reviews if required.
- 6.1.73. Housing growth at Mansfield Woodhouse and Market Warsop supports economic objectives at a secondary level by sustaining local labour markets and supporting the vitality of service centres and local businesses. Although these settlements are not intended to accommodate major employment growth, population growth supports workforce availability across the wider Mansfield travel-to-work area and reinforces the viability of local services.
- 6.1.74. In infrastructure terms, the strategy builds on transport and digital networks that have already been tested and committed through the adopted plan, supporting the infrastructure that businesses rely upon without introducing undue reliance on new or speculative provision (nor overburdening the existing transport and utilities networks). Opportunities for jobs are therefore supported indirectly through strengthened labour supply, access to employment locations and the maintenance of viable economic centres.
- 6.1.75. Taken as a whole, Option 1 (the proposed strategy) supports economic objectives in a proportionate and robust manner. It aligns housing growth with existing employment locations and commuter routes, reflects evolving working practices, and is underpinned by an employment land strategy based on evidence of sufficient committed supply. Overall, moderate positive effects are predicted.

Appraisal of reasonable alternatives

- 6.1.76. The alternative approaches relate primarily to different distributions and scales of housing growth, rather than changes to the employment land strategy. As the plan relies on existing committed employment sites to meet identified needs, the scope for differentiation between alternatives in economic terms is therefore limited in this regard.

- 6.1.77. Options involving additional housing growth, whether through dispersed allocations or through the introduction of an additional strategic housing site, have the potential to marginally increase labour supply and support economic activity. However, these effects are indirect and broadly comparable across all options, as none alter the location or quantum of employment land provision or the role of Mansfield town as the principal employment centre. The provision of a higher number of homes under Options 4 and 5, could however, lead create a slight mismatch between employment opportunities locally and housing provision, encouraging out-commuting. These are minor effects though.
- 6.1.78. In the context of increased home-working and changing employment patterns, the appraisal does not identify a clear economic advantage in allocating further employment land alongside additional housing growth. Indeed, reliance on existing employment commitments provides flexibility in responding to demand for B2 and B8 uses, while avoiding the risk of locking in additional land that may not be required or may not align with future market conditions.
- 6.1.79. Overall, the alternatives are assessed as performing similarly against economic objectives. Differences between them are marginal and relate primarily to scale rather than function, and none are considered to materially improve or undermine the plan's economic performance. Having said this, options that do not include housing growth at Market Warsop are capable of supporting economic objectives in overall terms; however, by removing planned growth from a secondary service centre, they offer slightly less support for local service vitality and the wider distribution of workforce growth across the hierarchy (therefore, these options are
- 6.1.80. The removal of approximately 1,000 dwellings (under option 6) is likely to slightly reduce the positive economic effects identified under the other options. The sites that would be omitted are located adjacent to Mansfield's main urban area and would be expected to contribute towards labour supply, local spending and demand for services. Lower growth would reduce the scale of housing-led economic benefits associated with population growth, including support for local businesses, town centre activity and workforce availability. However, the changes do not fundamentally alter the economic role of the spatial strategy. Growth remains focused on the Borough's principal settlements, maintaining access to employment areas, commuter routes and service centres. The strategy also continues to be supported by a sufficient supply of committed employment land, reducing the need for additional allocations. Overall, whilst the scale of economic benefits would be lower than under the other options, there is continued support for economic growth, labour supply and the vitality of existing centres. Moderate positive effects are therefore predicted, although these are slightly weaker and less certain than those identified for Option 1.

Table 6-5: Significance of effects and ranking – economy

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Moderate positive	Moderate positive	Moderate positive	Moderate positive	Moderate positive	Moderate positive?
<i>Rank</i>	2	2	2	1	1	3

Healthy Communities

Appraisal of the emerging preferred strategy

- 6.1.81. Within the Mansfield urban area, the delivery of new homes performs strongly against the health and wellbeing objective. Locating growth within the urban area places new residents close to healthcare, education, employment, cultural facilities and public transport, improving access to services and supporting active travel. This approach has good potential to address health inequalities, particularly in areas where deprivation is more concentrated. While additional demand will place pressure on existing services, urban growth offers the strongest opportunity to make effective use of existing infrastructure and to secure improvements through regeneration and developer contributions.
- 6.1.82. At Mansfield Woodhouse around 600 homes are distributed across two sites of broadly similar scale. This limits reliance on a single large allocation and reduces the intensity and duration of construction impacts experienced by local residents (though cumulative effects are likely). Proximity to existing services and the urban area supports physical activity and social interaction, while the scale of development is sufficient to secure contributions toward local green space, pedestrian and cycle connections, and targeted infrastructure upgrades. Some short-term amenity impacts, including construction traffic and noise, are likely; however, these effects are localised and time-limited.
- 6.1.83. At the periphery of the Mansfield urban area, further development is proposed across several sites. This form of development should also benefit from good access to employment, services and public transport and offer opportunities to enhance active travel infrastructure and green networks (given that development is nearby to a local wildlife site).

- 6.1.84. Infrastructure pressure, particularly on healthcare and highways, is likely, but the proximity to established facilities and the ability to pool contributions should help to balance pressure with mitigation. Distribution across several sites also limits prolonged disruption for any single neighbourhood (though the sites are close to one another, so cumulative impacts are possible).
- 6.1.85. Growth south of Market Warsop, delivered through two sites of similar scale, plays an important role in health and wellbeing outcomes. Market Warsop functions as the principal service centre for the wider parish, including surrounding villages such as Church Warsop, Meden Vale and Warsop Vale. Whilst the town contains several convenience stores, community feedback suggests the importance of strengthening local service provision as the town grows.
- 6.1.86. Directing growth to Market Warsop enhances the potential to address these concerns (particularly if new development involves an element of mixed use / retail). Additional population increases the likelihood that developer contributions and market demand can support improvements to retail, services and community facilities, reducing the need for longer journeys and supporting more sustainable, health-promoting lifestyles. While growth will place additional pressure on local infrastructure in the short term, its scale aligns with Market Warsop's role and provides a realistic opportunity to enhance, rather than undermine, service provision. This supports social capital not only within the town itself, but across the wider group of settlements that depend on it.
- 6.1.87. Small-scale growth at Meden Vale, Rainworth and Clipstone has a more neutral effect on health and wellbeing. While such development can help support local vitality, the scale of growth is limited and offers fewer opportunities to deliver new facilities. Marginal pressure on services may be perceived locally, but impacts are contained by the modest number of dwellings.
- 6.1.88. Across the preferred strategy, infrastructure pressure is generally proportionate and is accompanied by opportunities for mitigation and enhancement through developer contributions, particularly in urban and edge-of-urban locations. Amenity and traffic impacts during construction are likely in some locations, but these effects are typically temporary and more acceptable where development is phased, and benefits are visible within a reasonable timeframe.
- 6.1.89. With regards to healthcare provision and access, all spatial options are expected to place additional demand on GP services in the context of existing capacity pressures within Mansfield. The differences between the options relate primarily to the location and phasing of incremental growth rather than to the overall scale of development, which is largely fixed through committed schemes.

- 6.1.90. As a result, none of the options are considered to materially worsen primary healthcare capacity relative to the others. In all cases, growth is directed to the main urban areas of Mansfield and Mansfield Woodhouse, which are served by established GP practices and Primary Care Networks, and where impacts are most capable of being managed through a combination of service adaptation, developer contributions and NHS infrastructure planning. While localised pressures and perceptions of access may arise, these are not considered to result in significantly different or unmitigable effects between options. Overall, the spatial strategies are therefore assessed as having broadly similar effects on GP provision.
- 6.1.91. Overall, a significant positive effect is predicted in terms of the benefits that new homes are expected to bring. New homes will inherently have positive outcomes for health given that housing is a key predictor of wellbeing, there are also a range of indirect positive effects as discussed above.
- 6.1.92. Localised and temporary minor negative effects related to construction and infrastructure pressure are also highlighted.

Appraisal of reasonable alternatives

- 6.1.93. Option 2 would divert housing growth from south of Market Warsop to Warren Farm, a larger strategic site where only part of the development would be delivered within the plan period. The removal of growth from Market Warsop weakens the ability to respond to consultation-identified concerns regarding limited retail and service provision. Without housing growth, opportunities to secure investment to strengthen the town's role as a service centre for surrounding villages are reduced. The lack of housing growth here would also limit further opportunities to secure housing choice and affordability in this part of the district. It also reduces the potential for enhancements to open space and provision of contributions to new social infrastructure.
- 6.1.94. At Warren Farm, early phases of development would likely increase demand for healthcare, education and transport infrastructure before new facilities become viable or are delivered (though not to a significant degree). While the site offers long-term potential to deliver high-quality green infrastructure and community facilities, most of these benefits could be realised beyond the plan period and may not improve short to medium-term wellbeing outcomes. Elsewhere, impacts remain broadly similar to option 1, but the spatial shift reduces the extent to which growth directly supports an established service centre. Overall, the effects are likely to be mixed, with slightly reduced plan-period benefits leading to uncertainty over the major positive effects. Minor negative effects still remain, reflecting likely amenity concerns during construction in particular.
- 6.1.95. Option 3 removes dispersed sites around Mansfield in favour of development at Warren Farm, concentrating both growth and its impacts in a single location.

- 6.1.96. While this reduces the number of communities directly affected by development, it concentrates construction impacts at Warren Farm over a longer period. As per option 2, early phases could experience issues with access to services and facilities, increasing reliance on car travel and reducing opportunities for active lifestyles. Social capital may also be slower to develop due to the lack of an established community context. The removal of dispersed sites reduces opportunities to integrate growth with existing neighbourhoods and to invest in urban-related infrastructure improvements that support health and wellbeing. Longer-term benefits from a comprehensive development could arise, but these would largely fall beyond the plan period and remain uncertain in the short term. Nonetheless, major positive effects are still predicted to arise, alongside minor negative effects.
- 6.1.97. Option 4 adds further dispersed development to the preferred strategy, increasing the number of communities experiencing growth. While individual sites are small and unlikely to create significant impacts in isolation, the cumulative effects could put incremental pressure on healthcare, education, transport and community facilities across a wider area. It is important to acknowledge that such growth would need to be mitigated through developer contributions through the infrastructure delivery plan and planning processes.
- 6.1.98. Conversely, an increase in the amount of growth will support greater provision of market and affordable housing and provides the ability to contribute towards infrastructure improvements (including social facilities and open space that encourage healthy living). Overall, major positive effects are predicted, whilst minor negative effects are still predicted to reflect short term impacts.
- 6.1.99. Option 5 combines the preferred strategy with the addition of Warren Farm, resulting in higher overall growth in the plan period. The effects described for the preferred strategy remain relevant, but there is a need to consider the cumulative effects associated with the Warren Farm site.
- 6.1.100. This option increases cumulative pressure on infrastructure to the north of Mansfield town in particular, as both the preferred allocations and early phases at Warren Farm generate demand. There is also the potential for increased community impacts due to construction phases and changes to settlement character / boundaries. Conversely, the Warren Farm site offers longer term potential to deliver more housing, comprehensive green infrastructure and new facilities, all of which would have positive health outcomes in the longer term (some beyond the plan period). Overall, significant positive effects are predicted, whilst minor negative effects are still predicted to reflect short term impacts.

- 6.1.101. Compared with the preferred strategy, option 6 would result in a modest reduction in both positive and negative effects. Reduced housing delivery would lessen pressure on existing healthcare services, highways and community infrastructure, whilst also reducing the extent and duration of construction-related disturbance experienced by nearby residents. However, the option would also deliver fewer of the benefits associated with new housing provision, including reduced opportunities to meet housing needs, support local services, secure developer contributions and deliver enhancements to active travel infrastructure, green infrastructure and community facilities. Given that the majority of development would remain focused on sustainable urban and edge-of-urban locations with good access to services and facilities, the overall pattern of effects would remain similar. Moderate positive effects would be expected in relation to health and wellbeing, alongside localised and temporary minor negative effects associated with construction activity and increased demand on existing infrastructure.

Table 6-6: Significance of effects and ranking – healthy communities

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Major positive Minor negative	Major positive? Minor negative	Major positive? Minor negative	Major positive Minor negative	Major positive Minor negative	Moderate positive Minor negative
<i>Rank</i>	1	3	2	1	1	4

Historic Environment

Appraisal of the emerging preferred strategy

- 6.1.102. None of the sites in peripheral locations overlap directly with any designated heritage assets. Their development would also not affect the setting of the closest heritage assets due to a combination of distance and screening (and likely form of development). Therefore, significant loss of heritage assets is unlikely. This is confirmed by Heritage Impact Assessments for sites at Mansfield Woodhouse, new/old mill lane and Market Warsop (all of which conclude that sensitivity and risks are low).
- 6.1.103. Several sites within the urban area of Mansfield are within close proximity to several listed buildings.

- Tothill Farm Car Park is within 100m of several important listed buildings such as the Church of St Peter and St Paul (Grade I) and St Peters House (Grade II). It is also visible from a Grade II Railway Viaduct and falls within a Conservation Area. Though the site is a car park, it is currently flat and in an elevated position. It is currently possible to look towards the centre of the town / important listed buildings with a clear view and looking towards the car park from the town centre, no built form is visible. Therefore, with excessive height and massing a significant effect on setting could arise. At this stage, a potential negative effect is predicted, but effective mitigation ought to be possible.
 - Land at Lindley Street is within 100m of several listed buildings, but not within their immediate setting. It is also a derelict site with run-down buildings that contribute negatively to the street scene. As such, development here is unlikely to have negative effects upon heritage (this is confirmed by the site HIA, which concludes with a low RAG score and suggests improvements to setting are likely) .
 - Grove street car park is within 40m of the Former Cattle Market Building and Attached Gates. However, it is screened by existing buildings, and the wider area is generally a mix of poor urban fabric, surface car parking and modern buildings. Therefore, the potential for adverse impacts on setting is likely to be limited given the existing location of the building. Whilst the HIA for this site identifies a high RAG rating and sensitivities, it identifies the potential for significant improvements with high-quality design.
- 6.1.104. Overall, Option 1 is predicted to have a potential minor negative effect, relating to potential impacts at the Tothill Farm and Grove Street Car Park sites. With mitigation though, these effects would be expected to be neutral or positive.
- 6.1.105. All other options contain the urban sites as constants, and therefore, minor negative effects are predicted for those options too in this respect.

Appraisal of reasonable alternatives

- 6.1.106. Options 2, 3 and 5 introduce the Warren Farm site, which contains a Grade II listed building (Warren Farmhouse). Whilst the building itself is unlikely to be lost to development, its setting would most likely be changed significantly. The open countryside and visual separation from the farmhouse from nearby urban buildings remains important, and this would be affected by development, having a negative effect. This would be more harmful than development at the Market Warsop sites or any of the identified dispersal sites, regardless of the scale of growth involved overall. Therefore, options containing this site are recorded as having potential moderate negative effects.

Table 6-7: Significance of effects and ranking – historic environment

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Minor negative?	Moderate negative?	Moderate negative?	Minor negative?	Moderate negative?	Minor negative?
<i>Rank</i>	1	2	2	1	2	1

Housing

Appraisal of the emerging preferred strategy

- 6.1.107. The appraisal of housing considers the extent to which the emerging Local Plan, taken as a whole, is likely to support the delivery of sufficient, appropriate and sustainable housing to meet locally identified needs, in line with national policy. The assessment has regard to the established role of committed development on strategic sites, the contribution of additional allocations proposed through the new plan, and the balance achieved between different locations and scales of growth.
- 6.1.108. Effects are considered in cumulative terms, with the focus placed on the performance of the overall strategy in housing and delivery terms across the plan period, rather than on the outcomes associated with individual components of the strategy.
- 6.1.109. The spatial strategy continues to be anchored by a substantial level of committed development / allocations on strategic sites brought forward through the adopted Local Plan and previously appraised through the existing Sustainability Appraisal. This element of the strategy provides a strong and relatively certain baseline for housing delivery, reflecting sites that have been planned, tested and, in many cases, are under construction or progressing towards delivery. In combination with other sources of supply, committed development provides a high level of confidence that the strategy is capable of delivering housing in practice, and it offers continuity with the established spatial approach rather than a step change in direction.
- 6.1.110. The additional site allocations proposed through the emerging plan respond to updated assessments of locally identified housing need, consistent with the latest national policy framework.

- 6.1.111. Taken together, these allocations broaden the housing land portfolio and improve flexibility and resilience, reducing reliance on a limited number of strategic sites and helping to mitigate the risk associated with non-delivery or delay on individual developments.
- 6.1.112. The distribution of sites across different locations and scales supports a more varied pattern of delivery, which is likely to assist in maintaining supply throughout the plan period.
- 6.1.113. The spatial distribution of additional growth includes a substantial proportion of development within the existing urban area of Mansfield, supplemented by further growth at Mansfield Woodhouse and Market Warsop, alongside more limited allocations in smaller settlements and the rounding-off of existing strategic growth locations. In housing terms, this combination supports a balanced approach, enabling housing need to be met through a mix of urban regeneration, settlement-scale growth and consolidation of existing development areas. The strategy avoids an over-reliance on any single type or location of development, which is considered beneficial from both a delivery and housing choice perspective.
- 6.1.114. More limited growth at Meden Vale, Rainworth and Clipstone, together with rounding-off development around existing strategic locations such as Skegby Lane and Berry Hill, provides additional flexibility within the housing land supply while reflecting the role and capacity of these settlements. In delivery terms, these sites have the potential to complement larger schemes by coming forward independently and helping to smooth delivery rates across the plan period.
- 6.1.115. When considered alongside committed development, the overall strategy is supported by a healthy housing land position, including a confirmed supply in excess of five years. This reduces the risk that housing delivery will be constrained by land availability and indicates that the strategy is capable of meeting need without placing undue pressure on untested or less suitable sites. The presence of a strong land supply position also provides confidence that additional allocations are being brought forward proactively rather than reactively, supporting plan-led delivery rather than speculative development.
- 6.1.116. Taken together, the appraisal concludes that the spatial strategy performs well in housing and delivery terms. The continuation of strategic committed growth provides a reliable delivery platform, while the additional allocations enhance flexibility, resilience and responsiveness to updated housing need. The strategy supports a steady and diversified pattern of housing delivery across the district and is considered consistent with national policy expectations for meeting local housing needs through a plan-led approach. No issues are identified that would indicate a systemic risk to housing delivery over the plan period, and the overall performance of the strategy in housing terms is assessed as being a major positive.

Appraisal of reasonable alternatives

- 6.1.117. For Option 2 (Warren Farm instead of Market Warsop) there would be no additional growth at Market Warsop, altering the current spatial balance in which the strategy directs a proportion of growth to that settlement alongside Mansfield town. This would represent a shift in Market Warsop's role within the strategy, and is less positive in this respect. Warren Farm offers strategic opportunities and longer-term capacity beyond the plan period, but carries recognised risks associated with strategic site lead-in and delivery timescales. The emerging preferred approach (which contains Market Warsop site allocations), although lacking post-plan elements, reinforces the settlement's role and provides greater diversification of delivery routes in the plan period.
- 6.1.118. A further alternative option considered is the introduction of the strategic allocation at Warren Farm in place of a number of more dispersed sites on the Mansfield urban periphery. In housing and delivery terms, this option would represent a shift away from a distributed pattern of smaller edge-of-settlement sites towards a more concentrated, strategic form of growth. By contrast, the proposed approach to the urban periphery distributes housing across multiple sites with generally shorter lead-in requirements, providing diversification of delivery routes and greater flexibility should individual sites stall or delay.
- 6.1.119. While all three options perform broadly comparably in housing terms and are assessed as resulting in the same overall level of effect, a marginal distinction can be drawn between them when delivery risk and strategic consistency are considered. The proposed plan approach performs most strongly in terms of delivery resilience, followed closely by the option replacing Market Warsop growth with a new strategic allocation. The option replacing dispersed urban edge sites with a single strategic allocation performs least well, due to greater concentration of delivery risk. These differences are not considered sufficient to alter the overall assessment of housing effects though, so all are predicted to be major positive.
- 6.1.120. The introduction of additional growth (options 4 and 5), whether through further dispersed allocations or through the addition of a new strategic site, would not materially alter the performance of the Plan against housing objectives. However, both options can be differentiated in marginal terms. Additional dispersed sites provide limited additional flexibility and contingency within the housing land portfolio, while a new strategic allocation offers an additional opportunity towards the end of and beyond the plan period. These differences are not sufficient to change the overall significance of effects, but in terms of ranking, are marginally preferable to options 1-3.

- 6.1.121. The reduction in the overall scale of housing growth (under Option 6) would lessen the housing benefits identified under the higher growth options. A lower level of housing provision would reduce the contribution made towards meeting identified housing needs and would decrease the flexibility and resilience of the housing land supply over the plan period.
- 6.1.122. The revised option would place greater reliance on the remaining commitments and allocations to deliver housing as anticipated, reducing the range of opportunities available to maintain supply and respond to unforeseen changes in market conditions. However, the strategy would continue to be supported by a substantial level of committed development and a strong supply of deliverable housing land. The overall distribution of growth remains focused on sustainable locations and is capable of delivering a significant proportion of the Borough's housing requirement through a plan-led approach.
- 6.1.123. As such, moderate positive effects are predicted overall.

Table 6-8: Significance of effects and ranking – housing

	Identified need +5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Major positive	Major positive	Major positive	Major positive	Major positive	Moderate positive
<i>Rank</i>	2	3	4	1	1	5

Landscape

Appraisal of the emerging preferred strategy

- 6.1.124. The proposed allocation sites within the urban area are mostly brownfield in nature, consisting of a mixture of unused land, surface car parks and existing buildings. Focusing development on these locations should lead to improvements in townscape provided that schemes are well designed and incorporate public realm improvements. Ensuring the use of these sites is maximised it also somewhat reduces pressure for additional growth outside of the urban areas. In this regard, the strategy will have some positive effects. However, alongside these positive effects there are likely to be negative effects due to the release of greenfield land at the urban fringes (which is necessary to meet identified housing needs). The sites involved have been studied and categorised as being of varying sensitivity with regards to landscape character.

6.1.125. Though it will be possible to apply mitigation measures, it is reasonable to assume that those sites that are identified as more sensitive present a greater potential for significant negative effects.

- The sites at Market Warsop are identified as falling within a 'conserve and reinforce' area, which is sensitive to development. It is therefore likely that negative effects will arise as a result of development. The sites identified along Peafield Lane are less sensitive, but could give rise to cumulative negative effects on landscape character.
- Sites near to New Clipstone are less sensitive, being identified as areas for 'restore and create' (and of medium / low sensitivity). In this respect, the significance of negative effects is likely to be lower.
- Sites along old mill road are categorised as medium sensitivity, and could give rise to cumulative effects.

6.1.126. Overall, a moderate negative effect is predicted, as there are likely to be negative effects in several locations across the district. The effects are considered likely to be significantly negative given that some of the greenfield sites identified fall into areas that are more sensitive, and ideally should be 'conserved and reinforced'. It should be noted that mitigation could help to reduce effects, but this is not a certainty at this stage. Alongside these negatives, there are minor positive effects within the urban area.

Appraisal of reasonable alternatives

6.1.127. Warren Farm falls within a 'restore and create' area (and categorised as medium sensitivity in the LSA), which is less sensitive and could present the potential to deliver improvements to the landscape (or at least avoid the more significant effects that are likely to arise in more sensitive locations). In this respect, the options that include this site instead of more sensitive locations at Market Warsop and dispersal sites are marginally preferable to the preferred approach. Moderate negative effects are still predicted for both options 2 and 3, as a range of sensitive greenfield sites are still involved.

6.1.128. At a higher scale of growth, the addition of further dispersal sites (Option 4) could bring about major negative effects as it would necessitate the use of additional sites that are sensitive, and would also give rise to greater potential for cumulative negative effects. For example, Land at Ashland farm is identified as a 'conserve' area, which is more sensitive, and thus negative effects would be anticipated here also. Where the additional growth would at Warren Farm, the effects are not as significant given that this location is slightly less sensitive.

6.1.129. For Option 6, several relatively sensitive sites would be removed from the strategy, and this would reduce the significance of effects to minor negative, making this the best ranking option with regards to landscape overall.

Table 6-9: Significance of effects and ranking – landscape

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Moderate Negative Minor positive	Moderate Negative? Minor positive	Moderate Negative? Minor positive	Major negative? Minor positive	Moderate Negative Minor positive	Minor negative Minor positive
<i>Rank</i>	3	2	2	5	4	1

Soil and land

Appraisal of the emerging preferred strategy

- 6.1.130. The proposed strategy involves a substantial amount of 'committed' development, whether this be in the form of sites with planning permission and / or sites allocated in the existing Plan that are being rolled forward. A significant amount of soil resources are affected by the existing plan, including soil resources categorised as best and most versatile agricultural land. Whilst this provides context for the Plan review, these effects are essentially already 'baked in' and are therefore not given weight in this current assessment.
- 6.1.131. The new proposed allocations involve additional land use changes, which are the focus of this assessment. Some of the sites involved in the urban areas are greenfield, but are provisionally categorised as non-agricultural. However, sites at the periphery of the urban areas are both greenfield and valued for their agricultural potential. There is also allocation of a small number of additional brownfield sites in the urban areas, which helps to reduce pressure on peripheral sites.
- 6.1.132. Outside of the urban areas, a mix of Grade 1, 2, 3b and 3a and is likely to be affected by development, as discussed further below.
- Land around Mansfield Woodhouse has been surveyed and demonstrates a mix of Grade 1, 2, 3a and 3b land. For Land at Peafield Farm', and 'Land off Peafield Farm' both contain a majority of Grade 1 land, with smaller pockets of Grade 2, Grade 3a, 3b and non-agricultural land.
 - Land around new mill lane has been surveyed and is predominantly Grade 2 land, with smaller pockets of Grade 1 land.

- Land South of Clipstone Road East / East of Crown Farm Way is categorised as a mix of Grade 2 and Grade 3a land, with smaller parcels of Grade 1 land.
- Land at Ashland Farm has been surveyed and is categorised as Grade 3b land.
- The sites proposed for allocation in Market Warsop have been surveyed. Land South East of Mansfield Road is predominantly Grade 2 land, with smaller pockets of Grade 1 and 3a land. Land off Mansfield Road (A60) is a mix of Grade 3a and 3b land.

6.1.133. Overall, over 100 ha of land would be permanently affected by development. A significant proportion of this is predicted or surveyed as being best and most versatile agricultural land, and much of this is Grade 1 and 2. In the context of remaining agricultural land in the district, and the fact that significant greenfield land has already been released, moderate negative effects are predicted in relation to the plan update.

Appraisal of reasonable alternatives

- 6.1.134. The Warren Farm Site has been surveyed and contains a mix of predominantly Grade 1 and 2 agricultural land. This is less preferable to the loss of grade 2 / 3 land at Market Warsop, and so option 2 constitutes a moderate negative effect (Though the significance of effects is predicted to be broadly the same, this option would be the least favourable given that it involves a greater proportion of continuous Grade 1 land).
- 6.1.135. The dispersal sites that would be replaced by the Warren Farm site under option 3 are all greenfield, but a mix of agricultural land categories (Grade 1, 2, 3a and 3b to varying extents). Some of the land has been surveyed, whilst some has only been provisionally categorised / predicted. The loss is broadly comparable to option 2, and so moderate negative effects are also predicted.
- 6.1.136. Options 4 and 5 both involve additional growth on land predicted to be / surveyed as best and most versatile agricultural land. As a result, both options are ranked the least favourably with regards to soil and land and major negative effects are predicted. Option 5, which contains Warren Farm is ranked most negative given that it contains the greatest amount of Grade 1 land (alongside the loss of other best and most versatile land as discussed already).
- 6.1.137. Option 6 avoids a significant amount of best and most versatile agricultural land (much of which is Grade 2 and above) compared to all other options, and therefore only minor negative effects are predicted (and this option is ranked as most preferable from a soil and land perspective).

Table 6-10: Significance of effects and ranking – soil and land

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Moderate Negative	Moderate Negative	Moderate Negative	Major Negative	Major Negative	Minor negative effects
<i>Rank</i>	2	3	3	4	5	1

Transport and accessibility

Appraisal of the emerging preferred strategy

- 6.1.138. The proposed housing growth within Mansfield town centre performs strongly in accessibility terms and is assessed as having a positive effect. Sites in the urban area have excellent access to primary and secondary schools, local centres, community facilities and public transport, which supports access by sustainable modes, notwithstanding that some car-based travel can still be expected.
- 6.1.139. Access to health facilities is also good, with the majority of proposed sites within walking distance and/or served by public transport. Access to greenspace is also broadly good in the urban areas, but where deficiencies exist there is more limited scope for on-site provision given that sites are fairly small and being maximised for housing.
- 6.1.140. In terms of traffic, town-centre housing adds population without placing significant additional pressure on edge-of-settlement junctions, is less likely to funnel trips onto already sensitive radial corridors and contributes positively to the overall sustainability profile of the growth strategy. New housing in these locations is therefore considered to support both accessibility objectives and wider regeneration aims by reinforcing service viability and transport choice. Sites at the settlement periphery are less well connected, but nonetheless are well served by local facilities and transport options.
- 6.1.141. Market Warsop functions as a secondary service centre, and accessibility within the settlement core is broadly good. Residents benefit from access to schools, local retail, community facilities and health provision, although access to higher-order services remains more limited than in Mansfield town centre. For sites proposed on the southern edge of Market Warsop, accessibility outcomes are more mixed.

- 6.1.142. These locations are functionally linked to North Mansfield in transport terms, and growth to the south of Warsop is likely to have implications in this regard. Increased distances to the town centre reduce walkable access to some services, and travel patterns are likely to orient southwards towards Mansfield for employment, education and healthcare. Accessibility in these locations is therefore assessed as moderate, improving only where new on-site services and strong walking and cycling connections are guaranteed as part of development.
- 6.1.143. Growth at Mansfield Woodhouse, represents a potential significant impact in accessibility and transport terms. Mansfield Woodhouse benefits from a strong baseline level of accessibility, including a busy local centre and a rail station providing sustainable access to Mansfield town. Sites close to the centre and station perform well, with good access to services and facilities, while sites on the settlement edge demonstrate more moderate accessibility unless supported by new local provision and safe links. In particular, access to healthcare and formal greenspace is poorer in this location.
- 6.1.144. At the scale of growth proposed to the north of Mansfield town / Mansfield Woodhouse, there could be substantial traffic loading on local distributor roads. Peak-hour travel demand from new housing is likely to travel southwards towards Mansfield town centre, the A60 and key destinations such as employment areas, education, health and other facilities. As a result, although the proposed sites are spatially separate, traffic is likely to converge on the same corridors. Sites are likely to load Leeming Lane, whilst Old Mill Lane and New Mill Lane traffic is likely to merge at Leeming Lane South, and traffic from Leeming Lane North increasingly spills southwards. The primary accessibility and transport issue therefore relates to junction capacity on routes heading towards Mansfield town centre. Where mitigation is front-loaded and the rail opportunity is taken seriously, these impacts are considered capable of being managed. Without such measures, residents would be likely to experience a deterioration in peak-hour conditions. In appraisal terms, this marks a transition from impacts that can be mitigated locally to impacts that require coordinated, corridor-level intervention.
- 6.1.145. Further rounding-off growth to the south, east and western edges of Mansfield town is assessed as not being significantly problematic in accessibility terms when considered individually. The proposed allocations are modest in scale and can be accommodated where they adjoin the existing urban area / strategic growth sites and broadly benefit from established services and bus corridors. However, these sites are likely to load the same transport corridors as the larger strategic allocations (that are already in construction or 'committed development'), reinforcing existing patterns of movement.

- 6.1.146. The interaction between committed growth, new proposed allocations and additional rounding-off sites is therefore identified as the principal issue, with some corridors at risk of tipping from being planned and mitigated to being stressed through layering of development over time. Committed growth has been planned and tested and should not be re-argued through the SA, but the cumulative interaction with later growth requires careful consideration.
- 6.1.147. Taking the strategy as a whole, access to services is generally good across the proposed sites within the Mansfield urban area, with excellent or good access to local centres and community facilities and strong provision for education. Access to health facilities and greenspace is also largely satisfactory, with limited exceptions that can be addressed through public transport or on-site provision. Mansfield town centre performs most strongly, delivering net positive accessibility effects, while Market Warsop and Mansfield Woodhouse function effectively as secondary centres, subject to careful management of growth at their edges. Accessibility impacts associated with edge-of-settlement growth elsewhere are more finely balanced and are dependent on mitigation and coordination with existing infrastructure.
- 6.1.148. Growth proposed in smaller settlements such as Rainworth and Meden Vale is likely to lead to an increase in car-based travel, especially where a wider range of local facilities are not present. However, growth is limited in scale and unlikely to have a significant effect at a district level in terms of accessibility and transport patterns.
- 6.1.149. Overall, the spatial strategy is predicted to result in positive effects with regards to accessibility to services and sustainable transport. In terms of the road networks and congestion, it is likely that cumulative effects will arise, particularly along transport corridors that will see a significant amount of new trips (i.e. the corridor from Market Warsop and Mansfield Woodhouse heading south towards the town centre). These are potential negative effects that will need to be mitigated in a strategic manner or could give rise to significant negative effects.

Appraisal of reasonable alternatives

- 6.1.150. For option 2, there would be similar effects in the plan period to the preferred option (with regards to traffic) as growth at Warren Farm would likely load traffic onto the same transport corridor as the Market Warsop sites. A key difference would be the longer-term effects beyond the plan period, as the strategic site continued to be built out (in terms of both accessibility and transport impacts). Cumulatively, there could also be a greater impact on the A6117 and New Mill Lane, especially if phases of growth are implemented before significant transport upgrades. In this respect, option 2 has the potential for major negative effects and is ranked less well compared to option 1.

- 6.1.151. Under option 3, Warren Farm instead of dispersal sites would be significantly negative as it takes away sites in broadly accessible locations and funnels even more trips onto Leeming Lane South toward Mansfield (in addition to the sites at Market Warsop). Though a strategic scale development could provide some onsite facilities (to ensure good accessibility to local facilities), there would be an inevitable increase in traffic and potentially significant negative effects due to cumulative focused effects in this part of the district.
- 6.1.152. Though the scale of growth would be higher overall for option 4, the additional sites would be dispersed fairly evenly, and thus concentrated impacts would not be expected to be significant. The overall increase will add cumulative pressures to the road network, but this is considered to still be a moderate negative effect given the dispersed pattern of development and relatively good accessibility of the dispersal sites.
- 6.1.153. For Option 5, the scale of growth is higher than the preferred approach, and also concentrates significant further pressure on the road networks to the north of Mansfield in the Plan period and beyond. Without substantial infrastructure upgrades, this could have a major negative effect in terms of traffic and congestion. The positive effects identified previously still remain given that accessibility would broadly be good and improved.
- 6.1.154. For option 6, the reduction of approximately 1,000 dwellings would result in a negative effect by reducing growth within a relatively accessible location (Mansfield Woodhouse / North of Mansfield). However, the wider strategy would continue to focus development in sustainable locations and significant positive effects are likely to remain overall. The reduced scale of growth would also lessen pressure on transport infrastructure and reduce the risk of cumulative congestion effects on key corridors, improving confidence in the deliverability of the strategy. Therefore, only minor negative effects would be anticipated in this respect.
- 6.1.155. The ranking reflects the extent to which each option concentrates additional growth and traffic on constrained corridors such as north of Mansfield, with Option 6 performing best due to reduced development pressure and Option 5 performing worst because it combines higher growth with the cumulative effects of Warren Farm.

Table 6-11: Significance of effects and ranking – transport and accessibility

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Major positive Moderate negative	Major positive Major negative?	Major positive Major negative?	Major positive Moderate negative	Major positive Major negative	Major positive Minor negative
<i>Rank</i>	2	4	5	3	6	1

Water resources

Appraisal of the emerging preferred strategy

- 6.1.156. At the strategic level, effects on water resources are influenced primarily by the quantum of growth, the use of brownfield versus greenfield land, and the capacity for sustainable drainage and water efficiency to be secured through design and planning control, rather than by fine-grained differences in site location.

Appraisal of reasonable alternatives

- 6.1.157. Across all spatial options, development would increase demand for water resources as a result of population growth; however, the majority of this effect is driven by the overall quantum of development, much of which is already committed, rather than by differences in spatial distribution. The preferred strategy and the reasonable alternatives direct most additional growth to established urban areas and urban extensions, where water supply and wastewater infrastructure is generally available and capable of being reinforced where necessary. The majority of additional allocations are not located close to watercourses, and where sites do adjoin water features, including limited locations adjacent to the River Maun and the River Maun Valley Park near Old Mill Farm, potential risks to water quality and hydrology are understood and typically managed through site-specific mitigation. This includes the use of sustainable drainage systems, buffers to watercourses, and compliance with Environment Agency and water company requirements. There is no significant concern that any option would result in disproportionate concentrations of growth within sensitive river corridors or catchments that would give rise to unmitigable effects on water resources at the plan level.

- 6.1.158. While localised constraints may need careful consideration at the project stage, these do not materially differentiate the options. Overall, all spatial strategies are considered capable of supporting the sustainable management of water resources through established policy and regulatory mechanisms, and no option is likely to result in significantly different or more adverse effects against the water resources objective in the Integrated Appraisal. The option that involves the lowest level of growth (Option 6), is likely to be least pressure on water resources, and specifically avoids further growth alongside the River Maun corridor. In this respect, it is the most favourable option (though it should be noted that failing to fully meet needs could lead to impacts in neighbouring authorities). Nonetheless, all options are predicted to have neutral effects.
- 6.1.159. The River Maun and the River Meden are both key watercourses within the plan area and are recognised as sensitive environmental receptors, with sections of each river currently achieving moderate ecological status. The River Maun in particular flows through a constrained urban corridor, including the Maun Valley Park, and is known to be responsive to changes in surface water runoff and water quality. However, the levels of growth identified for the new plan, much of which is already committed, are modest in strategic terms and are not expected to place disproportionate pressure on either river system. While some allocations lie adjacent to these corridors, including limited sites near the River Maun, potential effects are well understood and are capable of being managed through established policy requirements, sustainable drainage, buffers and environmental regulation. On this basis, neither the River Maun nor the River Meden are considered to be unduly sensitive to the scale or distribution of growth proposed at the plan level, and no strategic constraint on development arises, subject to appropriate site-specific mitigation.

Table 6-12: Significance of effects and ranking – water resources

	Identified need + 5% buffer			Need + 20%		Unmet needs
	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites?	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Significance	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
<i>Rank</i>	2	2	2	3	3	1

Summary of appraisal rankings

6.1.160. **Table 6-13** compiles the reasonable alternatives appraisal findings for each SA theme.

Table 6-13: Summary of reasonable alternatives appraisal findings

SA Theme	1.Preferred option	2.Warren Farm instead of Market Warsop sites	3.Warren Farm instead of dispersal sites	4.Preferred option + additional dispersal ('amber' pot of sites)	5.Preferred option + Warren Farm	6.Growth limited by cumulative traffic impacts on the A60
Air quality	Minor negative	Minor negative	Minor negative	Minor negative	Moderate negative?	Minor negative
Biodiversity	Minor negative	Minor negative	Minor negative	Minor negative	Minor negative	Minor negative
Climate change adaptation	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Climate change mitigation	Minor positive	Minor positive	Minor positive	Minor positive	Minor positive	Minor positive
Economy	Moderate positive	Moderate positive	Moderate positive	Moderate positive	Moderate positive	Moderate positive?
Healthy Communities	Major positive Minor negative	Major positive? Minor negative	Major positive? Minor negative	Major positive Minor negative	Major positive Minor negative	Moderate positive Minor negative
Historic Environment	Minor negative?	Moderate negative?	Moderate negative?	Minor negative?	Moderate negative?	Minor negative?
Housing	Major positive	Major positive	Major positive	Major positive	Major positive	Moderate positive
Landscape	Moderate negative Minor positive	Moderate negative Minor positive	Moderate negative Minor positive	Major negative? Minor positive	Moderate negative Minor positive	Minor negative Minor positive
Soil and land	Moderate negative	Moderate negative	Moderate negative	Major negative	Major negative	Minor negative
Transport and accessibility	Major positive Moderate negative	Major positive Major negative?	Major positive Major negative?	Major positive Moderate negative	Major positive Major negative	Major positive Minor negative
Water resources	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral

Summary of appraisal findings

Option 1 – Preferred option

- 6.1.161. Option 1 performs well overall, delivering major positive effects in relation to housing, healthy communities and accessibility, together with moderate positive economic effects and minor positive effects for climate change mitigation. Its main disadvantages relate to the loss of greenfield and best and most versatile agricultural land, effects on sensitive landscapes, and cumulative traffic pressures on corridors between Market Warsop, Mansfield Woodhouse and Mansfield town centre. Nevertheless, the option provides a comparatively balanced and diversified distribution of growth, avoiding an overreliance on a single strategic site and offering greater resilience in housing delivery. While it performs less favourably than Option 6 in environmental and transport terms, it more fully meets identified housing needs and is therefore considered to provide a balanced approach overall.

Option 2 – Warren Farm instead of Market Warsop sites

- 6.1.162. Option 2 would deliver broadly similar positive housing, economic, community and accessibility effects to the preferred option, and Warren Farm's location within a less sensitive landscape means that it performs marginally better than Option 1 against the landscape objective. Conversely, it performs worse with regards to soil resources. However, the differences are relatively small and are not generally sufficient to alter the significance of effects. The option performs less well overall because removing growth from Market Warsop would reduce opportunities to support its role as a service centre, while development at Warren Farm would introduce additional delivery uncertainty, potential effects on the setting of Warren Farmhouse and a greater risk of concentrated traffic impacts on the A6117, New Mill Lane and routes towards Mansfield. Subject to the outcomes of transport modelling, these cumulative effects could be major negative, placing the option below the preferred approach in this regard.

Option 3 – Warren Farm instead of dispersed sites

- 6.1.163. Option 3 would retain major positive effects for housing, healthy communities and accessibility and would perform similarly to Options 1 and 2 across several environmental objectives. It would also avoid development on some dispersed greenfield sites, although the resulting environmental differences are generally marginal and do not alter the overall significance scores. However, replacing a diversified portfolio of generally accessible sites with Warren Farm would concentrate housing delivery and associated infrastructure requirements in a single location, increasing delivery risk and directing additional traffic onto corridors already affected by growth at Market Warsop and north Mansfield.

- 6.1.164. Together with potential moderate negative effects on the historic environment, these potential major negative transport effects mean that Option 3 performs less favourably than Options 1 and 2 overall.

Option 4 – Preferred option plus additional dispersed sites

- 6.1.165. Option 4 would strengthen the major positive effects identified for housing and healthy communities by providing additional housing capacity, increasing the flexibility of the housing land portfolio and supporting labour supply, local spending and infrastructure investment. Although additional development would increase pressure on the transport network, its dispersed distribution would avoid the more concentrated corridor effects associated with Warren Farm; transport effects are therefore assessed as major positive in accessibility terms alongside moderate negative effects from additional traffic. These benefits need to be balanced against the greater loss of greenfield and best and most versatile agricultural land and the potential for cumulative landscape effects, resulting in major negative effects against the soil and land objective and potentially the landscape objective. Overall, Option 4 performs marginally better than the Warren Farm alternatives in transport and delivery terms, but its higher environmental cost means that it performs less favourably than the preferred option.

Option 5 – Preferred option plus Warren Farm

- 6.1.166. Option 5 would provide the greatest overall scale of housing growth and would deliver major positive effects for housing, healthy communities and accessibility, together with moderate positive economic effects. The addition of Warren Farm could provide longer-term opportunities for comprehensive masterplanning, green infrastructure and community facilities, although many of these benefits may arise beyond the Plan period and remain dependent on timely infrastructure delivery. The option performs least favourably overall because it combines the impacts of the preferred strategy with further concentrated growth north of Mansfield, resulting in major negative transport effects, major negative effects on agricultural land and potential moderate negative effects on the historic environment. Although some distinctions between the higher-growth options are marginal, the cumulative scale and concentration of adverse effects under Option 5 justify its position as the least favourable option.

Option 6 – Growth limited by cumulative traffic impacts on the A60

- 6.1.167. Option 6 performs most favourably against the transport and several environmental objectives because reducing growth by approximately 1,000 dwellings would lessen cumulative traffic pressure on the A60 and related corridors, reduce the loss of sensitive landscapes and best and most versatile agricultural land, and limit localised air-quality and infrastructure effects.

- 6.1.168. It would retain major positive accessibility effects, with only minor negative transport effects, because the remaining strategy would continue to focus growth in locations with reasonable access to services and sustainable transport. However, these benefits arise directly from a lower level of development: the option would not fully meet identified housing needs and would provide fewer opportunities to support housing choice, local services, labour supply, developer contributions and community infrastructure. Option 6 is therefore the best-performing option in environmental and transport terms, but its lower housing and community benefits represent a drawback when considered against the principal purpose of the Plan.

Overall conclusion

- 6.1.169. The appraisal identifies important trade-offs rather than a single option that performs best against every SA objective. Option 6 ranks most favourably in environmental and transport terms but would leave a greater proportion of identified housing needs unmet, while Options 4 and 5 provide additional housing capacity at the cost of greater environmental or infrastructure effects.
- 6.1.170. Options 2 and 3 perform similarly to the preferred option across several themes, but the introduction of Warren Farm gives rise to greater heritage, transport and delivery risks. On balance, Option 1 provides the most appropriate overall balance between meeting housing needs, supporting communities and the economy, maintaining delivery resilience and limiting adverse environmental and transport effects.

6.2. Reasons for selecting the preferred strategy

- 6.2.1. The following section summarises the Council's reasons for selecting the preferred spatial strategy and discounting the principal alternatives. It is based on information provided by Mansfield District Council.

Preferred strategy

- 6.2.2. The preferred spatial strategy (option 1) seeks to meet the district's housing need in accordance with the National Planning Policy Framework (NPPF), using the latest standard method figure for calculating housing need. The total housing requirement includes a 5% buffer to provide flexibility in supply, allowing for a market choice of homes and contingency should a small number of sites not come forward over the plan period.
- 6.2.3. The preferred distribution of growth directs 90% of new housing to the Mansfield urban area and 10% to Warsop Parish. This reflects Mansfield's role as the largest and most sustainable settlement within the district, whilst ensuring that an appropriate and proportionate level of growth is delivered within the settlements of Warsop Parish.

- 6.2.4. A revised distribution was not considered necessary, as a sufficient number of reasonable alternative sites were identified through the site selection process to meet both the overall housing requirement and the preferred spatial distribution.
- 6.2.5. The preferred strategy also provides a balanced housing portfolio, including a range of site sizes, from small sites delivering fewer than ten dwellings through to larger allocations capable of contributing over the short to medium term. This is complemented by the continued delivery of the three Strategic Urban Extensions (SUEs), which are already at varying stages of implementation. Collectively, this approach supports a steady and deliverable supply of housing over the plan period and assists in maintaining a five-year housing land supply at the point of adoption.

Alternative options

- 6.2.6. The option involving the allocation of Warren Farm in place of the proposed Market Warsop allocations (option 2) were discounted for two principal reasons. First, Warren Farm is considered to be a strategic-scale site with the potential to deliver approximately 1,300 dwellings. The Council is already relying on the delivery of three SUEs during the plan period, and strategic sites are typically more complex and involve longer lead-in times before housing delivery can commence. In the case of Warren Farm, delivery would be more likely to occur in the medium to longer term, creating a risk of reduced housing delivery in the short to medium term.
- 6.2.7. Secondly, replacing the Market Warsop allocations with Warren Farm would reduce the level of growth directed towards Market Warsop and therefore undermine the preferred spatial strategy. Under such an approach, growth within Market Warsop would largely be limited to existing commitments, whilst a substantially greater proportion of development would be concentrated within Mansfield. The Council considers that this would result in a disproportionate distribution of growth that would not align with the objectives of the preferred strategy.
- 6.2.8. The option involving Warren Farm as an alternative to the more dispersed allocations (option 3) were also discounted for the same reasons relating to delivery timescales and the increased reliance on a single strategic site.
- 6.2.9. Options 4 and 5 considered applying a 20% buffer to the housing requirement. These options were not preferred because the Council does not consider the additional level of growth to be necessary. Current evidence demonstrates that the Council already maintains a five-year housing land supply, which will be further strengthened through adoption of the preferred strategy. Furthermore, the preferred strategy provides a range of small, medium and large sites capable of supporting delivery across the plan period.

- 6.2.10. The NPPF specifies that an appropriate buffer should be applied to the five-year housing land supply depending on the Housing Delivery Test (HDT) results achieved by the local planning authority. A 20% buffer is only required where delivery falls below 85%. The Council's latest HDT result (March 2026) is 176%, meaning that a 5% buffer is the appropriate requirement. In addition, the standard method housing requirement already exceeds the housing requirement in the adopted Local Plan, and available evidence does not indicate a need to apply a buffer greater than 5%.
- 6.2.11. Options involving the preferred strategy plus additional dispersed allocations were discounted because the Council does not consider additional sites beyond those selected to be necessary to meet identified housing requirements. Similarly, the option combining the preferred strategy with Warren Farm was discounted because it would introduce unnecessary additional growth whilst also creating greater reliance on a strategic site with a longer delivery timescale.
- 6.2.12. Finally, option 6, which limited growth due to cumulative traffic impacts on the A60 was not pursued. Following completion of the supporting evidence base, including highway modelling, viability assessment work and infrastructure planning, the Council is satisfied that its full housing requirement can be accommodated through the preferred spatial strategy, existing commitments and the preferred site allocations. The Council therefore considers that it is able to meet identified housing needs in full over the plan period whilst delivering an appropriate and sustainable pattern of growth.

7. Whole Plan Appraisal

7.1. Introduction

- 7.1.1. Chapters 7 and 8 present an appraisal of the Mansfield Local Plan, as currently published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2026.

7.2. Methodology

- 7.2.1. The appraisal identifies and evaluates the 'likely significant effects' of the Mansfield Local Plan on the baseline, drawing on the 12 SA objectives identified through scoping (see **Table 2-1**) as a methodological framework.
- 7.2.2. This round of appraisal builds upon the findings established through the appraisal of the strategic spatial alternatives. The allocations within the draft Plan (and the overarching strategy) are reflected accurately within RA1 (Emerging Spatial Strategy). Therefore, the role of this chapter is to understand how these effects are 'moderated' or influenced by the suite of plan policies. In this regard, detailed discussions of impacts relating to the spatial strategy are summarised in this chapter, rather than repeating previous findings verbatim.

Determining significance

- 7.2.3. Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the policies under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is constantly evolving. It is also important to acknowledge that this is a plan review / update, and is undertaken in the context that an existing Plan is in place. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim to strike a balance between comprehensiveness and conciseness/ accessibility).
- 7.2.4. Within the appraisal narrative below specific policies are referred to only as necessary and relevant to each SA theme (i.e., though consideration is given to the merits of each plan policy, it is not necessary to discuss every policy systematically if there are clearly no significant links with the SA theme under consideration).
- 7.2.5. Finally, it is important to note that effects are predicted taking account of the effect characteristics and 'significance criteria' presented within Schedules 1 and 2 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible.

- 7.2.6. Cumulative effects are also considered, i.e., the potential to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects.

7.3. Appraisal findings

Air quality

Appraisal of the Strategy (incorporating policies)

- 7.3.1. As identified in the appraisal of the preferred strategy, air quality effects are expected to be linked to road traffic emissions. The key consideration and risk is the exposure of sensitive receptors, such as residents, schools, healthcare facilities, pedestrians and cyclists, particularly near busy roads.
- 7.3.2. This risk is moderated by the Plan's overall approach to directing development towards sustainable locations through Policy S2 and by Policies P3, IN7 and IN8, which promote sustainable transport, active travel and the assessment and mitigation of transport impacts.
- 7.3.3. Growth within Mansfield town centre performs relatively well. Although town centre locations may have higher traffic flows and more existing receptors, they also provide the best access to services, employment, schools, public transport and active travel opportunities. Potential adverse effects are further moderated through Policies P3 and IN7, as well as Policies RT2, RT4 and RT5, which seek improvements to pedestrian movement, cycling infrastructure, public transport accessibility and the overall accessibility of Mansfield town centre. Together, this reduces the need for car-based travel and supports shorter trips. Effects are therefore broadly neutral, with Policies P3, RT2, RT4 and RT5 ensuring that accessibility and sustainable movement are key considerations in the delivery of development.
- 7.3.4. At Market Warsop development within or close to the settlement is well connected to local services and is unlikely to create significant air quality impacts. However, growth on the southern edge is likely to increase traffic towards Mansfield, resulting in minor negative air quality effects, particularly along key corridors and near sensitive receptors. However, a number of allocations include requirements intended to promote more sustainable travel. For example, Site H1WPb requires the retention and enhancement of the existing PRoW along the eastern boundary and an additional pedestrian access point connecting to the wider network, whilst Site H1WPd comprises a residential-led mixed-use development including a supermarket, café and petrol filling station, which reduces the need for some residents to travel further afield (i.e. Mansfield Woodhouse / Mansfield) to access facilities that were not previously provided. These requirements reduce reliance on private vehicles and moderate potential effects.

- 7.3.5. Growth at Mansfield Woodhouse and north Mansfield represents an area of sensitivity (as discussed in the appraisal of spatial strategy alternatives). Sites close to the local centre and rail station perform better, as they provide greater scope for non-car travel. However, edge of settlement growth is more likely to generate car-based trips towards Mansfield town centre, the A38 and key employment, education and health destinations.
- 7.3.6. Although significant district-wide effects are unlikely, cumulative traffic on shared corridors increases localised exposure for existing residential frontages, schools and other sensitive uses. The significance of adverse effects is reduced to some extent by site-specific requirements within a number of larger allocations. For example, Sites H1Mj and H1Mk require walking and cycling connections and access to Peafield Park, Site H1Mt requires walking and cycling access to Stinting Lane/Sandlands and improved connectivity to surrounding residential areas, whilst Site H1Mi requires enhanced pedestrian and cyclist routes to be integrated throughout the development. Together with Policies P3 and IN8, these measures improve opportunities for non-car travel and moderate potential air quality impacts.
- 7.3.7. Further rounding-off growth to the south, east and west of Mansfield is not expected to be significantly problematic when considered individually. These sites are generally modest in scale and adjoin the existing urban area or committed strategic growth locations. However, they may add to traffic on corridors already affected by committed development. The main issue is therefore the cumulative layering of growth over time, rather than the effect of individual sites. The Plan incorporates a number of active travel measures within these allocations. For example, Site H1Ma requires enhanced cycle provision and walking and cycling connections to nearby open space, hospitals, shops and the Timberland Trail, whilst Site H1My requires walking and cycling routes connecting with Hall Barn Lane and Hall Barn Lane open space. Such measures, supported by Policies P3, IN7 and IN8, limit reliance on private car travel. Overall, adverse effects are likely to be minor.
- 7.3.8. Growth in smaller settlements such as Rainworth and Meden Vale is likely to increase car-based travel where local services are limited. However, given the limited scale of growth, significant air quality effects are unlikely. Any adverse effects are expected to be minor and localised.

Other Plan effects related to air quality

- 7.3.9. In addition to the effects of the spatial strategy, Policy IN7 supports enhanced walking and cycling infrastructure, public transport improvements, the Robin Hood Line extension and infrastructure for ultra-low emission vehicles, all of which contribute to improved air quality outcomes over the Plan period.

- 7.3.10. Policy P5 promotes sustainable transport infrastructure, low-carbon technologies and energy efficiency measures which indirectly contribute towards reductions in transport and energy-related emissions. In addition, the policy encourages development to follow the energy hierarchy, including reducing energy demand and incorporating low-carbon and renewable energy technologies.
- 7.3.11. Policies P7 and NE3 provide an important framework for addressing site-specific air quality issues and avoiding unacceptable pollution impacts on existing and future occupiers. In particular, Policy P7 requires development to avoid generating unacceptable levels of air pollution, whilst Policy NE3 seeks to ensure development does not adversely affect human health, amenity or the natural environment through unacceptable levels of pollution. Together, these policies ensure that localised air quality effects associated with new development are appropriately assessed and mitigated through the planning application process.

Overall effects

- 7.3.12. Overall, the Plan is predicted to result in **minor negative effects** in relation to air quality, with effects likely to be concentrated along corridors experiencing the greatest increase in traffic, particularly routes from Market Warsop and Mansfield Woodhouse towards Mansfield town centre. The Plan incorporates mitigation through Policies P3, P5, P7, IN7, IN8 and NE3, together with site-specific requirements for active travel connectivity and mixed-use development. These measures reduce reliance on private car travel, promote sustainable transport choices and minimise exposure of sensitive receptors to air pollution. Nevertheless, residual increases in traffic along key transport corridors mean that minor negative effects remain.

The findings of the air quality assessment (August 2026) support this conclusion, demonstrating that the Local Plan would not result in significant adverse air quality effects, with pollutant concentrations remaining below relevant objectives and impacts assessed as minor at almost all receptors.

Biodiversity

Appraisal of the Strategy (incorporating policies)

- 7.3.13. The appraisal of the draft spatial strategy (i.e. RA1) concluded with minor negative effects. However, a range of policies have been proposed that are likely to change this conclusion. Key elements of the strategy appraisal are summarised below, with further consideration given to relevant plan policies.

- 7.3.14. The new proposed allocations involve relatively limited constraints in terms of nationally and internationally designated sites. In addition, Policy NE2 provides a strong framework for the protection of internationally, nationally and locally designated biodiversity sites and requires adverse effects to be avoided, minimised and, where necessary, mitigated or compensated.
- 7.3.15. Two sites, Land South of Clipstone Road East / East of Crown Farm Way and Land off Mansfield Road (A60) are adjacent to SSSIs. Land South of Clipstone Road East / East of Crown Farm Way is also constrained by a LNR.
- 7.3.16. The design and delivery of development is required to take account of existing pressures on nationally designated sites, particularly where sites (such as Sherwood Forest SSSI) are in an unfavourable recovering condition. The Plan includes a range of site-specific mitigation requirements in these locations.
- 7.3.17. For example, Site H1Mr requires the provision of significant habitat buffers between development and adjacent local wildlife sites together with extensive green and blue infrastructure provision, whilst Sites H1WPa and H1WPd require substantial habitat buffers, habitat creation and ecological corridor enhancements to help protect nearby designated biodiversity assets.
- 7.3.18. Brownfield development opportunities appear to be relatively limited and contained to the centre of Mansfield. Recognising that urban environments are often fragmented, development of brownfield sites can improve ecological connectivity where positively designed, delivering biodiversity net gain in line with national policy (though recognising that site specific surveys are required to ensure no urban biodiversity hotspots are affected negatively). This is supported by Policies IN2 and NE2, which seek to strengthen ecological networks, improve connectivity and secure biodiversity enhancements as part of new development.
- 7.3.19. Greenfield growth could affect local wildlife habitats, particularly around Mansfield, Market Warsop and Meden Vale, with dispersed development increasing the risk of habitat loss but also providing opportunities for enhancement. In this regard, many allocation policies include explicit requirements for habitat retention, ecological buffers, habitat creation and the strengthening of ecological corridors. Examples include H1Mi, H1MI, H1Mq, H1Mt, H1Mw, H1WPa and H1WPd. These requirements provide a clear framework for mitigation and enhancement as development comes forward, reducing uncertainty regarding the delivery of mitigation and opportunities for enhancement.
- 7.3.20. Several sites are constrained by priority habitats (predominately deciduous woodland), either being adjacent to or slightly overlapped. The potential for negative effects therefore exists. The Plan recognises these sensitivities through site-specific requirements.

- 7.3.21. For example, H1Mw requires protection and enhancement of woodland to the south of the site, H1Mt requires retention of woodland, hedgerows and trees, H1Mq requires a buffer to adjacent woodland and wildlife sites, whilst H1Ml requires habitat creation and retention and enhancement of existing green infrastructure. These provisions reduce the risk of significant effects on priority habitats.
- 7.3.22. Network Enhancement Zone areas notably coincide with sites proposed to the south of Market Warsop, in close proximity to priority habitat and Ancient Woodland along the western extent of the district. This provides opportunities to support improved connectivity to the wider ecological network through the creation and enhancement of habitats alongside new development.
- 7.3.23. This opportunity is further reinforced through Policies IN2 and NE2, which seek the enhancement of ecological networks and support habitat creation and long-term habitat management.

Other Plan effects related to biodiversity

- 7.3.24. Biodiversity outcomes are strongly influenced by a number of plan-wide policies. Policy NE2 provides the principal policy framework for protecting designated sites, priority habitats, protected species and ecological networks, whilst also requiring biodiversity enhancement and biodiversity net gain.
- 7.3.25. Policy IN2 supports the protection, enhancement and expansion of the district's green infrastructure network and requires development to maintain and strengthen ecological connectivity, secure habitat enhancement and provide long-term management arrangements. The policy also supports delivery of biodiversity net gain and contributes towards implementation of the Local Nature Recovery Strategy.
- 7.3.26. Policy P5 supports the incorporation of green and blue infrastructure, biodiversity enhancements and landscaping within new development, whilst Policies CC3 and CC4 support sustainable drainage systems, watercourse restoration and habitat creation that can provide additional biodiversity benefits where appropriately designed.

Overall effects

- 7.3.27. Overall, the strategy is unlikely to have significant negative effects on biodiversity. Whilst there are some site level constraints, the Plan includes a robust framework of mitigation and enhancement measures through Policies NE2, IN2, P5, CC3 and CC4, together with numerous site-specific requirements for habitat protection, buffering and ecological enhancement. Therefore, **neutral effects** are anticipated. In the longer term, the delivery of green and blue infrastructure, biodiversity net gain and habitat enhancement measures provides opportunities for positive biodiversity outcomes across parts of the district.

Climate change adaptation

Appraisal of the Strategy (incorporating policies)

- 7.3.28. The appraisal of the emerging strategy (i.e RA1) concluded with a neutral effect. This section explores how the policies included within the Plan impact this conclusion. Key elements of the strategy appraisal are summarised below, with further consideration given to relevant plan policies.
- 7.3.29. The majority of allocated sites are located largely within Flood zone 1 and are therefore considered to be at low risk of fluvial flooding. Though there are some sites that are adjacent to the River Maun, these are not at a significant risk of flooding from rivers. This is reinforced by Policy CC2, which requires development to demonstrate, through site specific flood risk assessment where necessary, that development will remain safe throughout its lifetime, takes account of climate change and does not increase flood risk elsewhere.
- 7.3.30. Land off Mansfield Road (A60) overlaps with areas of Zone 2/3; however, the allocation policy for the site (H1WPa) requires the provision of a substantial buffer to the River Meden corridor, incorporating habitat creation, nature-based SuDS and community open space. Together with the requirements of Policy CC2, this provides a clear mechanism to avoid or minimise flood risk impacts through the design and layout of development.
- 7.3.31. Surface water flood risk is not a significant constraint for most of the allocations, with affected areas generally limited in extent. Policy CC3 requires development to incorporate SuDS, manage surface water runoff and prioritise drainage solutions higher up the drainage hierarchy, whilst Policy P5 supports sustainable drainage and water management measures and encourages major developments to demonstrate resilience to future changes in rainfall. In locations where surface water flood risk is more prominent, such as H1Ml and H1Mt, the allocation criteria also require green infrastructure, habitat creation and buffer areas which contribute towards the management of runoff and flood risk. Together, these policies provide a clear framework for managing surface water flood risk and increasing resilience to future climate conditions.
- 7.3.32. Parts of the Old / New Mill Lane site (H1Mt) are affected by surface water flooding. However, the allocation policy already requires habitat creation, retention and enhancement of existing green infrastructure and the provision of a buffer to the River Maun (Which will all contribute to the mitigation and avoidance of surface water flood risk).
- 7.3.33. Several allocations also incorporate requirements for green infrastructure, open space, habitat creation and ecological corridors, including H1Mr, H1Mt, H1Mw, H1WPa and H1WPd.

- 7.3.34. Whilst primarily intended to deliver ecological and recreational benefits, these measures also contribute to climate resilience through natural cooling, improved drainage and enhanced ecosystem functioning.

Other Plan effects related to climate change adaptation

- 7.3.35. Policy P5 provides the principal policy mechanism for climate adaptation across the Plan, requiring development to incorporate measures that reduce, mitigate and adapt to the impacts of climate change. This includes green and blue infrastructure, sustainable drainage, water efficiency measures, flexibility for future adaptation and consideration of future climate conditions, particularly in relation to overheating risk, flood risk and infrastructure resilience.
- 7.3.36. Policy CC3 establishes a comprehensive framework for the delivery of SuDS and surface water management, whilst Policy CC4 supports the restoration and enhancement of river and waterbody corridors, including the creation of habitat buffers, natural flood management measures and blue-green infrastructure.
- 7.3.37. Together these policies improve resilience to increased rainfall intensity and changing flood risk associated with climate change. Policy IN2 further supports the protection, enhancement and expansion of the district's green infrastructure network and specifically seeks opportunities to improve resilience to the impacts of climate change. Such measures provide wider adaptation benefits, including urban cooling, natural flood management and improved ecosystem resilience.

Overall effects

- 7.3.38. Overall, in terms of flooding, the Plan results in **neutral effects**. Though there is a degree of surface water flood risk on a handful of sites, these issues are addressed through site-specific requirements and the wider framework. Cumulatively, effects remain neutral, with development required to deliver sustainable drainage and green infrastructure enhancements that can help manage runoff and support resilience to future climate change. It is not possible to conclude with absolute confidence that an improvement in flood resilience would arise due to the policies, and so a neutral effect remains.
- 7.3.39. In terms of urban heat island impacts, it is considered unlikely that the spread of sites will lead to a significant urbanising effect that would alter microclimates. The urban areas remain served by greenspace, there is substantial green infrastructure around Mansfield, and the Plan requires the incorporation of additional green infrastructure, open space and climate adaptation measures as development comes forward.

Climate change mitigation

Appraisal of the Strategy (incorporating policies)

- 7.3.40. The appraisal of the emerging spatial strategy through RA1, highlighted that the distribution of growth would likely result in minor positive effects in relation to climate change mitigation. This section discusses how these effects are influenced by the proposed policies, which articulate the strategy more clearly and add further detail through site specific and development management policies.
- 7.3.41. The strategy, through Policy S2, directs a significant proportion of new housing to Mansfield town and Mansfield Woodhouse, which represent the most sustainable settlements in the Borough in terms of access to employment, services and public transport. This approach supports shorter journey lengths and increases opportunities for travel by non car modes, thereby helping to limit increases in transport related greenhouse gas emissions.
- 7.3.42. The focus on brownfield development within Mansfield contributes positively to climate change mitigation by making efficient use of land and existing infrastructure, reducing car dependency, and supporting a compact urban form.
- 7.3.43. Although some growth is proposed on edge-of-settlement greenfield sites, their proximity to existing services and committed urban extensions helps support sustainable travel patterns and limits the risk of dispersed, car-dependent development. This is reflected in a number of allocations, including H1Ma, H1Mi, H1Ms, H1Mr and H1Mt, which include requirements for walking and cycling connectivity to existing services, facilities, open spaces and wider movement networks.
- 7.3.44. Growth around Mansfield Woodhouse performs positively from a climate change mitigation perspective, benefiting from access to rail services, local facilities and employment opportunities that can help reduce reliance on private car travel. Concentrating development here supports a sustainable settlement pattern and helps limit longer-distance commuting, although the influence of rail on overall travel behaviour is likely to be modest. Furthermore, allocations such as H1Mj, H1Mk and H1Mt include requirements for walking and cycling connections, supporting travel by sustainable modes in this area.
- 7.3.45. Growth proposed to the south of Warsop, remains contained and focused, and the strategy avoids large scale dispersal to smaller settlements which are generally less positive from a climate change mitigation perspective. Nevertheless, Site H1WPb includes improvements to the existing PRoW network, whilst H1WPd comprises a mixed-use allocation including a supermarket, café and petrol station alongside housing, which reduces the need for some journeys and supports more sustainable travel patterns.

- 7.3.46. Having said this, it should be acknowledged that access under the railway bridge are narrow, and there are limited opportunities to enhance these.
- 7.3.47. Limiting growth in rural villages and less accessible locations helps avoid development patterns associated with high car dependency, extended infrastructure networks and increased per capita emissions. By concentrating growth in the main urban areas and selected sustainable settlements, the spatial strategy reduces the potential for long term carbon lock in associated with dispersed development.
- 7.3.48. Across the plan area as a whole, the spatial strategy supports relatively efficient land use and avoids an over reliance on either peripheral greenfield expansion or extensive dispersal. In this context, the spatial strategy directs growth to locations where lower carbon lifestyles are achievable.

Other Plan effects related to climate change mitigation

- 7.3.49. The Plan contains a range of policies that support climate change mitigation through both reductions in energy demand and the transition to lower-carbon forms of travel and energy generation. Policy P5 is particularly important, requiring development to follow the energy hierarchy, promote energy efficient design, incorporate renewable and low-carbon technologies where appropriate, and minimise embodied carbon emissions associated with construction.
- 7.3.50. These measures are complemented by Policy CC1, which supports renewable and low-carbon energy generation and associated infrastructure, helping to increase the availability of low-carbon energy across the district and contribute towards wider decarbonisation objectives.
- 7.3.51. The Plan also seeks to reduce transport-related emissions through Policies P3 and IN7, which promote walking, cycling, public transport use, rail improvements and the uptake of ultra-low emission vehicles. Collectively, these policies reduce reliance on private car travel and support a shift towards lower-carbon travel patterns over the plan period.
- 7.3.52. Policy IN10 supports the delivery of improved digital connectivity and communications infrastructure, which can reduce the need to travel in some circumstances through enabling flexible working and improved access to digital services. Taken together, these policies provide a comprehensive framework to support the transition towards a lower-carbon district.

Overall effects

- 7.3.53. Overall, the Local Plan is considered to represent a reasonable and proportionate response to the climate change mitigation challenge. The strategy makes effective use of brownfield land, focuses growth in the Borough's most sustainable settlements, and limits development in locations that would be likely to generate higher transport related emissions.

- 7.3.54. Policies P3, P5, CC1, IN7 and IN10 further strengthen the Plan's contribution to climate change mitigation by supporting sustainable travel, energy efficiency and renewable and low-carbon energy generation in a proactive way. The Plan supports a trajectory of growth that is broadly consistent with reducing greenhouse gas emissions over the plan period. This constitutes a potential / uncertain **moderate positive effect**. The uncertainty relates to the extent to which policy measures are implemented and recognising that viability could lead to aspirations being tempered for some developments.

Economy

Appraisal of the Strategy (incorporating policies)

- 7.3.55. The appraisal of the emerging spatial strategy through RA1, highlighted that the distribution of growth would likely result in moderate positive effects. In summary, the proposed spatial strategy supports economic objectives primarily through the location of housing growth relative to existing employment areas, key commuter routes and service centres.
- 7.3.56. Growth in and around Mansfield town reinforces the district's principal employment hub and supports established travel to work patterns, including access to strategic employment locations and logistics corridors. This approach improves access to labour for businesses and supports the continued vitality of town centre and edge of centre economic activity. The strategy is supported by employment allocations at E2a (Ratcher Hill Quarry) and E2b (Oakfield Lane, Market Warsop), which provide additional opportunities for business growth in accessible locations.
- 7.3.57. The appraisal recognises changing working patterns, including increased home working, which support a reduced need for additional employment land. Existing employment commitments are considered sufficient to meet future office, industrial and logistics needs, helping to avoid over-allocation while retaining flexibility to respond to future changes in demand. This approach is reinforced through Policies E2, E3 and E4, which allocate new employment land, safeguard existing employment areas and support the expansion and redevelopment of established employment sites.
- 7.3.58. Housing growth at Mansfield Woodhouse and Market Warsop supports economic objectives at a secondary level by sustaining local labour markets and supporting the vitality of service centres and local businesses. Although these settlements are not intended to accommodate major employment growth, population growth supports workforce availability across the wider Mansfield travel to work area and reinforces the viability of local services. In addition, the mixed-use allocation at H1WPd includes retail and service provision alongside housing development, helping to support local employment opportunities and economic activity within Market Warsop.

- 7.3.59. In infrastructure terms, the strategy builds on transport and digital networks that have already been tested and committed through the adopted plan, supporting the infrastructure that businesses rely upon without introducing undue reliance on new or speculative provision (nor overburdening the existing transport and utilities networks). Opportunities for jobs are therefore supported indirectly through strengthened labour supply, access to employment locations and the maintenance of viable economic centres. The strategic urban extensions at SUE2 and SUE3 also incorporate employment land, community facilities and local services as part of comprehensive masterplan-led developments, further supporting economic growth and investment over the plan period.

Other Plan effects related to economy

- 7.3.60. In addition to the effects arising from the spatial strategy, the Plan contains a range of policies that directly support economic growth, business investment and economic inclusion. Policy E1 provides support for proposals that create employment opportunities, attract inward investment and contribute towards regeneration objectives, whilst Policy E5 supports the delivery of local labour agreements, skills development and improved access to employment opportunities.
- 7.3.61. The Plan also recognises the importance of infrastructure in supporting economic competitiveness. Policies IN7 and IN10 support improvements to transport and digital connectivity, helping businesses access labour, customers and supply chains whilst also supporting changing patterns of employment and flexible working.
- 7.3.62. In addition, Policies RT2, RT4 and RT8 support the vitality, viability and attractiveness of Mansfield town centre and other centres. These policies help maintain and enhance locations that are attractive for investment, employment, retail, leisure and service uses, contributing to the wider economic resilience of the district.

Overall effects

- 7.3.63. Taken as a whole, the Plan supports economic objectives in a proportionate and robust manner. It aligns housing growth with existing employment locations and commuter routes, reflects evolving working practices, and is underpinned by an employment land strategy based on evidence of sufficient committed supply. This is complemented by a broader policy framework that supports business growth, inward investment, skills development, regeneration and infrastructure provision. Overall, **major positive effects** are predicted.

Healthy communities

Appraisal of the Strategy (incorporating policies)

- 7.3.64. The appraisal of RA1 (the emerging preferred strategy) concluded that the emerging spatial strategy would have major positive effects alongside some minor negative effects. The proposed plan policies are now factored into this assessment in this section.
- 7.3.65. Growth within the Mansfield urban area performs strongly against health and wellbeing objectives by providing good access to services, jobs and public transport, supporting active travel and helping to address health inequalities while making efficient use of existing infrastructure and investment opportunities. The positive effects are reinforced by Policies P2 and P3, which support healthy lifestyles, active travel, inclusive environments and improved accessibility, together with Policy IN3 which requires the provision and enhancement of community open space and outdoor sports provision.
- 7.3.66. At Mansfield Woodhouse, development close to existing services supports health and wellbeing, while the scale of development can help secure green space, active travel links and infrastructure improvements. These health benefits are further supported by site-specific requirements within H1Mj, H1Mk and H1Mt, which provide walking and cycling connections, access to open space and improved connectivity with surrounding communities. Some short term amenity impacts, including construction traffic and noise, are likely; however, these effects are localised and time limited.
- 7.3.67. At the periphery of the Mansfield urban area to the east, further development is proposed across several sites. This form of development benefits from good access to employment, services and public transport and incorporates opportunities to enhance active travel infrastructure and green networks (given that development is nearby to a local wildlife site). Several allocations in this area include requirements for walking and cycling links, green infrastructure and access to open space, helping to support physical activity, recreation and wider wellbeing outcomes. Infrastructure pressure, particularly on healthcare and highways, is likely, but the proximity to established facilities and the ability to pool contributions helps to balance these pressures. Distribution across several sites also limits prolonged disruption for any single neighbourhood (though the sites are close to one another, so cumulative impacts are possible).
- 7.3.68. Growth south of Market Warsop, delivered through two sites of similar scale, plays an important role in health and wellbeing outcomes. Market Warsop functions as the principal service centre for the wider parish, including surrounding villages such as Church Warsop, Meden Vale and Warsop Vale.

- 7.3.69. Whilst the town contains several convenience stores, community feedback suggests the importance of strengthening local service provision as the town grows.
- 7.3.70. Directing growth to Market Warsop enhances the potential to address these concerns, particularly given that H1WPd is allocated as a residential-led mixed-use scheme including a supermarket, café and petrol station alongside housing development. Additional population increases the likelihood that developer contributions and market demand can support improvements to retail, services and community facilities, reducing the need for longer journeys and supporting more sustainable, health promoting lifestyles. While growth will place additional pressure on local infrastructure in the short term, its scale aligns with Market Warsop's role and provides a realistic opportunity to enhance, rather than undermine, service provision. This supports social capital not only within the town itself, but across the wider group of settlements that depend on it. The scale and form of development therefore supports population growth while strengthening the range of services available to existing and future residents.
- 7.3.71. Small scale growth at Meden Vale, Rainworth and Clipstone has a more neutral effect on health and wellbeing. While such development can help support local vitality, the scale of growth is limited and offers fewer opportunities to deliver new facilities. Marginal pressure on services may be perceived locally, but impacts are contained by the modest number of dwellings.
- 7.3.72. Across the spatial strategy, infrastructure pressure is generally proportionate and is accompanied by opportunities for mitigation and enhancement through developer contributions, particularly in urban and edge of urban locations. Amenity and traffic impacts during construction are likely in some locations, but these effects are typically temporary and more acceptable where development is phased and benefits are visible within a reasonable timeframe.
- 7.3.73. With regards to healthcare provision and access, the spatial strategy places additional demand on GP services in the context of existing capacity pressures within Mansfield. Growth is directed to the main urban areas of Mansfield and Mansfield Woodhouse, which are served by established GP practices and Primary Care Networks, and where impacts are managed through a combination of service adaptation, developer contributions and NHS infrastructure planning. While localised pressures and perceptions of access may arise, these are not considered to result in significantly different or unmitigable effects between options. Overall, the strategy performs relatively well in relation to healthcare accessibility.

Other Plan effects related to healthy communities

- 7.3.74. The Plan contains a comprehensive framework of policies that support healthy and inclusive communities. Policy P2 is particularly important, requiring development to create safe, healthy and attractive places and, for larger developments, requiring the submission of a Health Impact Assessment. The policy also promotes physical activity, inclusive design, public open space and attractive environments.
- 7.3.75. Policy P3 supports active travel through the provision of safe and attractive walking, cycling and public transport connections, whilst Policy IN7 seeks wider improvements to the district's sustainable transport network. Together these policies encourage more active lifestyles and improve accessibility to services and facilities.
- 7.3.76. Policies IN2 and IN3 support the provision and enhancement of green infrastructure, community open space, outdoor sports facilities and recreational opportunities. These policies provide opportunities for a range of physical and mental health benefits whilst improving access to nature and opportunities for exercise.
- 7.3.77. The Plan also seeks to protect and enhance community facilities through Policy IN6, whilst Policies P1, P5 and P7 promote high quality design, climate resilience and residential amenity. Collectively, these policies provide a strong framework for supporting health, wellbeing and quality of life throughout the district.

Overall effects

- 7.3.78. Overall, a significant **major positive effect** is predicted in terms of the benefits that new homes and employment will bring. New homes and jobs have positive outcomes for health given that both are key predictors of positive wellbeing outcomes, and there are a range of indirect positive effects as discussed above. These benefits are reinforced through Policies P2, P3, IN2, IN3 and IN6 in particular, which support healthy lifestyles, active travel, access to open space, community facilities and high-quality living environments.
- 7.3.79. Although localised and temporary adverse effects associated with construction activity and increased demand for infrastructure may occur in some locations, the Plan incorporates mechanisms to address these impacts through developer contributions, health impact assessments, infrastructure planning and the wider policy framework. Therefore, minor negative effects anticipated through the appraisal of RA1 are now considered to be neutral in the context of this 'policy on' appraisal.

Historic environment

Appraisal of the Strategy (incorporating policies)

- 7.3.80. The appraisal of the emerging preferred strategy (RA1) concluded that there could be potential minor negative effects. This section explores how the plan policies influence these conclusions.
- 7.3.81. None of the sites in peripheral locations overlap directly with any designated heritage assets. Their development would also not affect the setting of the closest heritage assets due to a combination of distance and screening (and likely form of development). Therefore, significant loss of heritage assets is unlikely.
- 7.3.82. Several sites within the urban area of Mansfield are within close proximity to several listed buildings.
- 7.3.83. Toothill Lane Car Park is within 100m of several important listed buildings such as the Church of St Peter and St Paul (Grade I) and St Peters House (Grade II). It is also visible from a Grade II Railway Viaduct and falls within a Conservation Area. Though the site is a car park, it is currently flat and in an elevated position. It is currently possible to look towards the centre of the town / important listed buildings with a clear view and looking towards the car park from the town centre, no built form is visible. Therefore, with excessive height and massing a significant effect on setting could arise. However, the allocation policy (H1Mu) specifically requires sensitive design to mitigate impacts on nearby designated and non-designated heritage assets, including consideration of height and massing to ensure that development does not compete with or obscure views of the Church of St Peter and St Paul. In addition, Policy HE1 requires development proposals affecting heritage assets and their setting to avoid harm where possible and demonstrate how any impacts have been avoided, minimised or mitigated. These requirements provide a clear framework for managing potential effects on the significance and setting of heritage assets.
- 7.3.84. Land at Lindley Street is within 100m of several listed buildings, but not within their immediate setting. It is also a derelict site with run-down buildings that contribute negatively to the street scene. As such, development here is unlikely to have negative effects upon heritage. The allocation (H1Mv) also requires development to reflect the existing built form, scale, massing and materials of the area, helping to ensure that redevelopment integrates appropriately with its historic surroundings.
- 7.3.85. Grove street car park is within 40m of the Former Cattle Market Building and Attached Gates. However, it is screened by existing buildings, and the wider area is generally a mix of poor urban fabric, surface car parking and modern buildings. Therefore, the potential for adverse impacts on setting is likely to be limited given the existing location of the building.

- 7.3.86. The allocation (H1Mm) further requires development to retain trees where possible and to ensure that height, scale and massing avoid dominating nearby designated and non-designated heritage assets and enhance their setting.
- 7.3.87. More generally, the spatial strategy includes a proportion of growth within the existing urban area and on previously developed land. This reduces pressure on the district's most sensitive historic landscapes and heritage assets that are often associated with more rural locations. In addition, a number of other allocations also contain site-specific heritage requirements, including H1Me, H1Mr, H1Mt, and H1Mx, ensuring that archaeological interest, heritage significance and setting are taken into account as development comes forward.

Other Plan effects related to historic environment

- 7.3.88. Policy HE1 provides a comprehensive framework for the conservation and enhancement of the historic environment. Development affecting designated or non-designated heritage assets is required to avoid harm where possible, demonstrate how impacts have been minimised or mitigated, and justify any harm against public benefits. The policy also requires proportionate assessment of likely effects on heritage significance and setting.
- 7.3.89. Policy P1 promotes high-quality design informed by site and context analysis, including heritage assets, whilst Policy P2 requires development to respond appropriately to local character and distinctiveness. Together these policies help ensure that new development respects the historic environment and contributes positively to local identity.
- 7.3.90. A number of town centre policies also support heritage-related outcomes. Policies RT2 and RT4 promote the enhancement of townscape, civic spaces and heritage assets and their setting, whilst also encouraging the reuse and regeneration of existing buildings and sites within Mansfield town centre. These measures support the long-term vitality and conservation of the historic environment.
- 7.3.91. Policy HE2 provides a further layer of protection within the Pleasley Vale Regeneration Area, supporting regeneration proposals that preserve and enhance the area's special character whilst carefully addressing impacts on heritage assets, archaeology and the wider environment.

Overall effects

- 7.3.92. Overall, the spatial strategy results in **neutral effects** in relation to the historic environment. While there is some sensitivity associated with a small number of urban allocations, the Plan incorporates both site-specific requirements and a robust policy framework through Policies HE1, P1 and P2 to ensure that impacts on heritage assets and their settings are appropriately assessed, avoided, minimised or mitigated.

Housing

Appraisal of the Strategy (incorporating policies)

- 7.3.93. The appraisal of the spatial strategy (RA1) concluded that major positive effects are likely. This section discusses how the plan policies consolidate this conclusion.
- 7.3.94. The spatial strategy continues to be anchored by a substantial level of committed development on strategic sites brought forward through the adopted Local Plan and previously appraised through the existing Sustainability Appraisal. This element of the strategy provides a strong and relatively certain baseline for housing delivery, reflecting sites that have been planned, tested and, in many cases, are under construction or progressing towards delivery. In combination with other sources of supply, committed development provides a high level of confidence that the strategy is capable of delivering housing in practice, and it offers continuity with the established spatial approach rather than a step change in direction. This approach is articulated through Policy S2, which identifies a requirement for at least 9,900 new homes between 2023 and 2043 and directs the majority of growth to the Mansfield urban area.
- 7.3.95. The site allocations proposed through the emerging plan respond to updated assessments of locally identified housing need, consistent with the latest national policy framework. Taken together, these allocations broaden the housing land portfolio and improve flexibility and resilience, reducing reliance on a limited number of strategic sites and helping to mitigate the risk associated with non delivery or delay on individual developments. The distribution of sites across different locations and scales supports a more varied pattern of delivery, which supports the maintenance of supply throughout the plan period.
- 7.3.96. The spatial distribution of additional growth includes a substantial proportion of development within the existing urban area of Mansfield, supplemented by further growth at Mansfield Woodhouse and Market Warsop, alongside more limited allocations in smaller settlements and the rounding off of existing strategic growth locations. In housing terms, this combination supports a balanced approach, enabling housing need to be met through a mix of urban regeneration, settlement scale growth and consolidation of existing development areas. The strategy avoids an over reliance on any single type or location of development, which is considered beneficial from both a delivery and housing choice perspective. The strategy is also supported by Policies S2 and S4, which direct growth towards sustainable locations and support the regeneration and reuse of previously developed land within the urban area.

- 7.3.97. More limited growth at Meden Vale, Rainworth and Clipstone, together with rounding off development around existing strategic locations such as Skegby Road and Berry Hill, provides additional flexibility within the housing land supply while reflecting the role and capacity of these settlements. In delivery terms, these sites complement larger schemes by coming forward independently and helping to smooth delivery rates across the plan period.
- 7.3.98. When considered alongside committed development, the overall strategy is supported by a healthy housing land position, including a confirmed supply in excess of five years. This reduces the risk that housing delivery will be constrained by land availability and indicates that the strategy is capable of meeting need without placing undue pressure on untested or less suitable sites. The presence of a strong land supply position also provides confidence that additional allocations are being brought forward proactively rather than reactively, supporting plan led delivery rather than speculative development.

Other Plan effects related to housing

- 7.3.99. The Plan contains a comprehensive framework of housing policies that support the delivery of a broad range of housing needs across the district. Policy H3 requires development to provide an appropriate mix of dwelling sizes and types whilst making efficient use of land, helping to create mixed and balanced communities and ensuring that housing delivery responds to changing demographic and market needs.
- 7.3.100. Affordable housing provision is supported through Policy H4, which secures affordable housing on qualifying developments and therefore makes an important contribution towards meeting identified affordable housing needs. In doing so, the policy helps ensure that the benefits of housing growth are shared more widely across the community.
- 7.3.101. The Plan also seeks to broaden housing choice and improve access to housing for specific groups within the population. Policies H5 and H6 support the provision of self-build and custom-build housing, specialist accommodation for older people and housing designed to meet care needs. These policies support greater choice within the housing market and help ensure that housing delivery responds to the needs of an ageing population and other groups with particular requirements.
- 7.3.102. Further flexibility is provided through Policy H7, which supports a range of housing products, including apartments and houses in multiple occupation where appropriate.. Collectively, these policies help ensure that housing delivery contributes towards meeting the needs of a diverse population and supports inclusive communities across the district. Policy H8 establishes a framework for meeting the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

- 7.3.103. Whilst this will aid in guiding suitable sites, the plan does not allocate any new sites, despite there being identified needs. Though the Council sought to identify suitable sites in this regard, none became available, and so there remains some uncertainty relating to this element of the housing objectives.

Overall effects

- 7.3.104. The appraisal concludes that the spatial strategy performs well in housing and delivery terms. The continuation of strategic committed growth provides a reliable delivery platform, while the additional allocations enhance flexibility, resilience and responsiveness to updated housing need. The strategy supports a steady and diversified pattern of housing delivery across the district and is considered consistent with national policy expectations for meeting local housing needs through a plan led approach. This is reinforced by Policies H3 to H8, which support the delivery of affordable housing, specialist accommodation, self-build housing, housing mix and the accommodation needs of specific groups.
- 7.3.105. No issues are identified that would indicate a systemic risk to housing delivery over the plan period, and the overall performance of the strategy in housing terms is assessed as robust. Overall, major positive effects are predicted. An element of uncertainty exists in relation to meeting the needs of Gypsies and Travellers and Travelling Showpeople (given that no sites have been identified and allocated).

Landscape

Appraisal of the Strategy (incorporating policies)

- 7.3.106. The appraisal of the emerging spatial strategy (RA1) concluded with the potential for moderate negative effects alongside minor positive effects.
- 7.3.107. The proposed allocation sites within the urban area are mostly brownfield in nature, consisting of a mixture of unused land, surface car parks and existing buildings. Focusing development in these locations should lead to improvements in townscape. Ensuring the use of these sites is maximised it also somewhat reduces pressure for additional growth outside of the urban areas. In this regard, the strategy will have positive effects. This approach is reinforced by Policies P1 and P2, which require development to respond positively to local character and context, and by Policy S4 which supports urban regeneration, the reuse of previously developed land and environmental improvements within the urban area.
- 7.3.108. Alongside these positive effects there remains the potential for negative effects due to the release of greenfield land at the urban fringes (which is necessary to meet identified housing needs). The sites involved have been studied and categorised as being of varying sensitivity with regards to landscape character. The greatest potential for adverse effects is associated with sites located within more sensitive landscape character areas.

- 7.3.109. However, Policy NE1 requires development to respond positively to landscape character and landscape policy zones, whilst a number of allocations include landscape buffers, woodland retention and green infrastructure requirements intended to minimise landscape effects. Consequently, whilst landscape change will occur in some locations, the Plan provides a clear framework for reducing the scale of adverse effects and integrating development more effectively into the surrounding landscape.
- 7.3.110. The sites at Market Warsop are identified as falling within a 'conserve and reinforce' area, which is sensitive to development (this is reflected by medium-high categorisations in the sensitivity study). However, allocations H1WPa, H1WPb and H1WPd require substantial landscaping, habitat buffers, retention of existing landscape features and green infrastructure provision, helping to soften the settlement edge and reduce effects on landscape character.
- 7.3.111. The sites identified along Peafield Lane could give rise to cumulative negative effects on landscape character (both being identified as of 'medium' sensitivity). Nevertheless, H1Mj and H1Mk require large areas of open space, ecological corridors, hedgerow retention and structural planting, providing a clear framework for landscape mitigation.
- 7.3.112. Sites near to New Clipstone are less sensitive, being identified as areas for 'restore and create'. In this respect, the significance of negative effects is likely to be lower. In addition, allocations such as H1Mr include extensive green and blue infrastructure, whilst H1Mt and H1Mw require woodland retention, landscape buffers and habitat creation, helping development integrate more effectively with the surrounding landscape.

Other Plan effects related to landscape

- 7.3.113. The Plan contains a framework of policies that seek to protect, manage and enhance landscape character across the district. Policy NE1 is particularly important, requiring development proposals to be informed by the Mansfield Landscape Character Assessment. Landscape Sensitivity Assessment and relevant Landscape Policy Zones, whilst also seeking opportunities to conserve, restore and enhance landscape character where feasible. The policy provides the principal mechanism for ensuring that new development responds appropriately to local landscape sensitivities and avoids unacceptable adverse effects.
- 7.3.114. Landscape outcomes are further supported through the Plan's design policies. Policies P1 and P2 require development to respond positively to site context, local distinctiveness, landscape features and the wider character of an area. These policies help ensure that landscape considerations are integrated into the design process from the outset and that new development contributes positively to its surroundings wherever possible.

- 7.3.115. The Plan also promotes the protection and enhancement of green infrastructure through Policy IN2. In addition to its biodiversity benefits, the policy supports stronger landscape structure, improved connectivity between landscape features, long-term management arrangements and opportunities to improve resilience to climate change. Together, Policies NE1, P1, P2 and IN2 provide a robust framework for managing landscape change and securing landscape enhancement alongside new development.

Overall effects

- 7.3.116. Overall, a **minor negative effect** is predicted. Whilst the strategy includes a number of allocations on greenfield land which will result in changes to landscape character, the Plan incorporates a strong framework for landscape protection, mitigation and enhancement through Policies NE1, P1, P2 and IN2, together with numerous site-specific requirements relating to landscape buffers, woodland retention, structural planting and green infrastructure provision. These measures reduce the magnitude of effects and provide greater certainty regarding how development will be integrated into the landscape. However, landscape change associated with the development of greenfield sites cannot be fully avoided, particularly in the more sensitive locations around Market Warsop and Peafield Lane. Alongside these negatives, there are **minor positive effects** associated with urban regeneration and the redevelopment of previously developed land within the Mansfield urban area.

Soil and land

Appraisal of the Strategy (incorporating policies)

- 7.3.117. The proposed strategy involves a substantial amount of ‘committed’ development, whether this be in the form of sites with planning permission and / or sites allocated in the existing Plan that are being rolled forward. A significant amount of soil resources are affected by the existing plan, including soil resources categorised as best and most versatile agricultural land. Whilst this provides context for the Plan review, these effects are essentially already ‘baked in’ and are therefore not given weight in this current assessment.
- 7.3.118. The new proposed allocations involve additional land use changes, which are the focus of this assessment. Some of the sites involved in the urban areas are greenfield, but are provisionally categorised as non agricultural. However, sites at the periphery of the urban areas are both greenfield and valued for their agricultural potential. There is also allocation of a small number of additional brownfield sites in the urban areas, which helps to reduce pressure on peripheral sites. This reflects the spatial strategy in Policy S2 and the regeneration approach in Policy S4, which focus a significant proportion of development within the existing urban area and on previously developed land where opportunities exist.

7.3.119. Outside of the urban areas, a mix of Grade 1, 2, 3a and 3b land is likely to be affected by development, as discussed further below.

- Land around Mansfield Woodhouse has been surveyed and demonstrates a mix of Grade 1, 2, 3a and 3b land. For Land at Peafield Farm', and 'Land off Peafield Farm' both contain a majority of Grade 1 land, with smaller pockets of Grade 2, Grade 3a, 3b and non agricultural land.
- Land around new mill lane has been surveyed and is predominantly Grade 2 land, with smaller pockets of Grade 1 land.
- Land South of Clipstone Road East / East of Crown Farm Way is categorised as a mix of Grade 2 and Grade 3a land, with smaller parcels of Grade 1 land.
- Land at Ashland Farm has been surveyed and is categorised as Grade 3b land.
- The sites proposed for allocation in Market Warsop have been surveyed. Land South East of Mansfield Road is predominantly Grade 2 land, with smaller pockets of Grade 1 and 3a land. Land off Mansfield Road (A60) is a mix of Grade 3a and 3b land.

7.3.120. The spatial strategy therefore results in the permanent loss of agricultural land, including areas identified as best and most versatile agricultural land. Whilst the strategy seeks to maximise the use of previously developed land and focus growth within and adjacent to existing settlements, the scale of housing growth proposed means that some loss of higher quality agricultural land is unavoidable.

Other Plan effects related to soil and land

7.3.121. The Plan contains relatively limited policy mechanisms specifically directed towards the protection of soil resources. However, Policy S2 focuses the majority of development within the Mansfield urban area and greenfield sites on the edge of the town, whilst Policy S4 supports the regeneration and reuse of previously developed land where opportunities exist. Together, these policies help reduce pressure on undeveloped greenfield land.

7.3.122. Policy S3 requires development in the countryside to take account of agricultural land classifications and seek to avoid the loss of best and most versatile agricultural land where possible. However, this does not alter the fact that a number of allocated sites are located on greenfield land and include areas of Grade 2 and Grade 3a agricultural land.

Overall effects

7.3.123. Overall, over 100 ha of land would be permanently affected by development. A significant proportion of this is predicted or surveyed as being best and most versatile agricultural land. Whilst the Plan seeks to maximise the use of previously developed land and avoid the loss of best and most versatile agricultural land where possible, the strategy nevertheless requires the permanent loss of agricultural land, including

areas classified as Grade 2 and Grade 3a. Consequently, **moderate negative effects** are predicted in relation to soil resources and agricultural land.

Transport and accessibility

Appraisal of the Strategy (incorporating policies)

- 7.3.124. The proposed housing growth within Mansfield town centre performs strongly in accessibility terms and is assessed as having a positive effect. Sites in the urban area have excellent access to primary and secondary schools, local centres, community facilities and public transport, which supports access by sustainable modes, notwithstanding that some car based travel can still be expected. This is reinforced by Policies P3 and IN7, which support walking, cycling, public transport and improved connectivity to key destinations.
- 7.3.125. Access to health facilities is also good, with the majority of allocated sites within walking distance and/or served by public transport. Access to greenspace is also broadly good in the urban areas, but where deficiencies exist there is more limited scope for on site provision given that sites are fairly small and being maximised for housing. Policy IN3 nevertheless requires qualifying developments to contribute towards community open space and outdoor sports provision, helping to ensure that accessibility to open space is maintained as growth occurs.
- 7.3.126. In terms of traffic, town centre housing adds population without placing significant additional pressure on edge of settlement junctions, is less likely to funnel trips onto already sensitive radial corridors, and contributes positively to the overall sustainability profile of the growth strategy. New housing in these locations is therefore considered to support both accessibility objectives and wider regeneration aims by reinforcing service viability and transport choice.
- 7.3.127. Market Warsop functions as a secondary service centre, and accessibility within the settlement core is broadly good. Residents benefit from access to schools, local retail, community facilities and health provision, although access to higher order services remains more limited than in Mansfield town centre. For allocated sites on the southern edge of Market Warsop, accessibility outcomes are more mixed. These locations are functionally linked to North Mansfield in transport terms, and growth to the south of Warsop is likely to have implications in this regard. Increased distances to the town centre reduce walkable access to some services, and travel patterns are likely to orient southwards towards Mansfield for employment, education and healthcare. Accessibility in these locations, however, is improved through several site-specific policies that require enhanced pedestrian connectivity, alongside a mixed-use allocation at H1WPd, which incorporates local retail and service provision alongside housing development.

- 7.3.128. Having said this, it should be acknowledged that access under the railway bridge are narrow, and there are limited opportunities to enhance these.
- 7.3.129. Growth at Mansfield Woodhouse, represents a potential significant impact in accessibility and transport terms. Mansfield Woodhouse benefits from a strong baseline level of accessibility, including a busy local centre and a rail station providing sustainable access to Mansfield town. Sites close to the centre and station perform well, with good access to services and facilities, while sites on the settlement edge demonstrate more moderate accessibility. In particular, access to healthcare and formal greenspace is poorer in this location. However, allocations including H1Mj, H1Mk and H1Mt incorporate requirements for walking and cycling access, community open space and improved connectivity to surrounding neighbourhoods, helping to support accessibility outcomes.
- 7.3.130. At the scale of growth proposed to the north of Mansfield town / Mansfield Woodhouse, there could be substantial traffic loading on local distributor roads. Peak hour travel demand from new housing is likely to travel southwards towards Mansfield town centre, the A38 and key destinations such as employment areas, education, health and other facilities. As a result, although the allocated sites are spatially separate, traffic is likely to converge on the same corridors. Sites are likely to load Leeming Lane, whilst Old Mill Lane traffic is likely to merge at Leeming Lane South, and traffic from Leeming Lane North increasingly spills southwards. The primary accessibility and transport issue therefore relates to junction capacity on routes heading towards Mansfield town centre. Policies IN7 and IN8 require sustainable transport measures, transport assessment and mitigation of significant transport impacts, whilst a number of allocations include active travel improvements and enhanced connectivity requirements. As a result, the Plan provides a framework for managing these cumulative effects of growth on key corridors. The mitigation strategy highlighted as important in the highways modelling has also been factored into policy requirements and the infrastructure development plan.
- 7.3.131. Further rounding off growth to the south, east and western edges of Mansfield town is assessed as not being significantly problematic in accessibility terms when considered individually. The proposed allocations are modest in scale and can be accommodated where they adjoin the existing urban area / strategic growth sites and broadly benefit from established services and bus corridors. However, these sites are likely to load the same transport corridors as the larger strategic allocations (that are already in construction or 'committed development'), reinforcing existing patterns of movement. The interaction between committed growth, new proposed allocations and additional rounding off sites is therefore identified as the principal issue, with some corridors at risk of tipping from being planned and mitigated to being stressed through layering of development over time.

- 7.3.132. Committed growth has been planned and tested and should not be re argued through the SA, but the cumulative interaction with later growth requires careful consideration.
- 7.3.133. Taking the strategy as a whole, access to services is generally good across the allocated sites within the Mansfield urban area, with excellent or good access to local centres and community facilities and strong provision for education. Access to health facilities and greenspace is also largely satisfactory, with limited exceptions that can be addressed through public transport or on site provision. Mansfield town centre performs most strongly, delivering net positive accessibility effects, while Market Warsop and Mansfield Woodhouse function effectively as secondary centres, subject to careful management of growth at their edges. Accessibility impacts associated with edge of settlement growth elsewhere are more finely balanced. However, the Plan requires mitigation through site-specific access measures, sustainable transport improvements and the wider framework provided by Policies P3, IN7 and IN8, helping to ensure that new development is integrated with existing infrastructure and services. A wider package of specific measures are also identified in the infrastructure development plan, drawn from mitigation set out in the highways modelling. This gives greater assurance that significant negative effects can be managed.
- 7.3.134. Growth proposed in smaller settlements such as Rainworth and Meden Vale is likely to lead to an increase in car-based travel, especially where local facilities are not present. However, growth is limited in scale and unlikely to have a significant effect at a district level in terms of accessibility and transport patterns.

Other Plan effects related to transport and accessibility

- 7.3.135. The Plan contains a strong framework of policies intended to improve accessibility and reduce reliance on private car travel. Policy P3 requires development to encourage walking, cycling and public transport use through the provision of safe, attractive and convenient connections to key destinations and existing transport networks.
- 7.3.136. Policy IN7 supports improvements to the district's sustainable transport network, including walking and cycling routes, public transport infrastructure, the Robin Hood Line extension, ultra-low emission vehicle infrastructure and strategic transport improvements. These measures support improved accessibility whilst helping to reduce reliance on private vehicles.
- 7.3.137. Policy IN8 requires development to demonstrate that transport impacts can be appropriately mitigated and, for larger developments, requires transport assessments and travel plans. This provides an important mechanism for addressing cumulative transport impacts associated with growth.

- 7.3.138. Accessibility benefits are also supported by Policies IN3 and IN6, which help maintain access to open space, sports provision, local shops, community facilities and cultural facilities, together with Policy RT5 which seeks to prioritise walking, cycling and public transport improvements within Mansfield town centre.

Overall effects

- 7.3.139. Overall, the spatial strategy is predicted to result in **major positive effects** with regards to accessibility to services and sustainable transport. The majority of growth is focused within the Mansfield urban area and other sustainable settlements, and is supported by Policies P3, IN7, IN8, IN3 and RT5, together with numerous site-specific requirements for walking, cycling and public transport connectivity.
- 7.3.140. In terms of the road networks and congestion, there is potential for cumulative effects to arise, particularly along transport corridors that will see a significant amount of new trips (i.e. the corridor from Market Warsop and Mansfield Woodhouse heading south towards the town centre). However, the Plan incorporates a framework for mitigating these impacts through sustainable transport measures, transport assessments, travel plans and strategic infrastructure improvements. Nevertheless, residual **minor negative effects** are predicted. This is confirmed by the transport modelling which predicts an increase in congestion on a number of key corridors. Whilst these impacts are moderated by the Plan's transport and accessibility policies (and wider mitigation measures in the IDP), some residual effects are likely to remain.

Water resources

Appraisal of the Strategy (incorporating policies)

- 7.3.141. The appraisal of the emerging preferred spatial strategy (RA1) concluded with neutral effects. Whilst development would increase demand for water resources, most development is focused within Mansfield and existing growth areas where water and wastewater infrastructure can be reinforced as required.
- 7.3.142. Most allocations are not located near watercourses, and where sites adjoin features such as the River Maun, site-specific requirements for buffers, green infrastructure, habitat creation and sustainable drainage are included. As a result, significant adverse effects on water resources are unlikely, with mitigation measures helping to protect and enhance the water environment. Examples include H1MI, H1Mr and H1WPa, which incorporate measures intended to protect watercourses, manage runoff and enhance adjacent river corridors.
- 7.3.143. The strategy does not concentrate growth within any single sensitive river corridor or catchment to an extent that would represent a strategic constraint on development.

- 7.3.144. Water resource and water quality considerations are instead addressed through a combination of site-specific allocation requirements and the wider policy framework.
- 7.3.145. The River Maun and the River Meden are both key watercourses within the plan area and are recognised as sensitive environmental receptors, with sections of each river currently achieving moderate ecological status.
- 7.3.146. The River Maun in particular flows through a constrained urban corridor, including the Maun Valley Park, and is known to be responsive to changes in surface water runoff and water quality.
- 7.3.147. Several allocations are located in proximity to these corridors; however, Policies CC2, CC3 and CC4 require appropriate buffers, sustainable drainage, water quality protection measures and opportunities for river corridor enhancement.
- 7.3.148. Policy CC4 is particularly relevant where development occurs near river corridors, requiring the retention or creation of habitat buffers, enhancement of blue-green infrastructure and the protection of riparian habitats and water quality. Together with Policies P5 and IN2, this provides a comprehensive framework for safeguarding water resources and river environments as development comes forward.
- 7.3.149. As a result, neither the River Maun nor the River Meden represents a strategic constraint to the delivery of the spatial strategy, and the Plan incorporates the mechanisms necessary to manage potential effects on water resources, surface water runoff and water quality.

Other Plan effects related to water resources

- 7.3.150. The Plan contains a strong framework for the protection and sustainable management of water resources. Policy P5 promotes water efficiency, sustainable water management and climate resilience measures within new development, helping to reduce pressure on water resources and improve resilience to future environmental change.
- 7.3.151. This approach is supported by Policies CC2 and CC3, which together require development to avoid increasing flood risk, incorporate appropriate sustainable drainage measures and manage surface water runoff in accordance with the drainage hierarchy. These policies also promote natural flood management, long-term maintenance of drainage infrastructure and opportunities to improve water quality alongside wider environmental outcomes.
- 7.3.152. The Plan also seeks to safeguard and enhance river and waterbody corridors through Policy CC4, which supports the provision of habitat buffers, blue-green infrastructure, watercourse restoration and measures that improve ecological connectivity and water quality. These objectives are further reinforced by Policy IN2, which promotes the protection and enhancement of the district's green infrastructure network.

- 7.3.153. Collectively, these policies provide a comprehensive framework for managing the effects of development on water resources and supporting water quality in the long-term.

Overall effects

- 7.3.154. Overall, uncertain **minor positive effects** are predicted in relation to water resources. Mansfield is located within an area of water stress, and growth will increase demand for water resources and wastewater infrastructure.
- 7.3.155. However, the Plan incorporates a comprehensive framework of policies relating to water efficiency, sustainable drainage, river corridor enhancement and flood risk management through Policies P5, CC2, CC3, CC4 and IN2. In particular, the Plan supports measures that can improve water quality, enhance river and waterbody corridors, strengthen blue-green infrastructure and promote more sustainable water management practices. Together with site-specific requirements relating to buffers, habitat creation and sustainable drainage, these measures provide opportunities for enhancements to the water environment alongside new development. In addition, the Water Cycle Scoping Study confirms that pressures can be managed through planned water company investment, demand-management measures, water efficiency standards and infrastructure upgrades. Some uncertainty remains regarding longer-term water resource availability and the delivery of future supply schemes.

7.4. Overall effects

- 7.4.1. Table 7.1 below summarises the effects of the Plan appraisal for each of the SA themes. The 'policy off' appraisal of the emerging preferred approach is provided for context to demonstrate how the plan policies have helped to moderate negative impacts and / or lead to a more positive outcome when the policies are considered holistically and taking account of other plans, policies and programmes identified through the 'future baseline' position.

Table 7-1: Plan appraisal summary

SA theme	Strategic RA1 (policy off)	Whole plan appraisal conclusion
Air quality	Minor negative	Minor negative
Biodiversity	Minor negative	Neutral
Climate change adaptation	Neutral	Neutral
Climate change mitigation	Minor positive	Moderate positive?
Economy	Moderate positive	Major positive
Healthy Communities	Major positive Minor negative	Major positive
Historic Environment	Minor negative?	Neutral
Housing	Major positive	Major positive
Landscape	Moderate negative Minor positive	Minor negative Minor positive
Soil and land	Moderate negative	Moderate negative
Transport and accessibility	Major positive Moderate negative	Major positive Minor negative
Water resources	Neutral	Minor positive?

- 7.4.2. The Sustainability Appraisal concludes that the Local Plan Review performs mostly positively overall against the SA framework. Significant positive effects are identified in relation to housing delivery, economic growth, health and wellbeing, and accessibility, reflecting the Plan's focus on delivering homes and jobs in the district's most sustainable locations whilst maintaining access to services, facilities and employment opportunities. Plan policies strengthen these outcomes by supporting active travel, healthy communities, economic investment, infrastructure provision and a diverse housing offer, as well as environmental protection where possible.
- 7.4.3. The principal trade-offs associated with the Plan arise from the need to accommodate growth. In particular, the delivery of housing requirements will result in the loss of greenfield land, including areas of best and most versatile agricultural land, and some changes to landscape character at the edge of settlements. Residual minor negative effects are also predicted in relation to air quality and transport, reflecting increased travel demand and pressure on parts of the highway network. However, the scale of these effects is moderated by the Plan's emphasis on sustainable patterns of development, infrastructure improvements, active travel provision and site-specific mitigation measures.
- 7.4.4. The appraisal demonstrates that the Plan has been prepared positively and has evolved alongside the Sustainability Appraisal process. Earlier appraisal work informed the development of the spatial strategy, the selection of site allocations and the refinement of policy requirements. As the Plan progressed, a number of potentially negative effects identified through the appraisal were moderated through the inclusion of measures relating to biodiversity net gain, green infrastructure, flood risk, sustainable transport, landscape mitigation and protection of the historic environment. This is reflected in the movement from minor negative effects at the strategy stage to neutral effects in areas such as biodiversity and heritage once the policy framework is taken into account.

8. Mitigation and enhancement summary

8.1. Introduction

- 8.1.1. Mitigation has been embedded throughout the preparation of the Local Plan and the Sustainability Appraisal process. This chapter summarises the key recommendations made at important plan-making milestones.

8.2. Summary of policy recommendations at Issues and Options stage

Biodiversity

- 8.2.1. The SA supports several recommendations to further strengthen biodiversity outcomes:
- Amend Objective 13 to ensure that all new development provides a positive benefit for biodiversity, reflecting Environment Agency consultation comments.
 - Update Policy S3 to require protected species surveys and mitigation where relevant.
 - Ensure employment allocations, particularly Site E2a, protect designated ecological sites such as Strawberry Hill Heaths SSSI and Sherwood Forest ppSPA.
 - Apply the mitigation hierarchy to allocations affecting SACs, SPAs, Ramsar sites and SSSIs.
 - Strengthen protection for Local Wildlife Sites adjacent to potential development sites.

Climate Change Adaptation

- Provide greater clarity within Policy P5 on how development will achieve climate resilience and how viability considerations should be addressed.

Economy

- 8.2.2. The draft appraisal stage identified several areas where policies could be strengthened:
- Expand Objective 2 to recognise different employment needs, including strategic B8 logistics uses.
 - Distinguish more clearly between different employment land types (B8, B2 and E(g)) when developing the employment strategy.
 - Amend Policy E2 to provide greater flexibility for future business needs and changing working practices, in line with national policy.

- Recognise the specific locational requirements of different employment sectors.

Healthy Communities

- Amend Objective 7 to include explicit reference to sports facilities, recognising their role in improving health and wellbeing. The SA expressly supports Sport England's recommendation.

Historic Environment

8.2.3. The SA supported recommendations made from Historic England at this stage, including:

- Amend Strategic Policy SP9 to refer explicitly to heritage assets and their settings.
- Revise Objective 4 so that it refers to sustaining and enhancing the significance of heritage assets, aligning with the NPPF.
- Apply Historic England's Site Selection Methodology when assessing allocations.
- Prepare detailed Heritage Impact Assessments (HIAs) for individual sites.
- Ensure any future Site Selection Topic Paper properly addresses heritage considerations.

Strategic Recommendation for the next stage

- Continue testing and assessing further housing allocations needed to meet the revised housing requirement of 9,900 homes.
- Explore and appraise reasonable alternatives for housing delivery and spatial distribution as the Plan progresses.
- Identify and appraise reasonable alternatives, particularly different spatial strategies for accommodating growth across the district. This should be informed by analysis of sub-areas and translated into realistic district-wide development scenarios.

8.3. Summary of recommendations made through strategic options assessment

8.3.1. Sustainability considerations informed the development of strategic policies, the appraisal of reasonable alternatives, the refinement of the preferred spatial strategy and the assessment of individual site allocations. In many cases, mitigation measures identified through the appraisal process were incorporated directly into emerging policies and allocation requirements as the Plan progressed.

8.3.2. The assessment of reasonable alternatives played an important role in shaping the preferred spatial strategy, including the scale and distribution of growth across the district.

- 8.3.3. Similarly, the site assessment process informed the development of allocation-specific requirements relating to matters such as biodiversity, landscape, heritage, flood risk, green infrastructure and sustainable transport (see section 8.2). These measures have subsequently been incorporated into the Regulation 19 Plan and form part of the framework through which development will be delivered.
- 8.3.4. As a result, many of the recommendations made during the earlier stages of plan preparation have already been addressed through changes to policies, site requirements and supporting evidence. The SA has therefore not identified any significant adverse effects that would require further fundamental changes to the spatial strategy or overall level of growth at the Regulation 19 stage.

8.4. Residual recommendations at Reg 19 stage

- 8.4.1. The preferred spatial strategy has previously been appraised through the assessment of reasonable alternatives. The Regulation 19 policy framework generally reinforces and in some cases strengthen the positive effects identified through the appraisal, particularly in relation to biodiversity, climate change mitigation, economy, healthy communities, historic environment, landscape, transport and accessibility and water resources. No additional mitigation measures are considered necessary beyond those already incorporated into the Plan.
- 8.4.2. Residual adverse effects remain principally associated with the development of greenfield land, impacts on landscape character, loss of best and most versatile agricultural land and increased pressure on parts of the transport network. These effects are inherent consequences of accommodating development needs and have been reduced as far as practicable through the spatial strategy, policy framework and site-specific requirements.
- 8.4.3. Any recommendations at this stage should be focused on implementation rather than significant changes to strategy and policies.
- 8.4.4. The appraisal has not identified any significant adverse effects requiring amendments to the spatial strategy or policy framework. However, the assessment highlights a number of implementation considerations that would assist in maximising sustainability outcomes through ongoing monitoring. These include:
- monitoring cumulative transport impacts associated with growth north of Mansfield, using the monitoring framework and Infrastructure Delivery Plan to review whether additional interventions are required as build-out progresses.

- securing multifunctional green infrastructure through the design of major allocations;
- ensuring climate resilience measures are embedded throughout the delivery of strategic sites;
- monitoring biodiversity outcomes beyond minimum statutory requirements; and
- giving particular attention to landscape integration and settlement edge treatment within masterplanning exercises.

9. Monitoring and next steps

9.1. Plan finalisation

- 9.1.1. This SA Report accompanies the Regulation 19 version of the Mansfield Local Plan and has informed the preparation of the Plan submitted for consultation.
- 9.1.2. Following the Regulation 19 consultation, the Council will review the representations received in relation to both the Local Plan and the SA and consider whether any changes are required.
- 9.1.3. The Local Plan, together with supporting evidence base documents including the SA Report, will then be submitted to the Secretary of State for Independent Examination.
- 9.1.4. At Examination, the Local Plan will be assessed for legal compliance and whether it satisfies the tests of soundness set out in the NPPF. The SA, consultation responses and supporting evidence base will form part of the material considered through the Examination process.
- 9.1.5. If the Examination concludes that the Local Plan is sound, subject to any main modifications considered necessary, Mansfield District Council will proceed with adoption of the Local Plan.
- 9.1.6. Following adoption, the Council will publish an SA Adoption Statement in accordance with the SEA Regulations.

9.2. Monitoring

- 9.2.1. Monitoring will play an important role in assessing the effectiveness of the Local Plan and determining whether the significant effects identified through the SA are occurring in practice. Monitoring should identify not only where development is not coming forward in accordance with the anticipated trajectory, but also where the implementation of development is compromising the achievement of key sustainability objectives.
- 9.2.2. Table 9-1 outlines a proposed monitoring framework for the Mansfield Local Plan (acknowledging that the monitoring framework could be subject to change and only needs to be finalised at adoption stage).

Table 9-1: Proposed monitoring framework

SA Topic	Indicator	Desired Trend / Target	Monitoring Frequency	Trigger for Further Investigation	Potential Response
Air Quality	PM2.5 and local air quality monitoring results	No deterioration in air quality	Annual	Significant deterioration in monitored air quality or designation of a new AQMA	Investigate causes and consider additional transport, air quality or development management measures
Air Quality	Delivery of active travel, public transport and low-emission transport infrastructure	Increase over plan period	Annual	Significant delay in delivery of key transport measures	Review infrastructure delivery and funding mechanisms
Biodiversity	Biodiversity Net Gain delivered through development	Minimum 10% BNG achieved and maintained	Annual	BNG not being consistently achieved	Review implementation of Policies NE2 and IN2
Biodiversity	Net change in designated and non-designated biodiversity assets (SSSI, LWS, LNR, Ancient Woodland)	No net loss and enhancement where possible	Annual	Loss or deterioration of designated assets	Investigate cause and consider additional mitigation or policy review
Biodiversity	Area of habitat creation, restoration and ecological enhancement delivered	Increase over plan period	Annual	Habitat delivery substantially below expectations	Review management arrangements and delivery mechanisms

SA Topic	Indicator	Desired Trend / Target	Monitoring Frequency	Trigger for Further Investigation	Potential Response
Climate Change Adaptation	Number and proportion of qualifying developments incorporating SuDS	Increasing trend	Annual	Low uptake of SuDS or failure to deliver approved schemes	Review implementation of Policies CC2 and CC3
Climate Change Adaptation	Water Framework Directive status of waterbodies	No deterioration	Annual	Deterioration in ecological or chemical status	Liaise with Environment Agency and investigate causes
Climate Change Adaptation	Delivery of natural flood management, river restoration and blue-green infrastructure projects	Increase over plan period	Annual	Lack of progress on identified opportunities	Work with partners to identify delivery opportunities
Climate Change Mitigation	Renewable and low-carbon energy schemes approved and delivered	Increasing trend	Annual	Limited delivery of renewable energy infrastructure	Review effectiveness of Policy CC1
Climate Change Mitigation	Publicly accessible electric vehicle charging provision	Increase over plan period	Annual	Delivery significantly below expectations	Seek funding and infrastructure interventions
Climate Change Mitigation	Delivery of sustainable transport measures supporting modal shift	Increase over plan period	Annual	Limited implementation of identified measures	Review implementation of Policies P3 and IN7

SA Topic	Indicator	Desired Trend / Target	Monitoring Frequency	Trigger for Further Investigation	Potential Response
Economy	Employment land delivered (ha)	Delivery of at least 41.06ha over plan period	Annual	Delivery substantially below trajectory	Engage with landowners, developers and businesses
Economy	Vacancy rates within key employment areas	Stable or decreasing	Annual	Significant increase in vacancy rates	Review barriers to investment and employment growth
Economy	Vacancy rates and vitality indicators within town and local centres	Stable or improving	Annual	Significant increase in vacancy rates	Review regeneration and town centre interventions
Healthy Communities	Delivery of community open space, sports provision and community facilities	No net loss and continued enhancement	Annual	Loss of provision or failure to meet standards	Consider additional funding and infrastructure delivery mechanisms
Healthy Communities	Accessibility of new development to services, facilities and open space	Maintain or improve accessibility levels	Annual	Evidence of declining accessibility in growth areas	Review infrastructure planning and investment priorities
Healthy Communities	Health Impact Assessments submitted for qualifying developments	100% compliance	Annual	Significant number of qualifying developments without HIA	Review development management processes
Historic Environment	Number/percentage of heritage assets on the	Reduce over plan period	Annual	Increase in heritage assets at risk	Work with Historic England and asset owners

SA Topic	Indicator	Desired Trend / Target	Monitoring Frequency	Trigger for Further Investigation	Potential Response
	Heritage at Risk Register				
Historic Environment	Applications approved contrary to Historic England advice	Minimal or none	Annual	Increasing trend	Review heritage policy implementation
Historic Environment	Conservation Area Appraisals completed or reviewed	Up-to-date programme maintained	Annual	Significant delays in review programme	Review conservation priorities and resources
Housing	Net additional dwellings completed	Delivery in line with Local Plan trajectory	Annual	Delivery below trajectory	Prepare housing action plan and investigate barriers
Housing	Five-year housing land supply	Maintain minimum five-year supply	Annual	Supply falls below five years	Review housing land supply position
Housing	Housing Delivery Test performance	Maintain delivery above national thresholds	Annual	Significant decline in performance	Consider plan review or additional interventions
Housing	Affordable housing completions	Delivery broadly consistent with Policy H4 expectations	Annual	Delivery substantially below expected levels	Review viability and delivery issues

SA Topic	Indicator	Desired Trend / Target	Monitoring Frequency	Trigger for Further Investigation	Potential Response
Landscape	Delivery of landscape mitigation, structural planting and green infrastructure on major allocations	Delivered in accordance with approved schemes	Annual	Significant non-delivery of landscape mitigation	Review implementation and management arrangements
Landscape	Condition and management of strategic green infrastructure assets	Positive management and enhancement	Annual	Deterioration of key assets	Investigate causes and secure remedial management
Soil and Land	Proportion of development completed on previously developed land	Maximise brownfield delivery where possible	Annual	Significant reduction in brownfield delivery rates	Review regeneration opportunities and site pipeline
Soil and Land	Loss of Best and Most Versatile agricultural land (where known)	Minimise losses where possible	Annual	Greater than anticipated loss of BMV land	Review site delivery patterns and future land allocation approach
Transport and Accessibility	Delivery of strategic transport schemes identified in Policy IN7	Delivery in accordance with programme	Annual	Significant delays in delivery	Engage with infrastructure providers and funding bodies
Transport and Accessibility	Delivery of walking and cycling infrastructure associated with major developments	Increase over plan period	Annual	Failure to deliver planned infrastructure	Review implementation through planning obligations

SA Topic	Indicator	Desired Trend / Target	Monitoring Frequency	Trigger for Further Investigation	Potential Response
Transport and Accessibility	Highway network performance and road safety indicators	No significant deterioration	Annual	Evidence of worsening congestion or safety issues	Investigate corridor-specific interventions
Transport and Accessibility	Accessibility of new development to public transport, services and facilities	Maintain or improve accessibility levels	Annual	Accessibility outcomes below expectations	Review implementation of accessibility and transport policies
Water Resources	Water Framework Directive status of waterbodies	No deterioration and enhancement where possible	Annual	Deterioration in waterbody status	Investigate causes and liaise with relevant agencies
Water Resources	Number and proportion of developments incorporating SuDS and water efficiency measures	Increasing trend	Annual	Limited uptake of SuDS or water efficiency measures	Review implementation of Policies P5 and CC3
Water Resources	River restoration, de-culverting and waterbody enhancement projects delivered	Increase over plan period	Annual	No progress on enhancement opportunities	Work with partners to identify delivery opportunities

Appendix A: High-level appraisal of draft / proposed policy changes (Regulation 18 stage)

Methods

The proposed policy changes were considered against the SA themes in the framework, guided by the objectives and supporting questions.

It is important to note that conclusions around the significance of effects are reached on the basis of considering all of the policies in combination. It is not helpful or proportionate to appraise every policy individually as many have no implications when considered on their own, and the effects are influenced by their interaction with other plan policies. Whilst all elements of the relevant policies have been considered, it is considered unnecessary to report on how each individual policy amendment performs in isolation.

To determine the significance of effects, account is taken of a range of factors including magnitude, duration, frequency, likelihood, permanence, and timescale. Consideration is also given to the interaction of the Plan with other plans, policies and programmes that affect the baseline position. At this informative stage of plan making, a degree of uncertainty exists, as the policies have not been finalised, and further changes could be anticipated. Therefore, the proposed changes are discussed in terms of their likelihood to bring about significant effects.

Secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects have been considered for each topic as part of the assessment process. These are drawn out in the appraisal text as relevant. It can be assumed that where likely effects have not been identified within the appraisal text, that these were not important factors in determining overall significance. **Table 1** presents the significance scale is used to record the effects for each of the SA themes.

Table 1: Significance scale

Major positive
Moderate positive
Minor positive
Neutral (/)
Minor negative
Moderate negative
Major negative
Uncertainty (?)

Air Quality

The Local Plan previously identified the “need [for the Local Plan Review] to ensure that new development is not detrimentally affected by air quality issues.” This requirement has been extended to the district in its entirety (rather than limiting to new development only). Additionally, further detail has been provided, recognising the opportunities associated with development when focused towards the most accessible locations in Mansfield, and where active travel infrastructure improvements are encouraged. This will have positive implications for air quality by minimising the need for residents to use the private vehicle; rather, the Plan seeks to encourage the use of active travel modes.

With regard to the policy framework, little has changed which would lead to any significant direct or indirect impacts on air quality. Although only a minor amendment, Policy NE3 notably no longer references the preparation of an Air Quality Supplementary Planning Document (SPD). This may enable a more informal approach to considering the air quality impacts of proposed development.

Overall, given the updates made to the Plan largely relate to other SA topics, it is considered likely to lead to broadly neutral effects on air quality.

Biodiversity

With regard to the Plan’s vision, specific measures to minimise impacts and improve resilience to climate change – with regard to the design of new development – are now referenced, including biodiversity net gain (BNG). Adding to this, two new key issues and related opportunities/ requirements are presented under the ‘increasing pressure on biodiversity’ theme. These support the provision of BNG through the enhancement of natural habitats and ecological features, as well as nature recovery. Given the vision, key issues, and opportunities form the overarching direction for the Plan, the inclusion of BNG is important, particularly given it is a mandatory requirement under national legislation.

BNG is a focus of the policy framework of the Plan. Policy NE2 (Biodiversity and Geodiversity) has been updated to include the need for development proposals to “deliver a minimum of 10% net gain in biodiversity across local and landscape scales”, meeting the requirements of the Environment Act (2021) for all non-exempt development (and in accordance with the council's BNG SPD). An explanation of how BNG is calculated has also been included within the supporting text, reflecting the increased push - seen through national policy and guidance - for all local authorities to conserve biodiversity, and for new development to strengthen ecological networks where possible. It is recognised that the district supports a wealth of unique habitats and designated sites, and as such the Council’s Local Validation List is also referenced, which sets out the level of ecological assessment required to demonstrate how development proposals meet the requirements of the policy.

In addition to the above, Policy IN2 (Green Infrastructure) has been amended to include reference to BNG, and the BNG SPD that has been adopted by the council is now referenced within the supporting text. Moreover, text has been added to Policy H5 (Custom and Self-Build Homes) to clarify that, whilst exempt from the mandatory BNG requirement, proposals for custom and self-build homes are required to meet the requirements of Policy NE2. This is with the intention of maximising the opportunity for new development to strengthen ecological networks is key to providing net gains in biodiversity whilst improving the natural environment's resilience to change.

The supporting text for Policy NE2 has been updated in relation to the hierarchy of designated sites to ensure that it reflects recent updates to the NPPF. Reference is specifically made to the Birklands & Bilhaugh SAC / Sherwood Forest NNR and Clumber Park SSSI recreation zones of influence set out in the Bassetlaw Local Plan and Newark & Sherwood Local Plan. The policy outlines that these may be a material consideration when determining relevant planning applications in Mansfield, and therefore applicants should justify why proposals would have no impact on these designated sites.

Local Nature Recovery Strategies (LNRs) are now a focus of Policy NE2, reinforcing their role as a new England-wide system of spatial strategies, established by the Environment Act 2021. The policy specifically looks to the draft Nottinghamshire and Nottingham LNRs as a reference point to help inform decisions about how land is used, and how funding may be allocated. Mansfield notably contains several areas of particular importance (APIB) for biodiversity, as well as areas that could become (ACB) of particular importance.

Establishing priorities for nature recovery within policy, alongside the delivery of improved guidance, will lead to positive effects against the biodiversity SA topic. However, there is an opportunity to further strengthen Objective 13 of the draft Plan, with proposed amendments provided by the Environment Agency through recent consultation. This includes “ensuring all new development does not have a negative impact, but a positive benefit for biodiversity.” The SA supports this recommendation.

With regard to green infrastructure, Policy IN2 has been amended to include reference to blue / green infrastructure within the supporting text. This is to clarify that this term can also apply when considering green infrastructure. The Green Infrastructure SPD that has been adopted by the council is also now referenced within the supporting text to strengthen the policy. In addition, Policy P5 (Climate Change and New Development) has been updated to include reference to blue infrastructure and biodiversity (in addition to green infrastructure and landscaping), in relation to climate change mitigation and adaptation in new development. This is to ensure it meets the requirements of the NPPF.

More broadly, one of the responses received during Regulation 18 consultation suggests that Policy S3 (Development in the Countryside) is updated to clearly state the requirement for a protected species survey and proposed mitigation to be

submitted with the planning application. In addition, Natural England commented on Policy E2 (Sites Allocated as New Employment Areas), specifically with regard to site E2a. They suggest that Strawberry Hill Heaths SSSI and Sherwood Forest ppSPA are protected and enhanced from the potential impacts from proposed development. Moreover, Natural England highlighted that any allocations with impact pathways to designated sites, including SACs, SPAs, Ramsar sites, and SSSIs, will need to follow the mitigation hierarchy. It was also highlighted by another responder that a significant proportion of sites put forward in the HELAA for development are adjacent to Local Wildlife Sites (LWSs). It is suggested that the plan does more to protect these sites from the impacts of development, particularly during the construction phase. The SA supports these recommendations.

Overall, the updates made to the Plan are considered likely to lead to minor positive effects with regard to biodiversity, providing that the recommendations made during Regulation 18 consultation are addressed. The majority of the amendments reflect changes in national legislation (i.e. BNG requirements through the Town and Country Planning Act 1990, blue infrastructure considerations through the NPPF, and LNRs), as well as local legislation (i.e. Bassetlaw Local Plan, Newark & Sherwood Local Plan, and BNG and Green Infrastructure SPDs). By embedding BNG in the Plan's vision and key issues and opportunities, the Plan performs particularly well.

Climate change mitigation and resources

The supporting text for Policy CC1 (Renewable and Low Carbon Energy Generation) has been updated to include the UK target for clean energy by 2030, as well as the Council's targets with reference to its Climate Change Strategy 2022. This includes reducing carbon emissions by 40% by 2030. The evidence base has also been updated, but it is noted that this will need updating further in terms of identifying local energy opportunities.

Overall, given the updates made to the Plan largely relate to other SA topics, broadly neutral effects are anticipated under this SA topic.

Climate change adaptation

With regard to the vision, specific measures to minimise impacts and improve resilience to climate change – with regard to the design of new development – are now referenced. This includes BNG, sustainable drainage, and measures implemented as part of Severn Trent Water's Green Recovery Scheme. This will ensure that climate change resilience is embedded throughout the Plan.

A new key issue and related opportunity has been added under the 'flood risk and water management' theme. This seeks to guide development away from areas at increased risk of flooding or ensure SuDS and other design measures are considered through development. This will minimise the risk of development increasing surface water flood risk.

In addition to the above, a new opportunity has been added under the 'climate change' theme which supports retrofitting measures that will address climate change. This is in addition to a further opportunity which highlights that there is a need for Mansfield to become more resilient to the effects of climate change. In doing so, the Plan seeks to ensure that the district is better prepared for the impacts of climate change, including more frequent flood events.

With regard to the policy framework, the supporting text for Policy CC2 (Flood Risk) has been updated to reference Nottinghamshire County Council's Local Flood Risk Management Strategy 2021-2027. The Strategy indicates that over 85,000 properties are at risk of flooding in Nottinghamshire.

In addition, Policy CC3 (Sustainable Drainage Systems) now references Severn Trent Water's Green Recovery Project. This includes the investment of £76m in Mansfield on a range of nature-based solutions to protect communities from flooding. The policy also references the council's SuDS SPD, which seeks to add further detail to this policy and will be a material consideration when determining planning applications.

In terms of the responses received during Regulation 18 consultation, one requests further clarity on how development will be climate resilient through Policy P5 (section 1d). Further clarity in relation to viability is also requested. Addressing concerns raised in this respect will strengthen the Plan.

Overall, the updates made to the Plan are considered likely to lead to minor positive effects with regard to climate change adaptation. This is because climate change resilience and adaptation is considered in more detail through the vision and key issues and opportunities, which form the overarching direction for the plan. In addition, the policy framework has been updated to consider new evidence bases which relate to this SA topic.

Economy

The vision has been updated so that reference is now made to developments such as Mansfield Connect, White Hart Street, and sites identified within the Mansfield Town Centre Masterplan. In addition, a new key issue has been added under the 'town and district centres' theme which refers to the impact of the Covid-19 pandemic on shopping patterns across the district. This is important if the district is to adapt to the changing drivers of the local economy.

Strategic priority 3 (SP3), which prioritises meeting employment land needs, has been updated to link and align this with the district's housing targets. This is necessary as employment needs are strongly linked to the local population, and therefore new employment land needs to align with forecasted growth.

Notably, responses received during Regulation 18 consultation outline that Objective 2 should be developed further so as to acknowledge the different employment

provisions within the district, including B8 use for larger scale strategic sites. This would ensure all employment needs are met.

With regard to the spatial strategy, the employment land and retail and leisure floorspace targets have been removed from Policy S2. However, the policy sets out that evidence will be commissioned to inform the employment and retail needs of the district. The Council are consulting on all employment sites that have been assessed as having potential for allocation, to ensure that employment land is effectively delivered throughout the proposed plan period. Responses received will therefore help inform the final selection of allocations to be included within the LPR.

The benefits of specifying the different types of employment land through Policy S2 has been raised through Regulation 18 consultation. This is given that different types of employment land have different requirements, i.e. B8 from B2 and E(g).

In addition to the above, Policy E2 (Sites Allocated as New Employment Areas) has been updated to include the current development status of sites E2a and E2c. The employment land contained within the Berry Hill Sustainable Urban Extension (SUE) (SUE3) has also been referenced within the supporting text, increasing the total employment land from the SUEs to 21.8ha. This is a positive given the housing requirement has increased, and therefore additional employment opportunities will be needed to meet the needs of the growing population of Mansfield district. In addition, reference to the employment land target has been removed at this stage, recognising that a new target is to be established.

Policy E2 (notably site E2c) has been raised through Regulation 18 consultation, with amendments suggested to enable more flexibility to accommodate needs not anticipated in the plan. This could include allowing for new and flexible working practices and spaces, in line with paragraph 86 of the NPPF. Further suggested revisions to the policy seek to recognise and address the specific locational requirements of different sectors, in line with paragraph 87 of the NPPF.

In terms of the policy framework more broadly, where policies refer to use classes, this has been updated to reflect the changes that have been made to the Use Classes Order. In addition, the supporting text for Policy E1 (Enabling Economic Development) now references meeting the needs of a modern economy to take account of the updated NPPF. In doing so, the Plan is recognising the importance of adapting to the needs of a modern economy, seeking to deliver much needed growth across all sectors.

Text from Planning Practice Guidance (PPG) about the long-term protection of sites has been included in Policy E3 (Retaining Land for Employment Uses). This will ensure that employment land is not lost. Moreover, the policy now references the Nottingham Core Housing Market Area (HMA) and Nottingham Outer HMA Employment Land Needs Study 2021, which endorses the ongoing retention of the district's largest employment sites. It is also noted that an update to this study will be undertaken that will assess the smaller, non-strategic sites. Meanwhile, Policy E5 (Improving Skills and Economic Inclusion) has been updated to include reference to

the Make it Mansfield Strategy (2024), which replaces Ashfield and Mansfield: A Plan for Growth.

With regard to retail, Policy RT1 (Main Town Centre Uses) has been updated to ensure that it is clear that where 'main town centre' is used in the policy, this is as defined in the NPPF.

In addition, reference to policies RT3 and RT8 has been removed to reflect changes to the Use Classes Order, which has made the use of thresholds for the amount of retail in a centre ineffective. Berry Hill Local Centre has been given a reference (RT1j), reflective of being granted full planning permission. Supporting information for Pleasley Hill Farm has been updated to reflect that the Local Centre now has outline planning permission. Moreover, the definition of day-to-day convenience has been expanded to make this clearer for applicants. Finally, the policy now references the Mansfield Town Centre Masterplan, with the vision for Mansfield town centre also aligning with the masterplan (Policy RT2 (Mansfield Town Centre Vision and Strategy)).

Policy RT3 (Mansfield Town Centre Primary Shopping Area) has been updated to reflect changes the NPPF, including removal of reference to primary and secondary shopping frontages. With regard to the changes to the Use Class Order, the impact of the introduction of Class E uses has meant units can now change uses within Class E without planning permission being needed, unless they are restricted by condition. Notably, the parts of the policy which sought to control the level of A1 units are no longer enforceable.

Policy RT4 (Mansfield Town Centre Improvements) has been updated to reflect any sites that are allocated by Policy RT6. Beales and the Rosemary Centre has been removed on the basis that plans for these sites are at various stages of development. The policy now sets out that developments should be in line with the Mansfield Town Centre Masterplan and Mansfield Town Centre Design Code. In addition, the supporting text has been updated to reflect the updated position on White Hart Street and the fact that the Planning Obligations SPD has been produced and adopted.

Sites RT6a and RT6c have been removed from Policy RT6 (Retail and Leisure Allocations) as these sites have now been developed / partially developed. The list of commitments under Policy RT7 (Retail and Leisure Commitments) has been updated to reflect new planning permissions that have been granted with a net gain in floorspace of over 100sqm. Those sites where planning permission has lapsed or where the development has been completed have been removed. Previous data regarding retail need has also been removed as this will be updated on completion of the Class E Study. Table 7.11, which sets out the supply of sites, has been updated as far as possible at this stage.

With regard to Policy RT8 (District and Local Centres), the impact of the introduction of Class E Uses has meant units can now change uses within Class E without planning permission being needed, unless they are restricted by condition. The parts

of the policy which sought to control the level of A1 units are no longer enforceable. Further detail about the Berry Hill Local Centre is now included within the supporting text. The Class E Study is now referenced, updating the amount of retail floorspace that will be required in each centre.

Part 1 of Policy RT9 (Neighbourhood Parades) has been updated to reflect the role that neighbourhood parades play in meeting the day-to-day needs of the community. Reference to the former A1 Use Class has been removed. Table 7.13 has been amended to include the new parade at Thorpe Road, as well as reference to community facilities. The policy reference that relates to the Jubilee Way Neighbourhood Parade has also been added.

Policy RT11 (Visitor Economy) has been updated to include reference to new data and strategies that have been or are in the process of being produced.

Policy IN11 (Telecommunications and Broadband) has been updated so that it applies to all, not just major, development. Parts 1 and 2 have been amalgamated and updated in line with other recently adopted Local Plans. The supporting text has also been updated and now refers to new government targets and guidance as well as the Nottinghamshire Digital Connectivity Framework.

More broadly, Policy P7 (Amenity) has been updated to reference running businesses from home to reflect changes in work patterns seen across the district. This is important given the impact of the Covid-19 pandemic on work patterns, with working from home now a more prevalent occurrence.

Overall, the updates made to the Plan are considered likely to lead to significant positive effects for the economy, recognising that recommendations made during Regulation 18 consultation will be considered. Whilst employment land and retail and leisure floorspace targets are yet to be established, and employment sites are not yet allocated, the Plan makes strong provisions for the economy.

Healthy communities

The consultation document now sets out a housing requirement of 9,900 homes to the end of the plan period to 2043. It is recognised that this will place additional pressure on social infrastructure such as health and education facilities. The Department for Education¹ direct the Council to the NPPF, which encourages a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of communities. This is particularly relevant to the three rolled forward SUEs with the capacity to deliver between 800 and 1,700 new homes.

Objective 7 of the draft Plan seeks to improve the health and wellbeing of the district's population and reduce health inequalities. Sports England, through

¹ Department for Education (2025) Mansfield District Local Plan Review - Regulation 18 consultation *available here:* [Mansfield District Local Plan Review - Regulation 18 consultation - Details - Keyplan](#)

consultation, recommends the inclusion of specific reference to sports facilities alongside leisure and community facilities.

The SA supports this, recognising that sports facilities play an important role in improving physical and mental health and wellbeing.

Focusing on the policy framework, updates to Policy P1 (Achieving High Quality Design) largely reflect the new evidence base. For example, the supporting text has been updated to reference Building for a Healthy Life, which has superseded Building for Life 12, and Streets for Life. In addition, the Mansfield place making principles have been updated to include reference to the requirement for street trees, reflecting updates to the NPPF. Reference to the Design SPD has been replaced with the Mansfield Town Centre Design Code.

Section 2 of Policy P2 (Safe, Healthy and Attractive Development) has been updated to reference hot food takeaways for the purpose of clarity. More broadly, the supporting text has been updated to reflect the stronger emphasis that the NPPF places on health. In relation to this, Part 1 of Policy RT10 (Hot Food Takeaways) has been amended to extend the restriction to fast food outlets. This will now also apply to proposals within 400m of primary schools and other locations people and young people congregate. In addition, reference to the use of conditions to restrict permitted development rights that would allow a change of use has been removed from the supporting text. This is because hot food takeaways are now a Sui Generis use and changes of use cannot take place without planning permission. These policies will have positive implications for the health of residents, and by focusing on reducing hot food takeaway / fast food consumption amongst children, it performs particularly well.

In terms of sport and recreation, it is noted that Sport England suggest² inclusion of specific reference to sports facilities alongside leisure and community facilities within objective 7. This reflects the important role of sports facilities in improving health and wellbeing and providing opportunities for people to be active. Whilst no amendments have been made to policies specifically, the supporting text for Policy IN3 (Protection of Community Open Space and Outdoor Sports Provision) highlights that an Open Space Study and Playing Pitch Strategy are being produced. These will inform any changes that may be required to Appendix 9 and the policies map, such as showing any new green spaces that will be protected under this policy. Policy IN4 (New Community Open Space and Outdoor Sports Provision) has been updated to refer to the update to the Community Open Space Assessment and the fact that the Planning Obligations SPD has now been produced and adopted.

More broadly, Policy IN7 (Local Shops, Community and Cultural Facilities) has been updated to include the need for marketing to be at a reasonable price. Within the supporting text reference has been added to applicants being required to check the Community Asset Register.

² Sport England (2025) Mansfield District Local Plan Review - Regulation 18 consultation available here: [Mansfield District Local Plan Review - Regulation 18 consultation - Details - Keyplan](#)

In addition, Policy IN1 (Infrastructure Delivery) has been updated to evidence base studies that will be produced as part of the LPR. It also now refers to the council's SPDs and Nottinghamshire County Council's Developer Contributions Strategy. Finally, the supporting text for Policy IN5 (Allotments) has been updated to include context in respect of allotment occupation.

Overall, the updates made to the Plan are considered likely to lead to minor positive effects with regard to healthy communities. This is particularly with respect to the updates which focus on hot food takeaways / fast food, as tackling poor diets (and the associated rate of obesity) – particularly in children – is vital to improving physical (and mental) health.

Historic environment

Whilst a number of positive revisions have been made in relation to heritage assets, it is noted that Historic England suggests further minor updates to the Plan. Specifically, that the wording “and their settings” is added to SP9, and that the wording of Objective 4 is amended to “sustains and enhances the significance of...” to better reflect the wording of the NPPF. The SA supports these recommendations.

With a focus on the policy framework, the word 'irreplaceable' has been inserted into part 1 of Policy HE1 (Historic Environment) to make it clear that designated heritage assets are irreplaceable resources that should be conserved and enhanced. A statement has also been added to this part of the policy to set out the hierarchical approach to the consideration of harm and mitigation in development proposals. Both changes – which will contribute positively towards the preservation of the historic environment – were suggested by Historic England during Duty to Cooperate discussions.

The 'significance' of the heritage assets is now referred to in Part 3 of Policy HE1, again on the advice of Historic England. Reference to enhancing the heritage assets (as well as conserving them) has also been added in to reflect wording in Part 2. This is important given some heritage assets are currently in a poor condition, meaning development – where sensitively designed – has the potential to improve the condition of such assets.

The supporting text for Policy HE1 has been updated to set out that where harm is unavoidable, and this may lead to the loss of historic fabric / significance, this should be recorded and added to the Historic Environment Record.

In addition, trial trenching is now set out as a requirement in relation to archaeological sites, as well as the need for any assessment to be carried out by an appropriately qualified professional. Finally, text has been added which sets out that development proposals need to be in compliance with the relevant aspects of the Mansfield Town Centre Design Code.

Whilst only a minor amendment, it is noted that the title of Policy HE2 (Pleasley Vale Regeneration Area) has been updated to be more consistent with the policy in the adopted Bolsover Local Plan.

More broadly, the supporting text for Policy P8 (Shop Front Design and Signage) has been updated to reference other planning controls that may also be required, such as listed building consent and conservation area consent. This will ensure that shop front design and signage do not detract from the setting and significance of listed buildings and conservation areas.

Through Regulation 18 consultation Historic England set out recommendations for the council, notably to undertake the process of the 'Site Selection Methodology', as set out in Historic England Advice Note 3. They also recommend that detailed Heritage Impact Assessments (HIAs) are prepared for individual sites. Whilst Historic England recognise that the Plan refers to the 2018 HIA being updated, they note that there are no detailed heritage assessments informing the proposed spatial strategy. In addition, Historic England recommend that any 'Site Selection Topic Paper' should address historic environment considerations at the submission stage. The SA supports these recommendations.

Overall, the updates made to the Plan are considered likely to lead to significant positive effects with regard to the historic environment. This is because the policy framework now recognises that heritage assets are irreplaceable resources and sets out a hierarchical approach to the consideration of harm and mitigation in development proposals. It is considered that advice provided by Historic England at consultation will be appropriately considered, and recommendations adopted ahead of the next stage of plan making.

Housing

The vision has been updated to include reference to the three current strategic SUEs at Pleasley Hill Farm, Jubilee Way, and Berry Hill. In relation to this, Policies SUE1 (Pleasley Hill Farm) and SUE3 (Land at Berry Hill) have been updated to remove reference to uses classes. The masterplan for SUE1 is currently being negotiated and Part 5 of the policy has been changed to reflect this. Whilst the majority of the SUE1 has outline planning permission, there is a small area where there has been no progress. Meanwhile, Part 1b) of Policy SUE3 has been updated to reflect that planning permission has been granted for this element of the development.

The previous Part 2 of Policy SUE3 has been removed as the new local centre has now been granted planning permission, in accordance with Policy RT1, and the new Part 2 has been updated in recognition that the previous outline planning permission that included a masterplan has now lapsed.

The supporting text for both policies has been changed to reflect the progress that has been made with delivering these sites. Finally, Policy SUE2 (Land off Jubilee Way) has been updated to remove reference to a masterplan for the site being within an SPD.

In relation to the above, and with regard to the spatial strategy, Policy S2 has also been updated to reflect the situation with respect to the three SUEs. Specifically, the policy states that, subject to further testing, these allocations should be taken forward within the LPR as they will contribute towards meeting the increased housing requirement. Notably, Policy S1 (Presumption in Favour of Sustainable Development) has been updated to account for changes to the NPPF that places the emphasis on the delivery of housing when applying the presumption in favour of sustainable development. It is considered that boosting housing delivery, as set out in national planning policy, will assist affordability matters in terms of both supply and demand.

In addition to the above, the plan period has been updated to 2023-2043 under Policy S2. The housing requirement has also increased to 9,900 homes, reflecting the updated Local Housing Need, established by the revised Standard Method in accordance with the updated NPPF (2024). The spatial distribution of growth maintains a focus on Mansfield, with 8,910 homes to be delivered in the Mansfield urban area, whilst the remaining 990 will be delivered in Warsop Parish.

Policy S2 also sets out that the Council are consulting on other potential sites (in addition to the existing allocations made through Policy H1) that could help meet the housing the requirement. The consultation includes all sites that have been assessed as potential sites through the Housing and Economic Land Availability Assessment (HELAA) process and responses will help inform the final selection of allocations.

Policy S4 (Urban Regeneration) no longer references the former Mansfield Brewery site as this has now been developed. It has also been updated to incorporate reference to the Riverside and Portland Gateway sites that were previously identified in Policy S5 (which has now been removed). Whilst these sites are not allocated through the Plan, it is recognised that, if developed, they would have significant positive impacts on the district, and therefore the Plan supports their regeneration.

Policy H1 (Housing Allocations) has been updated to remove former allocations which have been completed before the new plan period commences (2023).

Sites which have planning permission have also been removed and moved to Policy H2 (Committed Housing Sites), which has been updated to remove completions prior to the commencement of the plan period (2023), as well as any sites which have lapsed. New commitments have also been added. Policy H1 has also been updated with regard to the new housing target, and a 5% buffer has been included on top of the housing target to provide flexibility over the plan period. The windfall allowance has also been updated.

Policy H3 (Housing Density and Mix) has been updated to reflect the new position in relation to evidence on housing need. Reference has also been added with regard to the need for housing mix information at outline stage rather than reserved matters. This will ensure that new development delivers a housing mix appropriate for the needs of the district. It is however recognised that flexibility within this policy has

been requested through consultation, with minor amendments to policy wording likely to suitably address concerns raised.

The definition of affordable housing in the supporting text of Policy H4 (Affordable Housing) has been replaced with a reference to that contained in Annex 2 of the NPPF. The policy also now sets out that the need for affordable housing will be identified in the Housing Needs of Particular Groups Study Update (which has been commissioned). The number of affordable homes which have been delivered since the beginning of the plan period (2023) has also been updated to 104. The supporting text on the Council's Housing Revenue Account (HRA) delivery plan has also been updated under Policy H4. Specifically, three sites for affordable homes delivery – Centenary Road, Bellamy Road Centre, and White Hart Area – have been identified. Only one of these is carried over from the previous plan (Bellamy Road Centre).

The definition of self and custom build under the supporting text of Policy H5 (Custom and Self-Build Homes) has been updated so that it is in line with PPG and the NPPF. In addition, the supporting text for Policy H6 (Specialist Housing) has been updated to include children's homes and added reference to safety. This is to ensure that such provision is located appropriately, taking account of children and those who are vulnerable. Moreover, the supporting text of Policy H7 (Houses in Multiple Occupation and Bedsit Accommodation) now sets out how mixed and balanced communities will be assessed.

Finally, Section 3 of Policy H8 (Accommodation for Gypsies, Travellers and Travelling Showpeople) now refers to existing showpeople's yards at Longster Lane and Ley Lane. These will be safeguarded, and in this respect the policy performs well. Reference is also made to the use of the HELAA to assess the need for sites for Gypsies and Travellers. In doing so, the Plan appropriately addresses the needs of Gypsies, Travellers and Travelling Showpeople.

Overall, the updates made to the Plan are considered likely to lead to significant positive effects for housing. This is because the updated housing requirement will meet the needs of the district, including the delivery of affordable housing and specialist housing. It is considered that any recommendations made will be considered and addressed through the next stage of plan making. There will also be a need to explore reasonable alternatives in respect of housing delivery, and these will be reflected as the plan progresses further.

Landscape

A new key issue and related opportunity has been added under the 'place' theme; this seeks to protect areas of local landscape value, including those which form gaps between settlements. This is important given non-designated landscapes still contribute significantly to local landscape character. In addition, the retention of gaps between settlements will prevent coalescence, which can significantly alter the character and identity of towns and villages.

With regard to the policy framework, little has changed which would lead to any direct or indirect impacts on landscape. Minor policy changes seek to deliver positive effects and generally include providing further clarity and/or reinforcing with higher level policy or guidance. For example, Policy S3 (Development in the Countryside) has been updated to clarify that if development were to take place in the countryside, the requirement for “exceptional design” now must be in accordance with the NPPF. These issues will be explored when considering reasonable alternatives to the distribution of housing growth in the next stages of plan-making.

In light of the above, broadly neutral effects are anticipated with regard to this SEA topic.

Soil and land

A new key issue and related opportunity has been added under the ‘place’ theme; this seeks to protect high quality (grades 2 and 3a) agricultural land. As such, the Plan recognises the importance of conservation ‘best and most versatile’ (BMV) land, especially when there are alternate, available sites for development which are underlain by poorer quality agricultural land.

With regard to the policy framework, little has changed which would lead to any direct or indirect impacts on soil and land. The only notable amendment concerns Policy NE4 and is related to the evidence base; the policy now refers to the adopted Nottinghamshire Minerals Local Plan 2021.

Overall, given the updates made to the Plan largely relate to other SA topics, it is considered likely to lead to broadly neutral effects on soil and land. There will be a need to explore the impact of any further site allocations that are made in support of the spatial strategy (in light of reasonable alternatives).

Transport and accessibility

One of the existing opportunities under the ‘air quality’ theme has been amended to set out that development should be guided towards the most accessible locations in Mansfield, and active travel infrastructure improvements should be encouraged where possible. Not only will this improve accessibility, but it will also likely reduce traffic and congestion across the district by minimising the need for residents to use the private vehicle; rather, the Plan seeks to encourage the use of active travel modes.

With regard to the policy framework, Policy IN8 (Protecting and Improving the Sustainable Transport Network) now sets out that Active Travel England are a statutory consultee where a scheme meets the threshold. This is in addition to the need for applicants to consider the guidance published by Active Travel England when developing schemes. The county council's Bus Service Improvement Plan (BSIP) and the D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) are also referenced.

With regard to Policy IN10 (Car and Cycle Parking), the words 'where practical' have been removed as EV charging points are now a requirement of the Building Regulations. The supporting text has been updated to include reference to the county council's Highway Design Guide which will be used to consider the suitability of the level of parking provided as part of a development. As such, reference to the district council producing a car parking SPD has been removed as this is no longer required.

Focusing on accessibility, the supporting text for Policy P8 (Shop Front Design and Signage) has been updated to clarify that when considering physical access to buildings, applicants need to ensure that they do not discriminate against people with protected characteristics under the Equalities Act. In addition, reference to the town centre mobility scheme has been removed from the supporting text for Policy RT5 (Accessing Mansfield Town Centre), as this is no longer in operation. Instead, the access strategy is now referenced.

Policy RT2, which sets out the vision and strategy for Mansfield Town Centre, has been updated to include reference to pedestrian priority and flow of traffic, which strengthens this part of the policy. It also seeks to implement the Mansfield Town Centre Masterplan, and the supporting text has been updated to set out the key principles of the masterplan. Reference is also made to the potential for a new Traffic Regulation Order (TRO) for Mansfield town centre. This will likely have positive implications for traffic and congestion in Mansfield.

More broadly, the supporting text for Policy E1 (Enabling Economic Development) has been updated to include information about commuter flow patterns based on the 2021 census. This is important given commuter flow patterns have shifted significantly since the onset of the Covid-19 pandemic.

This is a result of more people working from home, either permanently (i.e. in remote positions) or for part of the week (i.e. in hybrid positions). In addition, the supporting text of Policy H7 (Houses in Multiple Occupation and Bedsit Accommodation) has been expanded to highlight the need for proposals to incorporate sufficient space for cycle parking, which will encourage active travel.

Overall, the updates made to the Plan are considered likely to lead to significant positive effects with regard to transport and accessibility. This is because accessibility and active travel infrastructure improvements are now embedded into the key opportunities, which form the overarching direction for the Plan. With regard to the policy framework, the vision and strategy for Mansfield Town Centre now references pedestrian priority, helping place active travel at the top of the transport hierarchy established through the Plan. A key consideration moving forward will be to understand the implications of any new site allocations individually and cumulatively upon transport networks.

Water quality

With regard to the vision, specific measures to minimise impacts and improve resilience to climate change – with regard to the design of new development – are now referenced. This includes sustainable drainage and measures implemented as part of Severn Trent Water’s Green Recovery Scheme. This will ultimately lead to positive impacts for water quality.

A new key issue and related opportunity has been added under the ‘flood risk and water management’ theme. This recognises that the district is under significant water resource pressure, with varying ecological status’ across waterbodies, and therefore water quality should be maintained in the Mansfield area. In doing so, water quality is clearly identified as a priority for the Plan.

With regard to the policy framework, Table 4.5 (which sets of sustainability measures and the design of new developments) of Policy P5 (Climate Change and New Development) has been updated to include a row on water consumption. This encourages a 110 litre per day water requirement for new residential development. In doing so, the plan supports water efficiency. In addition, Policy CC4 (River and Waterbody Corridors) – which has only had minor amendments – now confirms that the SFRA needs updating.

Overall, the updates made to the Plan are considered likely to lead to minor positive effects with regard to water quality. This is because it embeds water quality throughout the vision and key issues and opportunities, ensuring that it forms an integral part of the Plan. The policy framework also seeks to improve water efficiency throughout the district by reducing water consumption.

Appendix B: Site assessment criteria

Air quality	Covered by accessibility criteria.	n/a	n/a	n/a	N/A	N/A
Biodiversity	Covered by Council ecological assessments	n/a	n/a	n/a	n/a	n/a
Climate change adaptation	Flood risk - determined through SFRA	n/a	n/a	n/a	n/a	n/a
Climate change mitigation	<i>Determined through other criteria</i>	n/a	n/a	n/a	N/A	N/A
Economy	Access to existing employment area	Within 400m of an existing employment area	Within 800m of an existing employment area	Beyond 800m of existing employment area		
Economy	Education	The site is capable of providing a new educational facility (More than 500 dwellings).	The site would contribute towards educational provision (11-499 dwellings)	Site is unlikely to have a significant effect upon education (less than 11 dwellings)	The development results in the loss of a vacant educational facility or site	The development of the site results in the loss of an educational facility which is currently in use
Healthy communities	Index of Multiple Deprivation overlap	Within top 10%	Within top 20%	No parts of site within top 20%		
Healthy communities	Proximity to community facilities • Community centre • Community open space • Place of worship • Sports facility	The site is within walking distance (800m) of a wide range (3 or more) of community facilities	The site is within walking distance (800m) of at least one community facility	Development (non-residential) of land that has no existing community facility use.	The site is not within walking distance (800m) of any community facilities Development results in the loss of land formerly used as community facility.	Development of the site results in the loss of community facilities that are currently in use

Healthy communities	Access to greenspace Local green space layer •Distance to nearest trail	Development of the site is within walking distance (800m) of Local Green Space AND within walking distance (800m) of walking and cycling trail(s)	The site is within walking distance (800m) of Local Green Space OR walking distance (800m) of walking and cycling trail(s)	The site has poor access to Local Green Space and trails (over 800m for both), but is likely to contribute to improvements on or offsite (development of 11 or more)	The site has poor access to Local Green Space and trails (over 800m for both), and is not likely to contribute to improvements on or offsite (development 10 or less dwellings)	Development of the site results in the loss of Local Green Space or Trails (including in part).
Healthy communities	Proximity to health facilities [WALKING DISTANCE]	The site is within 400m walking distance of a doctor's surgery	The site is within 800m walking distance of a doctor's surgery	Site is within 800-1300m walking distance of a doctors surgery	The site is not within 1300m walking distance of a doctor's surgery	Loss of facilities
Historic environment	Covered by Council Heritage Impact Assessments	n/a	n/a	n/a	n/a	n/a
Housing	Previous assessment scored based on size, but this is prior to there being a greater focus on providing a mix of sites of different sizes.	n/a	n/a	n/a	n/a	N/A
Landscape	Covered by the Councils Landscape Sensitivity Assessment; Landscape Character Assessment	n/a	n/a	n/a	n/a	n/a

Soil and land	Loss of soil and agricultural land	Site does not contain any agricultural land	Site could involve the loss of less than 20ha agricultural land classified as grade 3 Site could involve the loss of less than 10ha of agricultural land classified as Grade 2	Site could involve the loss of 10ha or more of agricultural land classified as Grade 2. Site could involve the loss of 20ha or more of agricultural land classified as Grade 3.		
Transport and accessibility	Distance to primary school [WALKING DISTANCE]	Within 400m walking distance of a primary school	Within 800m walking distance of a primary school	Within 1300m walking distance of a primary school	More than 1.3km walking distance to primary school	More than 2.5km walking distance
Transport and accessibility	Distance to secondary school [WALKING DISTANCE]	Within 800m walking distance of a secondary school	Within 1200m walking distance of a secondary school	Within 2km walking distance of a secondary school	More than 2km walking distance	More than 3km walking distance
Water resources	Overlap with water protection zones	Site not within Ground Water Protection Zones 1 or 2.	Site within Ground Water Protection Zones 1 or 2.	Sites with potential contamination issues AND located within Ground Water Protection Zones 1 or 2		