Mansfield District Council

Mansfield District Local Plan Review – Regulation 18 Consultation Statement

September 2026

Blank page

Contents

1. Introduction 3
2. How was the consultation undertaken? 4
3. Summary of responses to the Regulation 18 consultation 8

Appendix 1 – Local Plan consultation marketing materials and campaign 467
Appendix 2 – Pictures of consultation 471
Appendix 3 – Communication to stakeholders 473
Appendix 4 – Social media posts 475

1. Introduction

Purpose of this statement

It is important that the council engages with the community throughout the preparation of policy documents. In doing so the council follows its adopted Statement of Community Involvement (SCI) and when consulting on the Local Plan and supplementary planning documents (SPDs), the Regulations governing the development plan process. This statement sets out how Mansfield District Council has involved communities and stakeholders in preparation of Mansfield District Council Local Plan Review in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012)[1].

Mansfeld Local Plan Review – Regulation 18

In this case, we were consulting on the Regulation 18 Local Plan Review document and associated materials that forms part of the Mansfield District Local Plan Review. The consultation period lasted seven weeks, between 30 May and 17 July 2025 and the consultation sought the views of the community and other interested stakeholders to shape the plan, including what areas of Mansfield and Warsop should be designated for new development and draft changes to the Local Plan document, as well as their opinions on a number of options.

This statement explains how we consulted and how the views of consultees have influenced the next stages of plan-making. This statement also specifically contains the summaries to the policy questions asked in the consultation.

[1] The Town and Country Planning (Local Planning) (England) Regulations 2012

2. How was the consultation undertaken?

A number of consultation methods were used to invite the views and comments from people and organisations across the district. Below sets out the details of the methods used for engagement on the local plan review consultation.

Who was consulted?

We sent a notification, either electronically or by post to a total of 1,722 individuals and organisations registered on the local plan database. This includes the specific and general consultation bodies that are set out in the current planning regulations previously referred to.

We also notified members of the Mansfield Developers forum, by sending an email notification to around 153 individuals. Members of the public were also consulted through the local plan database and using social media, press release, posters at libraries and several drop-in events across the district.

Pre-consultation engagement

Before the Local Plan Review Regulation 18 consultation, the Council consulted on the Issues and Opportunities report between 25 August 2023 – 20 October 2023, which was the first step in the local plan review process. The consultation statement for this previous consultation can be found at LP Issues and Opportunities Consultation Statement. This previous consultation on the issues and opportunities helped to shape the document and materials which were produced for this Local Plan Review consultation.

Statutory requirements

There is a statutory requirement to consult on development plan documents (DPDs) such as the Local Plan. The consultation period ran for seven weeks between 30 May and 17 July 2025. The consultation period was extended close to the original end date, due to a technical error which meant consultees were unable to comment over one weekend during the consultation period.

Consultation was undertaken with the specific and general consultation bodies recorded in the local plan database. All organisations were sent a notification either electronically or by post, including details about the consultation together with a link to the relevant webpage (https://mansfield-consult.objective.co.uk/kse/) where access to the report, a summary and an online questionnaire was made available. This letter was also emailed/posted to all members of the public on the database and can be viewed in appendix 3.

Statement of Community Involvement (SCI)

The council made sure that the consultation ran in accordance with the Statement of Community Involvement (SCI)[2], which was council policy at the time. Further details of how the consultation was run is as follows.

Consultation documents

Hard copies of the documentation and associated materials including the summary, posters, maps and questionnaire were made available to view at the following venues:

- **Mansfield District Council** – Civic Centre, Chesterfield Road South
- **Clipstone Village Library** – First Avenue, Clipstone
- **Forest Town Library** - Clipstone Road West, Forest Town
- **Ladybrook Library** - Ladybrook Place, Ladybrook Lane
- **Mansfield Library** - West Gate, Mansfield
- **Mansfield Woodhouse Library** - Church Street, Mansfield Woodhouse
- **Rainworth Library** – Rainworth Village Hall, Kirklington Road
- **Market Warsop Library** - High Street, Warsop
- **Warsop Town Hall** – Church Street. Warsop

Letters and emails

As stated previously, notifications were sent either electronically or by post explaining the purpose of the consultation and how to comment, including a link to the website to 1,722 individuals and organisations registered on the local plan database. A copy of the email and letter can be found in appendix 3.

Website and consultation portal

A PDF copy of the documents, maps and consultation related materials were available to view and download from the council's website and consultation portal. The consultation portal offered an interactive version of the document where respondents could comment on the questions asked.

[2] Final Statement of Community Involvement (SCI) - January 2022

Social media

The council's marketing team utilised social media channels to notify users and followers to provide information and to raise awareness of the on-going consultation, including promoting the link to the online consultation portal. The council used social media channels such as Facebook (28,146 followers), X (6,800 followers), LinkedIn (4,693 followers) and Instagram (1,232 followers). Examples of the posts which were distributed as part of the social media campaign can be found in appendix 4.

Only statistics for the Facebook posts were available, in total there were 21 posts with a total of 286 interactions including reactions, shares, comments and saves. There was an average of 13.6 reactions and 11.3 comments per post. Additionally, on average each post reached 5,026 people.

Press release

A press release was issued by the council and featured in the Mansfield Chad newspaper (both the printed and online version) which can be found in appendix 2. This provided details of the consultation period, where copies of the documents could be found and where to comment. Details of the drop-in events were also included in this press release.

Drop-in events

Four drop-in events at different locations across the district were also held, staffed by officers from the Planning Policy team with support from officers in Development Management. Mansfield District Councillors also attended these events. Locations of the events were selected to ensure the whole district was included.

The purpose of these events was to explain the role of the Local Plan, the stage of the consultation and the process Mansfield District Council are required to follow in order to adopt an up-to-date local plan.

The events took place at the following locations:

- **Warsop Health Hub** - Wednesday 4 June 15:00 - 19:00
- **Mansfield Woodhouse Turner Hall** - Wednesday 11 June 15:00 - 19:00
- **Mansfield Town Centre Four Seasons Shopping Centre** - Saturday 14 June 10:00 - 13:00
- **Mansfield Town Centre Four Seasons Shopping Centre** - Wednesday 18 June 12:00 - 15:00

In total, approximately 140 people attended the drop-in events.

Mansfield Developer's Forum

A developer forum was held on 13 June 2025 during the consultation period, where approximately 35 attendees were informed about the ongoing consultation and wider Local Plan Review. Attendees were encouraged to sign up to the consultation portal to be able to comment and to receive future updates. Approximately 153 individuals were contacted at the start of the consultation period from the developer forum contact list.

Any other business

Council officers raised awareness of the consultation when appropriate at other meetings they have attended.

3. Summary of responses to the Regulation 18 consultation

In total the council received 1,071 comments from statutory and general consultees, individuals, businesses and organisations across the Mansfield district[3].

Use of Artificial Intelligence (AI)

The council is required by the Town and Country Planning Regulations (2012) to produce a summary of the main issues arising from the public consultation. To make efficient use of resources, a closed AI system was used to produce a summary of the representations received for each question and sites consulted on. The use of this software has been used responsibly, lawfully and its use complies with data protection and copyright legislation. The output was then checked by officers to ensure the accuracy of the summaries.

[3] To aid the assessment and processing of the representation received, all those received by email or letter were subsequently transferred to the online consultation portal.

Question 1 – Vision, issues, strategic priorities and objectives

Total comments: 33

Total respondents: 32

Summary

Respondents noted that locating new development close to existing bus, rail and continuous pedestrian and cycling routes could reduce car reliance and traffic risks to vulnerable users. They highlighted missing footpaths, narrow roads and limited late-night public transport. Concerns about housing delivery realism centrered on blank housing trajectories, undeliverable sites and uncertain capacity for health and education services. Protection of green infrastructure and biodiversity net gain was urged to preserve ecological corridors, mental health benefits and high-quality habitats. Insufficient social infrastructure for healthcare, schools and recreation was seen as a risk to community quality of life and reliance on s106 contributions was questioned. Respondents called for strategic employment land screening to avoid wildlife sites, stronger climate change mitigation, clearer definitions of natural and heritage assets, and measures on school traffic management, plan delivery periods and inclusive consultations.

Comments from respondents include ['Notts CPRE', '1384603', 'Richborough', '1340739', 'Peveril Securities', '1384494', '1384477', 'Home Builders Federation Ltd', 'Natural England', 'Avant Homes', '1384445', 'Nottinghamshire County Council', 'The Lindhurst Group', 'Bellway Homes', 'Historic England', '197', 'Clipstone Parish Council', '161', 'Hallam Land', 'Hallam Land and Harworth Group', 'Eshton Group', 'Woodall Homes', 'Aldergate Properties Ltd', 'Nottinghamshire Wildlife Trust', '80', '79', '78', 'Sport England', '1383891', '56', '1219454'].

Key themes drawn from responses to Question 1:

Sustainable location and transport (10 respondents, 32%)

Respondents highlight that locating new development in areas with existing bus and rail networks and capable pedestrian and cycling routes could minimise traffic growth and reduce reliance on cars. A significant increase in traffic would risk vulnerable elderly residents and families losing the ability to feel safe leaving home. The absence of continuous, fully accessible footpaths between Kings Clipstone, Sherwood Pines and Clipstone and the narrowness of existing paths may render journeys impossible for wheelchair users and pushchair users. Road widths in Kings Clipstone, hazardous pinch points at Clipstone pedestrian refuges and the lack of adjacent cycle paths contribute to unsafe conditions for cyclists. No viable public transport options operate between Nottingham and Clipstone via Mansfield after 21:30, undermining connectivity and recreational and leisure access. Mansfield DC should work closely with the East Midlands mayor on transport demand management and public transport

improvements. Land north of Old Mill Lane is described as having a strong functional relationship with the built settlement, local services and public transport and may warrant infill allocation. Combining reduced parking provision with substantial improvements to public transport and safe walking and cycling infrastructure could achieve travel demand reduction. Plans that fail to channel development towards the most accessible locations and to embed a clear traffic management strategy with road improvements, footpath widening and pedestrian safety measures may exacerbate congestion, air quality issues and carbon emissions. Support is given to directing most housing to existing sustainable areas, including the Mansfield urban area, and to reviewing settlement boundaries where appropriate.

Comments from respondents include ['197', '78', '161', 'Clipstone Parish Council', 'Notts CPRE', 'Natural England', 'Nottinghamshire County Council', 'Bellway Homes', 'Woodall Homes', 'Richborough'].

Housing delivery realism (8 respondents, 26%)

Respondents highlight concerns about housing delivery realism within Vision, issues, strategic priorities and objectives. It is very unlikely that all housing on the three sustainable urban extension allocations will be completed within the plan period. The housing trajectory in appendix 4 is blank in the consultation document, making it unclear whether the three SUEs can be delivered before 2043. Medical and dental services may be unable to meet demand arising from new builds. Page 71 states the Ley Lane site is no longer deliverable for housing, contradicting previous advice that it was reserved for that purpose. Required facilities may not be being delivered despite appearing in the plans. The Vision may need to look at least 30 years ahead to reflect delivery timescales in accordance with paragraph 22 of the NPPF. The standard method calculation may represent only a minimum starting point and factors such as site choice, flexibility, viability and the need to secure affordable housing could justify a higher housing requirement. Updates to policy S1 could be supported for committing to the presumption in favour of sustainable development when a five-year supply of deliverable housing sites cannot be demonstrated. Delivery of neighbouring sites in Ashfield district could support neighbourhoods and associated infrastructure and contribute to meeting objective 5. The context of a second phase of Ashland Farm (reference H1SAA), now benefitting from a resolution to grant permission on 11 June 2025, should be carefully considered.

Comments from respondents include ['Avant Homes', 'Hallam Land', '161', '1219454', 'Home Builders Federation Ltd', 'Hallam Land and Harworth Group', '1384494', 'Richborough'].

Green infrastructure protection (9 respondents, 33%)

Respondents emphasised the importance of protecting green infrastructure with respect to Question 1 Vision, issues, strategic priorities and objectives. Mansfield District is described as part of ecological corridors linking Sherwood Forest, the Maun Valley and the lowlands, and destroying greenfield land may contradict a nature recovery network vision when brownfield and urban infill alternatives remain underused. Strategic Priority 12 for managing development impacts on the green

infrastructure network is welcomed. Loss of green space could negatively impact mental health by reducing benefits such as lower depression, anxiety and stress, faster recovery from illness and shorter hospital stays, while green social prescribing initiatives underlined its role in loneliness interventions. Housing proposals may fail to account fully for sustainability factors or integrate green infrastructure linkages, and development on Manor Park may erode village character and community identity by removing protected open space. Converting agricultural land, hedgerows and community-used spaces into housing may undermine biodiversity, habitat integrity and high-quality agricultural land. Green spaces are regarded as critical ecological and social infrastructure that support active lifestyles, curb obesity, improve air quality, serve ageing populations and combat high rates of inactivity and excess weight. Access to open spaces is identified as a priority for health equity under the local plan objectives and may be compromised by current proposals. Proposals may therefore fail to protect or create a well-designed, integrated green infrastructure network delivering economic, social and environmental benefits unless decisions explicitly prioritise emissions reduction and preservation of existing green spaces.

Comments from respondents include [‘197’, ‘78’, ‘80’, ‘1384477’, ‘Natural England’, ‘1384494’, ‘1384445’, ‘79’, Missing62].

Social infrastructure provision (8 respondents, 26%)

Respondents warn that current and planned developments may fail to secure adequate social infrastructure essential for sustainable growth. Insufficient recreational provision may diminish quality of life for families, undermine village character by reducing green space for dog walking, sports and children’s play and contribute to antisocial behaviour among young people. Difficulty accessing timely GP and dental appointments, particularly at Sherwood Medical Partnership on Crown Farm Way, may worsen if housing growth proceeds without strategic investment in primary healthcare, with similar concerns arising in Mansfield and Warsop Parish after recent development. Local schools operating at capacity would require proportional educational infrastructure to accommodate additional pupils, while Meden Vale may lack any community building, public meeting place or social venue. Reliance on s106 contributions may prove flawed because legislative constraints often limit agreements and exclude day-to-day service funding, leaving existing communities exposed, and previous promises on traffic, schools and medical services following Stonebridge Fields remain unfulfilled. Proposals to add nearly ten thousand homes across the district may overburden health, policing and other services, threaten green space and alter the district’s character. By contrast, Strategic Priority SP8’s focus on providing social infrastructure to support planned growth and development is welcomed.

Comments from respondents include [‘197’, ‘161’, ‘80’, ‘Clipstone Parish Council’, ‘Sport England’, ‘1384603’, ‘1384494’, ‘1383891’].

Employment land allocation (6 respondents, 19%)

Respondents emphasised that screening potential areas for housing and employment allocation lacks adequate measures to avoid designated wildlife sites and ensure no

net loss of biodiversity and proposed that the HELAA should be maintained as a live document that integrates the local nature recovery strategy under the Environment Act 2021. Objective 2 should be developed to acknowledge variation in employment provision across the district, including B8 large-scale strategic distribution uses. Further emphasis may be needed on B8 provision and larger logistics and distribution development within the overall vision. Housing growth could support regeneration and the delivery of employment land opportunities, growth and job creation. A strategic approach to site screening may serve as a mechanism to avoid allocating designated wildlife sites for housing and ensure no net loss of biodiversity in the district. Objective 2 may be appropriate to secure a diverse range of employment sites that reflect a changing economy and are accessible to residential areas. Consultation may need to be postponed until studies and missing information such as employment land needs, retail floor space needs and proposed allocations are provided. Maintaining an up-to-date local plan could ensure sufficient land for homes, jobs and necessary supporting infrastructure. Meeting employment land needs for economic growth and providing jobs linked to housing targets should remain a strategic priority. Further distinctions between employment use classes may be necessary to ensure all needs are met, including B8 uses for larger strategic sites. The vision's emphasis on delivering a broad range of employment sites and supporting infrastructure could enable local businesses to grow. Economic growth could be promoted through the plan review by attracting investment, allocating new employment sites, protecting existing areas and providing new opportunities for local businesses. Constraining housing numbers may have a negative impact on regeneration, employment land delivery, growth and job creation and should be avoided.

Comments from respondents include ['197', 'Eshton Group', 'Aldergate Properties Ltd', 'Woodall Homes', 'Richborough', 'Nottinghamshire Wildlife Trust'].

Climate change mitigation and adaptation (5 respondents, 16%)

Respondents emphasise the need for every decision to focus on emissions reduction and green space protection to ensure relevance and adequacy for local communities. Failure to tackle climate change and biodiversity loss threatens effective governance at a time of urgent environmental challenge. Development of over 2,000 homes on Mansfield Woodhouse's green and agricultural land would destroy pressured habitats, worsen air quality and flood risk, displace species without relocation sites, undermine nature recovery ambitions and conflict with national biodiversity and carbon targets. Building on land capable of food production is seen as a backward step given extreme weather impacts on supply chains and national reliance on imports. Proposed sites are not located in the most sustainable locations, risking increased car travel, congestion, poorer air quality and higher transport emissions. Inclusion of climate change in strategic priority 7 and related policies is welcomed alongside additional climate-focused opportunities, but separation of mitigation and adaptation objectives and explicit reference to nature-based solutions such as habitat carbon storage, tree planting and natural flood management would improve clarity. Emerging drought threats and the loss of ecosystem services from agricultural land, including water regulation, soil biodiversity and air quality improvement, underscore the need for

protection. Developments bordering the River Maun and Spa Ponds lack measures to mitigate flood risk, ensure sustainable drainage and safeguard water quality.

Comments from respondents include ['197', '1384477', 'Natural England', '1384494', '1384445'].

Biodiversity net gain implementation (4 respondents, 13%)

Respondents express concern that current implementation of biodiversity net gain lacks sufficient safeguards and oversight. Screening of potential housing and employment areas may fail to avoid designated wildlife sites and to secure no net loss of biodiversity, and HELAA could be maintained as a live document integrating emerging local nature recovery strategies as established by the Environment Act 2021. New development may need to be halted until conditions aimed at delivering environmental net gain are met, given evidence that recent projects have not achieved those conditions. Strengthening of spatial objective 13 is proposed to ensure all new development produces a positive benefit for biodiversity and reflects and enhances the character and appearance of the local natural environment through design, materials, layout and landscaping. Biodiversity net gain under the Environment Act 2021 is criticised as too weak for allowing offsite offsets, creation of poorer-quality artificial habitats and neglect of species richness and habitat connectivity, thereby failing to compensate for irreplaceable habitat loss.

Comments from respondents include ['197', '1384477', '1384445', 'Nottinghamshire Wildlife Trust'].

Natural and heritage assets clarity (2 respondents, 6%)

Respondents emphasise the need for clearer definitions of natural and heritage assets to keep the Vision concise and aspirational. Including definitions in the glossary may allow the Vision to remain concise and aspirational. Consideration could be given to European and nationally designated sites, soils, ancient woodland, ancient and veteran trees, irreplaceable habitat, priority habitat, species and the ecological networks that link them. The wording "and their settings" could be added to SP9. Further clarity may be required on what natural assets are.

Comments from respondents include ['Historic England', 'Natural England'].

Other (30 respondents, 97%)

Respondents identify school-related traffic and parking problems with idling engines and obstructive parking impairing safety, generating noise and pollution and disrupting shift workers, home-workers and residents seeking quiet time, and propose no-idling trials, pollution sensors, demand management measures rather than additional parking and spatial planning for academy sites. School traffic management could include sensors outside schools to monitor pollution during term time, with findings published and actions taken as a procedural model for schools going forward. Objective 7's emphasis on access to green space receives support alongside calls to safeguard community spaces such as manor park and to integrate green infrastructure, natural capital and ecosystem services into the vision. Extending the local plan period to ensure a 15-year delivery timeframe is suggested, along with

extending and better communicating consultations via radio, local media, community outreach and accessible digital platforms to include elderly and digitally excluded groups. The vision could reference national and regional policy ambitions by setting housing and economic growth targets that exceed minima to support workforce needs, while safeguarding high-quality agricultural and greenfield land that provides habitat. Infrastructure objectives are advised to address healthcare modernisation, transport improvements, parking alleviation at academy schools and cumulative road impacts to support multimodal connectivity and community well-being. Strategic priorities on environmental quality, biodiversity decline, water management and heritage asset protection are welcomed with recommendations to strengthen references to ecosystem resilience, SSSIs, SACs and the wider nature recovery network to deliver healthy, safe and attractive neighbourhoods.

Comments from respondents include [‘161’, ‘Eshton Group’, ‘80’, ‘1384477’, ‘Notts CPRE’, ‘Nottinghamshire County Council’, ‘Peveril Securities’, ‘Avant Homes’, ‘78’, ‘Sport England’, ‘The Lindhurst Group’, ‘1340739’, ‘1384494’, ‘Aldergate Properties Ltd’, ‘Woodall Homes’, ‘79’, ‘Richborough’, ‘197’, ‘Clipstone Parish Council’, ‘Historic England’, ‘Natural England’, ‘1384445’, ‘Nottinghamshire Wildlife Trust’, ‘Hallam Land’, ‘1219454’, ‘Home Builders Federation Ltd’, ‘Bellway Homes’, ‘1383891’, ‘Hallam Land and Harworth Group’, ‘56’].

Mansfield District Council’s Response to Question 1 – Vision, issues, strategic priorities and objectives.

The council has considered the comments on the Vision, strategic priorities and objectives alongside the updated evidence base, Sustainability Appraisal and the preparation of the Regulation 19 plan. There was broad support for the overall direction of the Vision, including the emphasis on sustainable growth, Mansfield as the main focus for development, environmental quality, biodiversity, green infrastructure, health and well-being. The comments seeking stronger links between housing and employment growth, infrastructure delivery and the protection and enhancement of the natural and historic environment have also been considered. The council has not considered it necessary to fundamentally rewrite the Vision or objectives. Much of the existing framework remains appropriate and continues to provide a sound strategic basis for the plan. However, Strategic Priority 3 has been amended to make clearer the relationship between employment provision and the district’s housing growth target. This responds directly to comments seeking closer alignment between employment and housing growth. The employment evidence base has also been updated through the Mansfield Employment Needs Study Update (2025), and the findings have informed the employment policies and spatial strategy. The council has also updated its approach to infrastructure through the Infrastructure Delivery Plan and has continued to work with relevant infrastructure providers and neighbouring authorities. The plan period of 2023–2043 has been retained. The council considers this provides the required forward planning period and, based on the anticipated adoption timetable, provides more than 15 years of development beyond adoption. The council has not adopted suggestions to set housing or employment targets above the evidenced requirements simply to create additional growth, as the figures need to

be justified by the evidence base and balanced against infrastructure, environmental and deliverability considerations. Comments regarding biodiversity, ecosystem resilience, designated sites, green infrastructure, heritage and climate change have been considered through the relevant policies, updated evidence and the Sustainability Appraisal. The Vision and objectives therefore need to be read alongside the detailed policies which provide the appropriate level of protection and implementation. The comments on consultation accessibility and wider community engagement are noted. The Regulation 18 consultation was undertaken in accordance with the council's Statement of Community Involvement and the council will continue to seek inclusive opportunities for engagement as the plan progresses.

Question 2 – Policy S2: The spatial strategy

Total comments: 36

Total respondents: 35

Summary

Respondents noted ambiguity in Policy S2's Mansfield urban area boundary and urged explicit listing of Mansfield, Mansfield Woodhouse, Rainworth, Pleasley and Clipstone, with protections for rural character and green spaces. Risks to housing delivery from reliance on large strategic extensions prompted calls for a diversified mix of smaller, medium and brownfield sites, clearer NPPF deliverability criteria and coordinated infrastructure phasing. Priority for brownfield regeneration and town-centre sites was balanced against limited greenfield infill where brownfield viability is constrained, alongside safeguarding critical habitats and farmland. Shortfalls in schools, healthcare and highways capacity led to recommendations that infrastructure delivery be tied to housing growth. Housing targets were viewed as a minimum, with a suggested buffer of 10–20% and review of Warsop's apportionment, while clarity on an estimated 180 ha of employment land, town-centre retail expansion in Market Warsop, an extended plan period of 30 years and inclusion of deliverable sites such as Old Mill Lane were also emphasised, together with heritage, biodiversity and cross-border growth considerations.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', '1224663', 'Richborough', 'Gleeson Homes', 'Peveril Securities', '1384525', '202', 'Home Builders Federation Ltd', '1384471', 'Natural England', 'Avant Homes', '1384396', '1384389', 'The Lindhurst Group', 'Bellway Homes', 'Persimmon Homes', 'Gladman Developments', 'Historic England', 'NorthCountry Homes', '197', '161', 'Hallam Land', 'Hallam Land and Harworth Group', 'Eshton Group', '131', 'Woodall Homes', 'Obsidian Strategic', 'Free Schools Capital Education and Skills Funding Agency Department for Education', '91', '1383891', '56', '24', '1225053', Missing62].

Key themes drawn from responses to Question 2:

Settlement classification (16 respondents, 47%)

Respondents expressed concern that Policy S2's definition of the Mansfield urban area may cause confusion and unintended consequences when determining planning applications. Explicit listing of Mansfield, Mansfield Woodhouse, Rainworth, Pleasley and Clipstone within the Mansfield urban area could avoid such confusion. Clipstone's tranquil character could be compromised if classified as urban. Forest Town, Mansfield Woodhouse and Clipstone could require the same scale limitations as Rainworth to protect their identities and green spaces. Inclusion of some rural parts within the Mansfield urban area boundary may not align with the intended settlement hierarchy. Retention of the countryside designation is supported for recognising intrinsic character and wider benefits, although its boundaries may need reassessment to accommodate necessary development. Concentration of growth within the Mansfield urban area could be appropriate given its demonstrable sustainability. Market Warsop could warrant a distinct allocation under Policy S2.2 as a highly sustainable second settlement with sufficient facilities and connectivity, separate from Warsop Parish Villages. Growth limits applied to Warsop and Rainworth may require equal protections for Forest Town, Mansfield Woodhouse and Clipstone. Directing a higher share of development to Market Warsop could reflect its regeneration needs, although it could pressure local infrastructure. Concentrating growth in Mansfield and Market Warsop could align with national planning policy while protecting the district's countryside and green infrastructure.

Comments from respondents include ['Hallam Land', 'The Lindhurst Group', 'Obsidian Strategic', 'Notts CPRE', '1384389', '197', '1384396', 'NorthCountry Homes', 'Gladman Developments', '1384471', '1384525', '1383891', 'Hallam Land and Harworth Group', 'Home Builders Federation Ltd', '91', 'Nottinghamshire County Council'].

Site delivery risk and phasing (14 respondents, 41%)

Respondents highlight that Policy S2's reliance on large-scale strategic urban extensions may risk housing delivery because of infrastructure requirements, complex enabling works, lengthy lead-in times and market absorption constraints. Reliance on adopted allocations without planning permission may require closer scrutiny and application of the NPPF deliverable site definitions could help determine which sites are likely to achieve completions within five years. Allocation of smaller and medium-sized sites, including greenfield sites with fewer environmental constraints, may support earlier build-out rates and provide alternatives to strategic extensions. A diversified portfolio of deliverable sites across the district could mitigate phasing risks by offering greater choice and an increased buffer to accommodate delays. A clear housing delivery trajectory and realistic evidence on large site build-out rates may strengthen confidence in meeting targets. Coordination of infrastructure improvements, such as road junction upgrades, with the housing phasing could avoid piecemeal pressure on services.

Comments from respondents include [‘Avant Homes’, ‘Hallam Land’, ‘Obsidian Strategic’, ‘Persimmon Homes’, ‘56’, ‘Gladman Developments’, ‘Bellway Homes’, ‘Gleeson Homes’, ‘1384471’, ‘Home Builders Federation Ltd’, ‘Hallam Land and Harworth Group’, ‘Richborough’, ‘Woodall Homes’, ‘161’].

Brownfield vs greenfield allocation (12 respondents, 35%)

Respondents emphasise that the spatial strategy should prioritise regeneration of previously developed land and town centre sites rather than reliance on greenfield edge-of-town allocations. Critical greenspaces and wildlife habitats such as spa ponds and the Maun Valley may require protection from development rather than greenfield release while brownfield capacity remains underutilised. Regeneration of modern apartments, flats, townhouses and local businesses within Mansfield town centre could leverage existing public transport links and stronger infrastructure elsewhere in the district. However, the HELAA (2025) indicates brownfield capacity for only 873 dwellings, suggesting a shortfall that may necessitate greenfield allocations. Conversely, greenfield land of limited environmental quality may offer early and viable delivery of market and affordable housing where brownfield viability is undermined by complex ground conditions and environmental constraints. Concern that large strategic sustainable urban extensions may not deliver as anticipated strengthens calls to exhaust brownfield options first. By contrast, removal of strategic greenfield designations is largely unsupported, with boundary adjustments viewed as preferable to wholesale release. Caution is expressed over the long-term loss of farmland, emphasising the importance of protecting agricultural land for future generations. Preference is voiced for limited greenfield expansion focused on sustainable infill opportunities such as Old Mill Lane.

Comments from respondents include [‘1224663’, ‘24’, ‘197’, ‘56’, ‘Gladman Developments’, ‘Bellway Homes’, ‘Gleeson Homes’, ‘1384471’, ‘1384525’, ‘1384389’, ‘Home Builders Federation Ltd’, ‘161’].

Infrastructure capacity and sequencing (12 respondents, 35%)

Respondents raise concerns about infrastructure capacity and sequencing under Policy S2. Insufficient provision of doctors, schools and other services may undermine the proposed number of homes. Comprehensive highways and resilience planning may be required before allocating further growth in Mansfield Woodhouse and along the A60/A6075 corridors. Research assessing the district’s ability to cope with increased building targets may be lacking. Additional development at Market Warsop may add pressure on infrastructure and services because cumulative impacts are not fully addressed. Reliance on incremental junction improvements and developer contributions has failed to resolve congestion, with mitigation measures delayed. The existing road network in Mansfield Woodhouse is at or above capacity, particularly on minor roads feeding the A60, making further development unsustainable without funded, deliverable solutions. Absence of developer-led inclusion of essential facilities such as schools, medical, dental, emergency and leisure services may leave communities unsupported. Sequencing of infrastructure delivery may need to be tied to growth to prevent exacerbating congestion, reducing air quality and undermining

residents' quality of life, and housing targets may need to reflect local GP service capacity, which has faced recent access issues.

Comments from respondents include ['1224663', '1384389', '197', '1383891', '56', 'Bellway Homes', '1384471', '1384525', '1225053', '202', '91', '161'].

Housing requirement buffering (8 respondents, 24%)

Respondents propose that the housing requirement should incorporate a buffer above the standard methodology minimum. A buffer of around 10 per cent could enhance robustness given reliance on timely delivery of strategic urban extensions. The annual target of approximately 495 homes may represent only a minimum requirement rather than a fixed ceiling. The standard method calculation could serve merely as a starting point for establishing the housing requirement, with full consideration of issues such as past delivery rates, affordable housing delivery, employment-driven demand, retention of the working-age population and Mansfield's functional relationship with Nottingham and the wider East Midlands. The apportionment for Warsop could be reviewed to at least 15 per cent. A total requirement of 9,900 homes is regarded as exceeding the National Planning Policy Framework minimum, with a 5 per cent buffer potentially raising the total to 10,395 dwellings to provide additional flexibility, competition and choice. Given a four-year backlog and average annual completions below requirement, a larger buffer of 20 per cent could be necessary to ensure sufficient housing sites and to accommodate any delays to the delivery of strategic urban extensions.

Comments from respondents include ['Avant Homes', 'Hallam Land', '1384396', 'NorthCountry Homes', 'Gladman Developments', 'Bellway Homes', '1384471', 'Hallam Land and Harworth Group'].

Employment land quantum and mix (7 respondents, 21%)

Respondents emphasise the need for clarity on the quantum and mix of employment land within policy S2. Forty-one hectares were previously identified for delivery but only 4.49 ha were completed in the last plan period, largely for B1 uses. Policy S2 does not specify the total amount of employment land required between 2023 and 2043 to meet future economic development needs or the growth within different use classes such as B2, B8 and E(g). The spatial strategy may need to reflect updated evidence from the Nottingham Core and Outer HMA employment land needs study (May 2021) and the Nottinghamshire Core & Outer HMA logistics study (August 2022), which indicate a minimum requirement of 180 ha of industrial and warehousing land. An updated employment land needs study aligned with the 2024 NPPF and current economic patterns could inform housing requirements and spatial distribution. Flexible provision may be necessary to address changing retail and leisure patterns and to support town centre vitality. Employment growth above identified need could enhance economic and housing delivery and district regeneration, but an oversupply without guaranteed job creation could increase unemployment, distort the market and cause environmental harm. Further consideration of large-scale B2/B8 distribution sites may be required to ensure effective delivery over the plan period. Employment land need figures are yet to be confirmed and may be clarified in forthcoming evidence.

Comments from respondents include [‘Obsidian Strategic’, ‘Peveril Securities’, ‘Woodall Homes’, ‘1384471’, ‘1384389’, ‘Richborough’, ‘The Lindhurst Group’].

Retail provision and town-centre regeneration (6 respondents, 18%)

Respondents consider that meeting housing demand, providing sufficient employment land, ensuring infrastructure delivery and responding to changing retail and leisure patterns are essential to protecting town centre vitality under the spatial strategy policy S2. Large out-of-town retail sites introduced by major operators may irreparably harm local businesses and destroy the existing vibrant high street. The defined district centre of Market Warsop is limited to two small convenience stores, with two additional Co-ops outside the centre providing similarly inadequate service, causing residents to travel elsewhere for weekly shopping. Provision should be made for expanded retail and service facilities in Market Warsop to support a sustainable and growing community, including a new supermarket capable of serving weekly shops alongside a coffee shop and community space as part of the mixed-use development on land south of the town (Site 338), since no sites within or on the edge of the current centre could accommodate such facilities. Development of Site 338 into a mixed commercial scheme could draw economic activity away from Warsop High Street and undermine the strategy’s aim to rejuvenate town centres. Market Warsop attracted only 4.8% of convenience goods expenditure from Zone 3 in 2017, with no main food shopping trips undertaken locally, indicating significant under-provision. Future retail needs assessment should take full account of qualitative as well as quantitative requirements to ensure town-centre regeneration and a thriving local economy.

Comments from respondents include [‘1384389’, ‘197’, ‘131’, ‘Eshton Group’, ‘1383891’, ‘Woodall Homes’].

Plan period length and site diversity (5 respondents, 15%)

Respondents raise concerns about the reliance on a substantial windfall allowance and call for identification of additional sites to reduce dependence on windfalls and ensure the emerging plan is sound. The windfall allowance of 720 dwellings is described as substantial given the availability of identified sites and the HELAA (2025) capacity of 873 dwellings on brownfield land may cast doubt on meeting total supply figures. A development strategy may benefit from a mix of small and medium-sized sites to drive faster early build-out rates and allow realistic timeframes for larger sites. A 20-year plan period may be too short to support delivery of significant extensions and could be extended to at least 30 years to align with the NPPF. SUE2 (Land off Jubilee Way) lacks planning submissions and its deliverability may be questionable, so it may not be treated as a constant site within policy S2. Deliverable sites such as Old Mill Lane could support early housing supply if prioritised. A broader range of sites of varying sizes and locations could better support policy S2 by reducing reliance on unproven extensions. Any brownfield shortfall may need to be met by sustainable greenfield options.

Comments from respondents include [‘Avant Homes’, ‘Obsidian Strategic’, ‘Persimmon Homes’, ‘Bellway Homes’, ‘Gleeson Homes’].

Other (32 respondents, 94%)

Respondents raise a wide range of other considerations relating to Policy S2. The absence of cross-border growth, especially near Meden Vale, and lack of heritage impact assessments are said to undermine the plan’s soundness. Reference to the historic environment is deemed insufficient in site allocation processes. The strategy is criticised for potential harm to wildlife, biodiversity and key rural landscapes, with preservation of existing habitats and green spaces preferred over reliance on biodiversity net gain measures. The proposed 90:10 housing split between the Mansfield urban area and Warsop Parish receives endorsements and challenges, with suggestions for a more even distribution to Market Warsop or a dispersed approach across multiple smaller sites. Deliverable site identification is urged, highlighting land north of Jenford Street and south of Clipstone Road, alongside review of undeveloped allocations and possible green wedge and countryside designations. Lack of a sustainability appraisal and delivery trajectory is said to prevent proper evaluation of soundness, and detailed assessments for heritage, schools and utilities capacity under changing climate conditions are requested. Heavy congestion on the A60 and junctions, pressures on social infrastructure and the Maun Valley Trail, and concerns about utilities supply in hotter, drier summers are flagged. Emphasis on Greater Nottingham connections via the MARR is welcomed by some but rejected by others who cite closer links to Sheffield and Chesterfield. A minimum housing requirement of 495 homes per annum is seen as necessary yet may need exceeding if evidence supports a higher figure, while deliverability, viability and a positively prepared plan are called for. Extension of the plan period to ensure a full fifteen-year horizon is advocated. The spatial approach may require greater flexibility, robust evidence on the employment–housing balance, clear safeguarding of land for schools and early years, and a focus on town centre regeneration to serve local needs rather than developer or government-driven agendas.

Comments from respondents include [‘Natural England’, ‘Gladman Developments’, ‘1225053’, ‘Notts CPRE’, ‘Home Builders Federation Ltd’, ‘Richborough’, ‘161’, ‘Avant Homes’, ‘Free Schools Capital Education and Skills Funding Agency Department for Education’, ‘Historic England’, ‘24’, ‘56’, ‘Bellway Homes’, ‘1384389’, ‘1383891’, ‘Hallam Land and Harworth Group’, ‘Woodall Homes’, ‘1224663’, ‘Hallam Land’, ‘Obsidian Strategic’, ‘197’, ‘1384396’, ‘Eshton Group’, ‘Persimmon Homes’, ‘Peveril Securities’, ‘NorthCountry Homes’, ‘Gleeson Homes’, ‘1384471’, ‘1384525’, ‘202’, ‘91’, ‘The Lindhurst Group’].

Mansfield District Council's Response to Question 2:

The comment regarding settlement classification is noted. However, as was discussed and agreed at the last local plan examination, this grouping of places within Mansfield as part of the 'Mansfield urban area' is considered appropriate. Applications are determined having regard to the character of the surrounding area, and this is not affected by whether it falls within Mansfield urban area or has its own separate categorisation / boundary.

Support for the retention of the countryside designation is welcomed and it is acknowledged that the boundaries of these areas will need to be changed to take account of new allocations that are made.

We welcome the support for directing growth to the most sustainable areas however do not consider it appropriate to split the Warsop Parish requirement between the individual settlements. The aim of the policy is to direct the Parish's development to the higher order settlement (Market Warsop) first. In addition, the plan needs to clearly set out a requirement for areas that are able to produce a neighbourhood plan (should they wish to). This applies to the whole of the Warsop Parish.

Regarding Rainworth, this is separated to an extent from the rest of Mansfield by the A617 so has its own settlement boundary. Areas such as Clipstone and Pleasley are a continuation of the urban area so cannot realistically given their own settlement boundaries.

It is acknowledged that development can put pressure on key infrastructure and the council will work with its partners to identify new and improved facilities that are required. Strategic level requirements are set out within the appendices to the Local Plan Review, based on the Infrastructure Delivery Plan and strategic level transport modelling. The nature of, and timescales for, delivery of necessary infrastructure to mitigate the impacts of development will be identified at the planning application stage. This will include impacts upon congestion levels at road junctions. We considered various options around the level of growth to direct to Warsop Parish, however 10% was the most appropriate taking account of the impacts and what land was available. The varying opinions on this approach are noted.

The comment regarding the risk of relying on strategic urban extensions is noted, however the council have sought to allocate a range of site sizes in order to provide a mix of sites to the market which can be delivered over the whole plan period, including ensuring that there is a five year supply at the point of adoption.

The housing trajectory has been reviewed and is included within the appendices to the Local Plan Review. Annual monitoring will take place to ensure that this is kept up to date.

In selecting new sites for allocation the council have been mindful of the need to allocate as much brownfield land as possible. However, there is a limited supply of such land and it is not always deliverable or developable without public sector funding. As such the majority of the allocations have needed to be on greenfield sites. Further assessment work has been undertaken to ensure that the allocations are on the sites with least constraints and least impacts. This included a district and site-specific Agricultural Land Classification Study. We also undertook a review of all existing undeveloped allocations. The preference for the inclusion of infill land at Old Mill Lane is noted.

The plan's housing requirement is based on the standard methodology figure of 495 dwellings per annum that was in place at the time the Regulation 18 plan was being prepared (the figure has since decreased slightly). A further 5% was added to the supply figure to provide flexibility. In addition, when the residual requirement was calculated, a further 10% was added to the supply in order that there was a good supply of new allocations, to allow for choice of sites, as well as any sites where existing planning permission may lapse. We discounted a 20% buffer on the basis that the standard methodology figure is already substantially higher than the adopted plan requirement of 325 dpa.

In relation to employment land requirements, at the time of the Regulation 18 consultation the Employment Needs Study had not been completed. However this is now available and the policy has been updated to take account of the key findings. This includes new land requirement figures. A range of scenarios were provided in order that the growth could be linked to the housing requirement as well as regeneration plans of the council and wider partners such as EMCCA. A new retail / leisure study was also commissioned in order to update the policy in that respect. In general town centres are defined, and protected from out of centre development, by policy RT1 which requires a sequential test, although we note the impact that delivering new housing and employment figures can have on the viability of town centres. We note the opposing views regarding HELAA site 338 which proposes out of centre retail along with housing and other uses.

The windfall figure of 720 dwellings over the plan period is considered appropriate on the basis that it has been based on trends and a conservative view was taken. This is set out in a Windfall Study that accompanied the Regulation 18 consultation.

The plan period is considered appropriate and it is acknowledged that some larger sites such as SUEs may be developed over multiple plan periods.

Regarding cross-border growth, we are only able to allocate sites that are available within the district. None were suggested to us in the Meden Vale area where it adjoins neighbouring authorities, although there are sites that adjoin land in Ashfield district.

Heritage impact assessments of all reasonable alternative sites (or potential allocations) was undertaken as part of the site selection process.

It is acknowledged that the necessity to develop on greenfield sites has the potential to have an impact on wildlife, biodiversity and key rural landscapes, however as discussed above there is a lack of suitable and available brownfield sites to meet the district's development requirements. A comprehensive suite of site assessments was carried out in order to ensure impacts are avoided and minimised as best as possible. Policies elsewhere in the plan seek to protect and enhance the natural environment.

We note that sites at Jenford Street and Clipstone Road are promoted.

Sustainability Appraisal has been undertaken alongside plan preparation and a SA report will be available at the Regulation 19 consultation. We have also been working on an Infrastructure Delivery Plan which identifies strategic infrastructure requirements. The housing trajectory will also be included in the plan. This was not published at Regulation 18 as the sites had not been confirmed at that stage.

Question 3 – Policy S2: Distribution options

Total comments: 20

Total respondents: 19

Summary

Respondents note that large strategic urban extensions involve long lead-in times and high infrastructure needs, which can cause early supply shortfalls. Medium-sized greenfield sites of 80–250 dwellings and smaller rural plots are seen as more reliable and quicker to deliver. Several HELAA site ratings may understate availability, as landowners collaborate and technical reports indicate faster readiness, so evidence bases should be updated. Sites such as land north of Old Mill Lane and HELAA refs 31, 192 and 385 could provide homes within five years, unlike some brownfield options. Infrastructure concerns over schools, health and transport favour sites with limited new requirements, and the proposed 90:10 split between Mansfield and Warsop parish is viewed as imbalanced. Respondents also call for employment and housing to be linked near existing centres, for maximising existing allocations before new greenfield release, and for alignment with the MARR corridor.

Comments from respondents include [‘1384593’, ‘1384590’, ‘Richborough’, ‘Gleeson Homes’, ‘Peveril Securities’, ‘Home Builders Federation Ltd’, ‘Natural England’, ‘The Lindhurst Group’, ‘Bellway Homes’, ‘197’, ‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘Obsidian Strategic’].

Key themes drawn from responses to Question 3:

Site scale and typology (9 respondents, 69%)

Past take-up or economic modelling figures generally focused on smaller localised distribution, resulting in an insufficient supply to meet changes to economic growth and identified needs. Infrastructure requirements for sites, including junction improvements and provision for new schools, may not affect achievability or deliverability more than standard requirements for larger housing allocations. Relying solely on strategic urban extensions risks depleting supply early in the plan period due to significant upfront infrastructure needs. A mixed approach combining medium-sized greenfield sites of 80 to 250 dwellings, such as Land North of Old Mill Lane, with smaller rural sites suitable for SME builders may ensure more reliable delivery. Strategic Urban Extension 2 and similar sites should not be treated as confirmed commitments unless deliverability within the plan period is clearly evidenced. The Mansfield Woodhouse edge site (HELAA 50 and 325) is suitable and could accommodate around 630 dwellings in line with Policy S2. Urban extensions have lengthy lead-in times for surveys, permissions and enabling works. A clear and demonstrable need exists for strategic B8 logistics and distribution sites across the housing market area. Medium-sized greenfield sites of limited environmental value are easier to develop, more likely to deliver affordable housing and offer predictable early

delivery. Including medium-sized greenfield sites in the distribution mix may ensure sufficient housing availability during the early stages of the plan period. Allowing Mansfield to expand on a large scale risks eroding its town status and green spaces. Strategic sustainable urban extensions may not deliver as anticipated, making a wider distribution across a range of smaller sites more appealing. Within the Mansfield area Penniment Farm remains the only large-scale strategic site, indicating a scarcity of such opportunities.

Comments from respondents include ['Richborough', '197', 'Hallam Land and Harworth Group', 'Bellway Homes', 'Home Builders Federation Ltd', '1384590', 'Obsidian Strategic', 'Gleeson Homes', '1384593'].

Evidence base and HELAA accuracy (5 respondents, 38%)

Respondents highlight inaccuracies in the HELAA classifications of several sites, arguing that two landowners are collaborating without assembly issues, no legal impediments exist and technical reports indicate earlier delivery, which may warrant upgrading ratings from 'potentially available' or 'developable 11+ years' to 'available' or 'achievable'. Summit Park II has been assessed as a reasonable alternative under site ref. 326 and could require further evidence before inclusion. Existing allocations designated as constants in table 3.2 lack robust deliverability proof and could risk growth distribution if they cannot be delivered within the plan period. Locally focused economic growth and employment land evidence is needed to update the housing and employment development needs assessment in accordance with chapter 6 of the NPPF, ELNs and the Iceni study. Strategic Urban Extension 2 and similar sites should not be treated as committed sources of development unless clear deliverability evidence is provided.

Comments from respondents include ['Richborough', 'Hallam Land and Harworth Group', 'Hallam Land', 'Peveril Securities', 'Obsidian Strategic'].

Delivery timetable and phasing (5 respondents, 38%)

The timing of housing delivery may be constrained by significant lead-in times for strategic urban extensions requiring survey work, enabling works and infrastructure provision, risking early supply if relied on alone, while medium-sized greenfield sites of limited environmental value could offer a more predictable source in the early years. The site in the Council's May 2025 HELAA under reference no. 31 may accommodate up to 140 dwellings and could be deliverable within six-to-ten years, with planning applications in preparation and technical reports indicating that phased development could enable delivery within the first five years of plan adoption. A mix of housing sources incorporating such medium-sized greenfield sites is recommended to support early housing provision and address projected shortfalls, whereas brownfield land could face uncertainties due to complex ground conditions and viability issues. The HELAA sites 192 and 385 could be promoted as a combined phase 2 development linked to an existing resolution to grant on phase 1, reinforcing the case for their allocation to secure viable and timely delivery.

Comments from respondents include [‘Richborough’, ‘Hallam Land and Harworth Group’, ‘Bellway Homes’, ‘Hallam Land’, ‘Gleeson Homes’].

Infrastructure capacity and utilities (4 respondents, 31%)

Housing growth in Warsop Parish settlements may help protect the viability of existing services in accordance with paragraph 83 of the NPPF. However, relying solely on strategic urban extensions could risk the district’s housing supply early in the plan period due to the significant upfront infrastructure required for delivery. Proposal to add 9,900 extra homes in Mansfield District could be unsustainable for public services including health, policing, Council services and schools. A mixture of sites may be preferable, with locations such as land north of Old Mill Lane promoted by Bellway offering accessibility, sustainability and limited infrastructure needs to enable timely delivery. Infrastructure requirements for such sites, including junction improvements and the potential for a new school, may not automatically impact deliverability and align with standard requirements for larger allocations. Warsop Parish settlements such as Meden Vale may already have sufficient services and community infrastructure to support reasonable expansion and foster a sustainable pattern of development. Growth options may need to focus on local needs where the policy risks imposing housing targets without secured funding for the necessary public infrastructure.

Comments from respondents include [‘Gleeson Homes’, ‘Hallam Land and Harworth Group’, ‘197’, ‘Bellway Homes’].

Settlement hierarchy distribution (4 respondents, 31%)

Respondents propose that development should be focused towards Mansfield as the district’s largest and most sustainable settlement. Distribution of housing growth may need to be altered to reflect the availability and suitability of developable land. A greater proportion of growth could be directed towards Warsop parish to reduce the delivery risk inherent in directing 90% of new homes to Mansfield. Market Warsop and the Warsop parish villages are seen to play fundamentally different roles in the settlement hierarchy and should therefore have separate allocations rather than be grouped together. Each village or town may require only a limited number of new developments to maintain vitality and character. The current proposal to allocate at least 90% of homes to the Mansfield urban area and 10% to Warsop parish is viewed as significantly imbalanced and may require review to enable Market Warsop to achieve the critical mass necessary to strengthen its role as a central service hub and vibrant community.

Comments from respondents include [‘Obsidian Strategic’, ‘Gleeson Homes’, ‘Bellway Homes’, ‘1384590’].

Employment–housing integration (2 respondents, 15%)

Respondents emphasised that the link between employment and housing should be carefully considered within policy S2, with employment sites provided in accordance

with strategic housing sites and located close to centres of population to ensure accessibility for employees.

Comments from respondents include ['Richborough', 'Peveril Securities'].

Brownfield reuse vs greenfield allocation (2 respondents, 15%)

Respondents say the Council should consider whether part of the required 2,034 dwellings could be accommodated within existing allocations, including the Berry Hill SUE, rather than allocating new greenfield sites. Timing of housing delivery from urban extensions and brownfield sites may require market input to ensure soundness. More efficient use of land within existing allocations could negate the need for further greenfield sites in less sustainable locations within the district.

Comments from respondents include ['The Lindhurst Group', 'Gleeson Homes'].

Strategic transport connectivity (1 respondent, 8%)

The respondent states that site selection should align with the amended policy S2 strategy emphasising the Mansfield Ashfield Regeneration Route (MARR) as a focus for development opportunities. Site selection should consider strategic access via the MARR and the wider road network, which could attract industry and warehousing employers, as demonstrated by established business parks on the urban edge of the Mansfield urban area.

Comments from respondents include ['Peveril Securities'].

Other (10 respondents, 77%)

A respondent argued that option C is most suitable for employment distribution as it could support growth beyond the identified need and that new development should be concentrated in existing urban areas and within current strategic urban extensions. Concentrating growth in and adjacent to the urban area may accord with the NPPF's emphasis on sustainable development. HELAA site 324 at Askew Lane in Market Warsop is described as deliverable and capable of accommodating around 300 dwellings within settlement limits and therefore could warrant priority as a variable site allocation. Distribution proposals are said to be flawed for failing to benefit existing communities, and locating jobs close to areas of high unemployment and deprivation in the urban area could yield significant economic benefits. A wide range of deliverable and developable sites may be required to ensure choice and competition to meet housing needs in full, with further allocations broadly reflecting draft policy S2 by channelling 90% of additional housing into the Mansfield urban area. Cohesive delivery of sites within one area may mitigate abnormal costs and viability risks, and opportunities exist to increase capacity within Berry Hill SUE and other strategic urban extensions. Option C could also enhance Mansfield's market offer and support B2/B8 storage and distribution uses. The number of dwellings requiring new allocations could be reviewed in light of questions over the deliverability of constants. Networks of green spaces on allocated sites may contribute to public open space provision and link to

sustainable transport improvements such as recent upgrades to the A617 Beck Lane–Abbott Road corridor.

Comments from respondents include [‘Richborough’, ‘197’, ‘Hallam Land and Harworth Group’, ‘Bellway Homes’, ‘Hallam Land’, ‘Home Builders Federation Ltd’, ‘The Lindhurst Group’, ‘Peveril Securities’, ‘1384590’, ‘Obsidian Strategic’].

Mansfield District Council's Response to Question 3:

In terms of economic modelling and updated employment forecasts, this has been done as part of the updated Employment Needs Study and forms part of the evidence base for the plan. A range of scenarios were provided in order that the growth could be linked to the housing requirement as well as regeneration plans of the council and wider partners such as EMCCA. The findings of the study indicate that whilst there is a need for B8 uses, it is at a more local level rather than strategic. Existing employment allocations and commitments, such as Penniment Farm, and key/general employment areas would allow for such development, as well as other employment uses, to come forward.

Comments regarding infrastructure provision are noted and the council will work with developers and partners in order to identify what is required and the appropriate timescales for delivery.

The comment regarding the risk of relying on strategic urban extensions is noted, however the council have sought to allocate a range of site sizes in order to provide a mix of sites to the market which can be delivered over the whole plan period, including ensuring that there is a five year supply at the point of adoption. We note that various sites including Old Mill / New Mill Lane, Askew Lane, Ashland Farm and Peafield Lane have been submitted for consideration. It is acknowledged that some larger sites such as SUEs may be developed over multiple plan periods and the buffer would ensure the housing requirement is met over the plan period. It is also acknowledged that there is potential for the existing Berry Hill SUE and other sites to provide additional dwellings through revisions to layouts and increased densities where this is appropriate.

The concern about the expansion of Mansfield is noted, however as stated in our response to Q2, there is a limited supply of brownfield land so the majority of the allocations have needed to be on greenfield sites. Further assessment work has been undertaken to ensure that the allocations are on the sites with least constraints and least impacts. The site selection process has followed the approach set out in policy S2. We acknowledge the comment made regarding the impacts of development on viability on sites with abnormal costs. Where sites are clustered together there may be an opportunity for equalisation agreements to be used to fairly distribute some of the costs of development.

The HELAA has been updated throughout the preparation of the plan and landowners / developers have had the opportunity to update the information about their sites. As part of the subsequent site selection process we also undertook a review of all existing undeveloped allocations to ensure they are developable over the plan period and that it is appropriate to carry these forward into the Local Plan Review. An update to the HELAA will be published alongside the Regulation 19 consultation.

It is acknowledged that the timescales for delivering sites will vary depending on their size and infrastructure requirements. The HELAA methodology sets out the delivery assumptions that have been applied and this was subject to public consultation. The council have sought to allocate a range of site sizes in order to provide a mix of sites to the market which can be delivered over the whole plan period, including ensuring that there is a five-year supply at the point of adoption. The housing trajectory has been reviewed and is included within the appendices to the Local Plan Review. Annual monitoring will take place to ensure that this is kept up to date.

As part of the site selection process, the deliverability and developability of 'constant' sites (those with existing planning permission and current allocations) was reviewed. In addition, a 10% buffer (on the residual requirement) has been built in to ensure flexibility and that the housing requirement can be met.

It is acknowledged that development can put pressure on key infrastructure and the council will work with its partners to identify new and improved facilities that are required. Various pieces of evidence have been produced to identify the strategic infrastructure that will be required to meet the level of growth set out in the plan. Concerns over the distribution of growth failing to benefit existing communities is noted. However more detailed assessments of site-specific need will be undertaken as part of the planning application process and existing communities may benefit from improvements that are made to address the impact of development. We considered various options around the level of growth to direct to Warsop Parish, however 10% was the most appropriate taking account of the impacts and what land was available.

We welcome the support for directing growth to Mansfield as the most sustainable area however, in relation to Warsop Parish we do not consider it appropriate to split the requirement between the individual settlements. As noted above we considered the level of growth directed to Warsop Parish and 10% was found to be the most appropriate target.

The support for option C is noted. The approach set out in policy S2 seeks to direct growth across the main urban areas within the district. It is intended to carry forward the existing key and general employment areas into the Local Plan Review. These are located in a range of sustainable areas across the district and provide a number of local job opportunities to people who may live in areas affected by deprivation.

It is acknowledged that open spaces play an important role in the development of well-connected places. In considering applications the need for such provision will be assessed against policy IN3 and where appropriate new and improved facilities will be sought either on site or through off site contributions.

Question 4 – Policy S3: Development in the countryside

Total comments: 18

Total respondents: 18

Summary

Respondents emphasise prioritising brownfield site regeneration over greenfield development, safeguarding high-value brownfield areas and focusing housing on town centre and underutilised built sites with SuDS and habitat connectivity measures. Settlement boundaries are seen as ineffective, with calls for case-by-case assessment and tighter alignment with other plan policies. Environmental impact requirements should exceed biodiversity net gain to address wildlife displacement, habitat fragmentation and countryside loss. Preference for lower-grade agricultural land is welcomed to protect best and most versatile areas. Historic features such as Mansfield Woodhouse flood dykes require protection. Policy S3 should mandate pre-determination species surveys, suitable mitigation and follow-up monitoring. Additional rural parking and improved green space maintenance are also requested.

Comments from respondents include ['Notts CPRE', 'Peveril Securities', '1384321', '202', 'Home Builders Federation Ltd', 'Natural England', '197', '191', '161', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes', 'Nottinghamshire Wildlife Trust', 'Environment Agency', '1383891', '58', '56', '24'].

Key themes drawn from responses to Question 4:

Brownfield site prioritisation (4 respondents, 22%)

Respondents advocate prioritising brownfield site redevelopment over greenfield land within Policy S3. Run-down areas could be redeveloped along the lines of the Royal Estate in Warsop. Brownfield sites of high environmental value could be safeguarded through policy protection. Housing proposals could focus on town centre regeneration, brownfield sites and underutilised built-on areas. Risk mitigation measures could include suitable SuDS, a preference for brownfield over greenfield sites and consideration of habitat connectivity. Brownfield sites could support important wildlife habitats, notably invertebrate diversity.

Comments from respondents include ['191', 'Natural England', 'Environment Agency', '197'].

Settlement boundary delineation (4 respondents, 22%)

Settlement boundaries offer no effective protection to the countryside as the Council could simply reclassify land as urban once planning permission is granted. Removal of settlement boundaries could allow sites to be assessed on a case-by-case basis in relation to urban areas, as practised by other local authorities such as Rushcliffe Borough Council. Tightly drawn boundaries may create policy conflicts where sites

compliant with other plan policies (for example, sites meeting Policy S2) fall within the countryside definition. Inclusion of rural parts of the district, such as Rainworth, in the urban area is contested. Strict lines on policy maps risk constraining development that would otherwise accord with the plan.

Comments from respondents include ['Hallam Land and Harworth Group', 'Hallam Land', 'Notts CPRE', '1384321'].

Environmental impact requirements (2 respondents, 11%)

Respondents highlight that the policy's environmental impact requirements should go beyond biodiversity net gain and incorporate stronger protection and risk mitigation measures. A commitment to environmental protection beyond BNG provision could ensure that risks, including wildlife displacement and habitat fragmentation, are mitigated. Development may result in wildlife losses substantially exceeding the land take as animals from adjacent areas could lose foraging and grazing grounds. Risk mitigation measures could include suitable SuDS installations, a preference for brownfield redevelopment over greenfield sites, and the maintenance of habitat connectivity. The proposed loss of countryside land would have a massive impact on the environment and local wildlife.

Comments from respondents include ['Environment Agency', '202'].

Agricultural land quality management (2 respondents, 11%)

Respondents welcome the policy's expression of a preference for poorer quality agricultural land over higher grade land as a means to safeguard best and most versatile areas and bolster food security. Inclusion of criterion S3 2vi to avoid best and most versatile agricultural land where possible is welcomed for reinforcing sustainable land management.

Comments from respondents include ['Natural England', 'Environment Agency'].

Historic landscape features protection (1 respondent, 6%)

The respondent states that allowing development under Policy S3 on land north of Mansfield Woodhouse would result in the loss of the flood dykes, an historic landscape feature valued by the local community. The flood dykes are described as having longstanding historical significance and as being highly valued by residents over many years.

Comments from respondents include ['202'].

Protected species surveys and mitigation (1 respondent, 6%)

The respondent calls for policy S3 to require submission of a pre-determination protected species survey and proposed mitigation with every countryside planning application. Policy S3 is described as failing to safeguard bat roosts and bird breeding sites, which may be lost during barn conversions without adequate surveys or

replacement sites. Planning consents under policy S3 could include conditions to ensure appropriate mitigation measures for protected species and follow-up surveys to assess their effectiveness.

Comments from respondents include ['Nottinghamshire Wildlife Trust'].

Parking provision on rural estates (1 respondent, 6%)

The respondent suggests that Policy S3 should require the provision of additional general parking areas on new rural estates, as parking provision under the policy may be inadequate given that winding roads, dropped kerbs and traffic calming measures could leave households with multiple cars or visitors struggling to park without causing obstruction.

Comments from respondents include ['24'].

Green space management (1 respondent, 6%)

The respondent contends that green spaces on new estates often become overgrown or weed infested due to lack of management. The policy does not secure adequate maintenance provisions, as twice-yearly Council maintenance may prove insufficient to prevent deterioration. Private maintenance firms may charge high annual fees.

Comments from respondents include ['24'].

Other (16 respondents, 89%)

Respondents raise concerns that proposed countryside development criteria may be overly restrictive and could conflict with other policies and housing proposals, arguing that sustainable sites on the edge of settlements or well-connected rural locations could provide necessary choice and flexibility. Calls are made for policy wording to explicitly require habitat and species surveys, to include caveats for high value open mosaic habitat and protected species, and to mandate mitigatory measures such as barn owl nest boxes when converting agricultural buildings. Suggestions include rewording the policy to reduce its restrictive nature, recognise the intrinsic character and beauty of the countryside through appropriate assessments, and ensure alignment with spatial strategy allowances for greenfield edge sites. Objections cite potential loss of open spaces around Mansfield Woodhouse and Forest Town and contradictions between policy criteria and planned site allocations, while support is voiced for continued employment development opportunities under relevant policy provisions. Additional recommendations comprise more comprehensive community consultation with extended timelines, clear mechanisms to protect the countryside for future generations and review of housing proposals to avoid undermining environmental and recreational value.

Comments from respondents include ['Natural England', '161', '1384321', 'Home Builders Federation Ltd', 'Hallam Land', '191', '56', 'Peveril Securities', 'Woodall Homes', 'Hallam Land and Harworth Group', 'Notts CPRE', '58', '1383891', 'Nottinghamshire Wildlife Trust', 'Environment Agency', '197'].

Mansfield District Council's Response to Question 4:

This policy applies to windfall development so does not involve the prioritisation of brownfield sites over greenfield sites. It does however give a certain level of preference to the redevelopment of previously developed land in criteria 1b,c and f) as the other criteria are relevant to greenfield sites and restrict the type of development that is permitted. Despite this, in selecting new sites for allocation the council have been mindful of the need to allocate as much brownfield land as possible, such as town centre regeneration schemes, and underutilised areas. However, there is a limited supply of such land and it is not always deliverable or developable without public sector funding. As such the majority of the allocations have needed to be on greenfield sites. Further assessment work has been undertaken to ensure that the allocations are on the sites with least constraints and least impacts.

Estate redevelopment would be more appropriately determined against the regeneration policy (S4).

SUDs would be permitted against criterion 1d) of the policy.

The settlement boundary exists to direct development away from the countryside to more sustainable locations. However, where development is found to be acceptable, either through the local plan process, or having been determined against the policies in the local plan (such as this one) then it becomes necessary to review the settlement boundary to include such land.

Whilst we could remove settlement boundaries and follow a case-by-case assessment of how sites relate to the urban area, the government is seeking to move away from this approach and the emerging NPPF will require all plans to define settlement boundaries. Land outside of the boundary would not meet policy S2 so there is no conflict created by having tightly drawn boundaries. Regarding rural areas (Rainworth), this is separated to an extent from the rest of Mansfield by the A617 so has its own settlement boundary. We agree that the area has a more rural character, however it is located in close proximity to the Mansfield urban area and relies on a number of services there. The plan states, under policy S2, that any development that forms part of Rainworth should reflect this more rural character in terms of the overall scale and nature of the development.

In relation to concerns raised over various environmental impacts, it is important to note that this policy would not be applied in isolation. The plan should be read as a whole (as set out in paragraph 1.5) and policies such as NE2 (biodiversity) and CC3 (SUDs) would address such impacts. The aim of the policy is to protect the countryside for future generations from inappropriate development, however there are circumstances where development may be suitable subject to meeting the criteria of this policy, and other policies in the plan.

We welcome the support for criterion 2iv) (now 2f) which concerns the development of agricultural land being prioritised to that of the lowest quality.

In relation to concerns over the development of land to the north of Mansfield Woodhouse, containing flood dykes, no sites are to be allocated in this area of the district. Land to the east of Mansfield has been allocated however no flooding issues have been identified.

Regarding the suggestion that protected species surveys are required for all development in the countryside, Policy NE2 sets out the various requirements and, as mentioned above, would apply as the plan should be read as a whole.

In respect to parking provision, as referred to above, the plan should be read as a whole and policy IN9 would address this issue.

The management / maintenance of green spaces within estates is not directly relevant to this policy and would be considered as part of the planning application process.

With regard to the concerns raised over the loss of countryside around Mansfield Woodhouse and Forest Town, following the site selection process much of this land has been ruled out for development. Sites that have been allocated in these areas are land north and south of Peafield Lane, and the cluster of sites between Old and New Mill Lane.

We welcome the support for criteria 1o) which allows for employment development opportunities.

The consultation was carried out in accordance with the council's Statement of Community Involvement which was itself subject to consultation.

Question 5 – Policy S4: Urban regeneration

Total comments: 14

Total respondents: 14

Summary

Feedback highlights a brownfield-first approach, urging stronger emphasis on redeveloping underused urban sites into one and two-bedroom apartments to rejuvenate the town centre, curb anti-social behaviour and safeguard countryside and heritage. Respondents recommend enhancing policy flexibility and updating evidence to support deliverability, alongside signposting green infrastructure guidance and natural-based solutions for climate adaptation. Suggestions include integrating SuDS, permeable paving, rain gardens and improved green and blue corridors - especially along the River Maun to boost flood resilience, water quality and ecological connectivity. While emphasis is placed on urban regeneration, some feedback notes that additional greenfield allocations may be needed to meet housing targets. Clarifying criteria sequencing and explicitly protecting priority habitats and mining heritage sites are advised to secure comprehensive policy delivery.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', 'Peveril Securities', '202', 'Home Builders Federation Ltd', 'Natural England', 'The Lindhurst Group', '197', 'Woodall Homes', '129', 'Environment Agency', '1383891', '56', '31'].

Key themes drawn from responses to Question 5:

Brownfield-first prioritisation (6 respondents, 43%)

Respondents welcome a brownfield-first prioritisation which they believe will direct development away from areas of higher environmental quality and strengthen Policy S4's focus on previously developed land. The policy is viewed as needing strengthening to rid underused, derelict areas and reimagine the town centre as a vibrant destination similar to Chesterfield. Repurposing brownfield sites into one- or two-bedroom apartments may populate the centre, remove derelict buildings and curb drink and drug misuse around empty properties. Redevelopment of existing unused sites could foster the social and cultural economy without consuming greenfield sites, thereby preserving countryside, open spaces and heritage. Conversion of disused retail stores into apartments is highlighted as a priority before new greenfield development. A brownfield-first approach is considered important, although recognition is given that additional greenfield sites may be needed to meet the scale of future housing requirements.

Comments from respondents include ['Natural England', '197', 'Home Builders Federation Ltd', '56', '202', '1383891'].

Project deliverability and delivery flexibility (3 respondents, 21%)

Respondents suggest that signposting the updated MDC Green Infrastructure Supplementary Document could provide additional detail supporting Policy S4. The Council could work with site promoters to secure up-to-date evidence and keep delivery arrangements under review, continue to signpost natural-based solutions as mechanisms for climate change adaptation, and introduce greater flexibility in delivering regeneration aspirations to improve success prospects, while ensuring ongoing deliverability of specific allocations rolled forward into the plan.

Comments from respondents include ['Home Builders Federation Ltd', 'Woodall Homes', 'Natural England'].

Green and blue infrastructure provision (2 respondents, 14%)

Respondents suggest that policy S4 could be enhanced by integrating Severn Trent Water's Green Recovery SuDS scheme, for example through permeable paving in new car parks and the incorporation of rain gardens and planters in urban streets to improve town centre aesthetics and overall image. The inclusion of criteria 1h and 1i is welcomed as they may increase green infrastructure within developed areas, creating connections to nature and enhancing ecological permeability across the urban fabric.

Comments from respondents include ['Environment Agency', 'Natural England'].

Flood resilience and River Maun restoration (1 respondent, 7%)

The respondent argues that policy S4(f) does not go far enough to protect and enhance the River Maun from further urban development. Enhanced buffers could provide public access, facilitate connection with nature, improve flood resilience, water quality and public health, and link with policy element (h) to create recreational and cycling destinations.

Comments from respondents include ['Environment Agency'].

Policy criteria clarity and compliance sequencing (1 respondent, 7%)

The respondent contends that the conjunction 'or' before criterion i undermines the policy's intended sequencing by suggesting that meeting only the final requirement might be adequate. Proposals could thus bypass criteria a to h, reducing clarity on compulsory standards.

Comments from respondents include ['Nottinghamshire County Council'].

Other (12 respondents, 86%)

Radical improvement of neglected areas and a stronger emphasis on reusing brownfield rather than greenfield sites are advocated, alongside bolstering the district's mining heritage and addressing the lack of redevelopment in Mansfield Woodhouse.

Brownfield locations of environmental importance—particularly open mosaic habitat and invertebrate-rich land—may require explicit protection within policy S4. Housing delivery is viewed as a driver for economic growth that could support local services and facilitate coal mining legacy regeneration, while disused properties should be encouraged back into use. Policy S4(f)'s focus on flood resilience and climate adaptation through measures such as restoring the River Maun's ecology is welcomed, with citation of the river's biological value seen as strengthening links between climate change and biodiversity loss. The town centre's redundant retail store sites are described as eyesores unlikely to return to retail use, and support is expressed to Portland Retail Park being identified within the Portland gateway boundary following the deletion of policy S5 and its incorporation into policy S4's supporting text. Policy S4(i) could be amended to refer explicitly to green and blue infrastructure. Maintenance of Mansfield as a vibrant economic hub is considered essential for supporting the Berry Hill SUE. Agreement with the urban regeneration approach is expressed, with no further recommendation's forthcoming.

The consultation forms are not sufficiently accessible and should be reviewed by the council to enable honest public feedback. The commenter is uncertain whether they are addressing the correct section of the consultation.

Comments from respondents include ['Natural England', 'The Lindhurst Group', 'Woodall Homes', '197', '56', '202', '1383891', 'Environment Agency', 'Notts CPRE', 'Peveril Securities', '31', '129'].

Mansfield District Council's Response to Question 5:

We welcome the support given to this policy and the approach to prioritise previously developed land in order to preserve countryside, open spaces and the district's heritage. The comments regarding the use of derelict and underused land is noted. Policy S4, along with other policies within the plan, would encourage this, and as part of the site selection process for the Local Plan Review we have sought to prioritise brownfield sites where it has been possible to do so. However these sites are not always deliverable or developable without the involvement of other agencies, the development industry and public sector funding. As such the plan also needs to make greenfield site allocations to meet the district's housing needs.

Other policies in the plan (along with other strategies such as the Mansfield Town Centre Masterplan) encourage residential uses on the outer parts of the town centre as well as the use of upper floors of central town centre buildings to help rejuvenate the centre and increase the number of people that can support businesses there. This would include current proposals at the White Hart area of the town. Where appropriate, proposals that reuse vacant retail buildings will be considered against policies in the plan. In terms of antisocial behaviour, the above approach, along with other policies in the Local Plan Review, will assist with this, e.g. through the good design of schemes. However it is important to note that whilst local plan policies can help, this issue goes beyond the remit of the planning system and would involve various other council departments and agencies.

Green infrastructure (GI) is covered by policy IN2 of the plan and this is cross referenced in the supporting text. The status of the GI supplementary planning document (SPD), along with other SPDs produced by the council) is due to be reduced as a result of changes to the planning system, although will be retained as local guidance.

The regeneration team at the council does, and will continue to, work alongside the development industry in order to keep delivery of regeneration sites under review. Allocation in the plan (including existing allocations that have yet to come forward) have all been assessed as part of the HELAA and site selection processes and are considered to be deliverable / developable over the plan period. Viability is acknowledged to be a potential issue on previously developed sites and the council will work with developers where this issue can be demonstrated to allow schemes to come forward.

Regarding climate change, the council commissioned a Climate Change Study as part of the Local Plan Review evidence base, which has been used to inform the updated policy P5 which would apply to such development proposals.

We welcome the support for the inclusion of criteria 1h) and 1i) to increase green infrastructure within developed areas, creating connections to nature and enhancing ecological permeability.

In terms of referring to the Severn Trent Green Recovery Scheme, this is mentioned in relation to policy CC3 which concerns SUDs across the district. As the plan needs to be read as a whole it is not considered necessary to repeat the reference here. In respect to permeable paving in parking areas, this is covered by policy IN9.

We note there is difference in opinion regarding criterion 1f). The support given is noted, as it the comment stating that it doesn't go far enough. The protection of river corridors is covered in more detail in policy CC4 and as mentioned above the plan should be read as a whole. This policy simply points out the regeneration elements of a scheme that will be looked on favourably. To clarify this we have added "Policy CC4 will be an important consideration for schemes that may affect river corridors".

The comment regarding the use of 'or' before criterion 1i) (as it suggests that meeting only the final requirement might be adequate) is noted. However, it is the intention of this policy to be supportive and encourage regeneration schemes to come forward. As mentioned above, the criteria highlight regeneration actions that would be looked upon favourably should a scheme come forward. It is considered appropriate to retain the wording in its current format.

We acknowledge that there are limited brownfield allocations in Mansfield Woodhouse. However this is reflective of the sites that were submitted to us and assessed through the HELAA and site selection processes. Whilst we acknowledge the importance of the district's history, the planning system, in isolation, is limited in what it can do to promote specific aspects of our heritage (such as mining) as this is likely to involve wider council departments, and external organisations. Any proposals put forward would be considered against policies within the plan, such as the heritage policy HE1.

It is recognised that some brownfield sites can be important for wildlife and be of high environmental value, particularly invertebrate diversity. Policy NE2 would apply in these circumstances and ecological assessments would be required as part of the planning application process in order to protect high value open mosaic habitat. Part 8 of policy NE2 would apply to all developments which trigger the need for an ecological assessment. The supporting text cross references policy NE2.

We note that housing is an economic driver for growth. Criteria 1a) and c) give support to schemes that provide housing and economic uses that achieve this. Criterion 1b) promotes the reuse and refurbishment of disused properties.

Support for the inclusion of Portland Retail Park being included within the Portland Gateway site is welcomed.

We note the importance of Mansfield being an important economic hub on the delivery of the large developments such as the Berry Hill SUE. Policies in the Local Plan Review and other strategies such as the Mansfield Town Centre Masterplan will help achieve this.

The consultation was carried out in accordance with the council's Statement of Community Involvement which was itself subject to consultation.

Question 6 – Policy P1: Achieving high quality design

Total comments: 16

Total respondents: 16

Summary

Respondents noted that the policy aligns with the Building for a Healthy Life standard as a design tool rather than a mandatory requirement and emphasised integrating green and blue infrastructure—permeable pathways, street trees and landscape strips behind highway verges—to reinforce ecological connections, sustainable drainage and active travel. The non-prescriptive design code was viewed as enabling innovation and heritage-sensitive responses. Suggestions included referencing updated highway and green infrastructure guidance, updating local studies and supplementary documents to clarify delivery expectations, and prioritising previously developed land over open farmland. Concerns were raised that current Biodiversity Net Gain provisions could permit off-site or fee-based offsetting rather than local habitat provision, and inclusive, locally sympathetic design principles were recommended.

Comments from respondents include [‘Nottinghamshire County Council’, ‘Notts CPRE’, ‘Richborough’, ‘Home Builders Federation Ltd’, ‘Natural England’, ‘The Lindhurst Group’, ‘Bellway Homes’, ‘Historic England’, ‘197’, ‘161’, ‘Woodall Homes’, ‘Nottinghamshire Wildlife Trust’, ‘Environment Agency’, ‘56’, ‘31’].

Key themes drawn from responses to Question 6:

Building for a Healthy Life Standard Implementation (5 respondents, 33%)

Respondents generally support the Council’s approach to Policy P1 on achieving high quality design, citing its alignment with the Building for a Healthy Life standard without duplicating existing policy SPDs. The Building for a Healthy Life framework may serve as a useful design tool but may not be intended as a mandatory requirement in the local plan. Inclusion of green and blue infrastructure within the high-quality design criteria could reflect the standard’s specific emphasis on ecological connections. The

policy's non-prescriptive structure may allow flexibility in design responses. Reference to the standard may promote more walkable and connected communities as part of the public health agenda. However, the list of principles in section 4.15 could require greater ambition to support Mansfield's development ambitions.

Comments from respondents include ['Richborough', 'Natural England', 'Bellway Homes', 'Environment Agency', 'Home Builders Federation Ltd'].

Active Travel Connectivity and Walkability (3 respondents, 20%)

Respondents support policy P1 on the basis that it enhances active travel connectivity and walkability. A site located within a few minutes' walk of the allocated Penniment Farm employment site, which offers nine hectares of employment space, could deliver sustainable, well-connected development that complements its context, reduces reliance on private vehicles and ensures locational sustainability. Section 4.7 could incorporate lessons from the Severn Trent Waters green recovery SuDS scheme by requiring all new pathways to be permeable, functional and less susceptible to pollution, thereby offsetting infiltration loss from increased development. This approach could also benefit Policy S4(h) by providing dedicated space for walking and cycling. The reference to Building for a Healthy Life is appropriate given its emphasis on creating more walkable, connected communities as part of the public health agenda.

Comments from respondents include ['Bellway Homes', 'Richborough', 'Environment Agency'].

Green Infrastructure Integration (3 respondents, 20%)

Respondents emphasise the importance of integrating green infrastructure into high quality design under Policy P1. A landscaping strip at the rear of the public highway could be maintained by future owners or a management company to ensure appropriate long-term maintenance. The Building for a Healthy Life standard may support explicit consideration of green and blue infrastructure within design processes. Lessons from Severn Trent Water's Green Recovery sustainable drainage scheme could inform commitments to permeable pathways that not only enhance appearance but also reduce pollution risk and offset loss of infiltration through development while accommodating walking and cycling space. The Green Infrastructure Planning and Design Code within Natural England's framework could guide best practice for embedding green infrastructure. Children's play parks could combine a forest-inspired aesthetic with green-blue enhancements. Tree planting and landscaping areas could ideally be located behind the highway verge, and inclusion of references to the updated highway design guide's provisions on verges and street trees may clarify delivery expectations. Referencing green infrastructure standards could establish clear benchmarks for quality and delivery.

Comments from respondents include ['Nottinghamshire County Council', 'Environment Agency', 'Natural England'].

Design Code Flexibility and Innovation (3 respondents, 20%)

Respondents welcome the code's flexibility and scope for innovation under Question 6 Achieving high quality design (Policy P1). Allowance for tailored deviations from the design code may be required in some instances, provided that the planning application justifies the approach and details how the design will preserve and enhance heritage assets. Support is expressed for the policy's non-prescriptive nature, which may accommodate varied design solutions. Innovation is encouraged to enable thinking beyond conventional frameworks.

Comments from respondents include ['Bellway Homes', 'Environment Agency', 'Historic England'].

Highway Verge Landscaping and Street Trees (1 respondent, 7%)

The respondent supports locating tree planting and landscaping areas at the back of the public highway to reinforce high quality design under Policy P1. Reference to paragraph 5.5 of the updated highway design guide in section 4 on place making could reflect the recent update and address ongoing issues at planning and construction stages. A landscaping strip at the back of the highway could be maintained by future owners or a management company depending on the situation and location.

Comments from respondents include ['Nottinghamshire County Council'].

Heritage Context Analysis and Conservation (1 respondent, 7%)

The respondent argues that design codes assist in delivering well-designed development under the policy but any proposal affecting a heritage asset must be configured to preserve and enhance that asset. The policy's requirement for robust site and contextual analysis could be clarified to require explicit consideration of a site's heritage context. A tailored design response deviating from the design code may be necessary in some instances, with the planning application required to set out the justification and detail how the heritage asset will be preserved and enhanced.

Comments from respondents include ['Historic England'].

Biodiversity Net Gain Offsetting Considerations (1 respondent, 7%)

The respondent objects to reliance on the Biodiversity Net Gain legislation in the policy because it may not be fit for purpose, could mislead the public and may allow developers to offset biodiversity loss elsewhere or pay fees instead of securing local replacement.

Comments from respondents include ['197'].

Permeable Surfaces and Sustainable Drainage (1 respondent, 7%)

The respondent proposes that section 4.7 could draw on Severn Trent Water's green recovery SuDS scheme by requiring all new pathways to be permeable, attractive and functional to reduce pollution risk and offset infiltration losses from increased

development, thus reinforcing policy P1's emphasis on high quality design. Functional permeability could mitigate stormwater runoff and enhance sustainable drainage outcomes. This approach could also create additional space for walking and cycling, supporting policy S4(h) on active travel.

Comments from respondents include ['Environment Agency'].

Other (13 respondents, 86%)

Respondents welcome the policy's emphasis on building for future healthy lifestyles and integrating biodiversity. Building on farmland, open spaces and virgin soil may be avoided to protect community food sources, support wildlife and uphold healthy living, with previously developed land recommended as the first option. The green infrastructure supplementary document could be signposted as additional guidance while the Mansfield green infrastructure study from the 2018 local plan may be updated to strengthen the evidence base. High quality design could be explicitly applied to developments on existing residential land and green infrastructure may be specifically referenced to ensure integration of landscape setting. The sensory trail at Rushcliffe Country Park may serve as inspiration for interactive green spaces, and Historic England guidance on design codes and case studies could support sensitive adaptation of the historic environment. Design principles that foster inclusive, accessible and locally sympathetic developments may be reinforced while avoiding overlap with established building regulations unless fully evidenced. The Mansfield Place Making Principles are viewed as offering locally informed opportunities for environmentally, socially and economically sustainable design. The policy is seen as aspirational and well supported by detailed design work undertaken by the Council.

Future resilience to climate change should be considered in species mixes. Native species should be prioritised in planting schemes. Shrubs provide wildlife with food and shelter and should include a variety of native species. Shrub plantings should feature a range of heights, ages and structures and grow in a mosaic with tall grasses or flowering herbs. Edges of shrub plantings should blend naturally into surrounding vegetation. Native shrub species such as blackthorn, hawthorn, bramble, hazel and elder provide pollen, nectar and habitat for invertebrates. Fruits and seeds from shrubs are important food sources for resident and migrant birds throughout autumn and winter. Plenty of vegetation cover is essential for providing shelter and nesting opportunities for birds. Native plants support native pollinators, being more attractive to native bees than exotic species. Developments should ensure the implementation of these biodiversity measures in their design proposals.

Comments from respondents include ['56', '197', 'Natural England', 'Woodall Homes', 'Bellway Homes', 'Environment Agency', 'Home Builders Federation Ltd', '161', 'Historic England', 'Notts CPRE', 'The Lindhurst Group', 'Nottinghamshire Wildlife Trust', '31'].

Mansfield District Council's Response to Question 6:

The council notes the broad support for Policy P1 and the comments seeking high-quality, locally responsive and inclusive design, with appropriate integration of green and blue infrastructure, active travel, biodiversity and heritage. The policy has been reviewed alongside the comments and the updated design evidence. The council has retained the use of Building for a Healthy Life as a design tool rather than making it a rigid prescriptive standard. This reflects the objective of securing good design while allowing appropriate responses to local circumstances and avoiding unnecessary duplication of other standards and regulations. The comments regarding green infrastructure, permeable surfaces, sustainable drainage, street trees and landscaping have been considered alongside Policies IN2, CC and the wider design framework. The council considers that these matters are appropriately addressed through the plan as a whole rather than introducing detailed technical requirements into P1. Similarly, biodiversity net gain is addressed through Policy NE2 and the national statutory regime. The comments regarding heritage context have been considered. Proposals are expected to understand their site and surroundings, including heritage assets and their settings where relevant, and the policy has been reviewed alongside the historic environment policies. The council considers that this provides appropriate flexibility for sensitive design responses where a proposal needs to depart from a general design approach. The council has also considered comments regarding highway verges, street trees, active travel and accessibility. These matters are addressed through P1 together with Policies P3, IN8 and the relevant Nottinghamshire County Council guidance. The council does not consider that a separate requirement for permeable pathways or particular planting specifications should be introduced into P1 where the detailed design and technical requirements are better addressed through the relevant policies and guidance. Overall, the council considers that P1 provides an appropriate flexible framework for securing high-quality development and that the Regulation 19 plan, supporting guidance and cross-referenced policies provide the necessary detail for implementation.

Question 7 – Policy P2: Safe, healthy and attractive development

Total comments: 13

Total respondents: 13

Summary

Respondents emphasise clear links to current health and design guidance in Policy P2, including direct references to the Nottinghamshire Spatial Planning for Health Framework, the latest rapid health impact assessment template and Sport England's

Active Design guidance, with Appendix 3 updated to reflect digital connectivity and climate adaptation criteria; realistic active travel routes and cycling provision are highlighted, with footpaths accommodating pushchairs and mobility scooters and integration of public rights of way; public open space provision is deemed vital, prioritising reuse of existing land, high-quality sustainable development and protection of current open spaces; the health impact assessment checklist is recommended for alignment with the 1,000 sqm threshold and retention of residential schemes over 50 units, alongside clear links to forthcoming guidance; transport access should leverage proximity to services and public transport while addressing road congestion; clause (h) on external waste, recycling and cycle storage is retained to support hygiene and sustainable travel; and heritage asset engagement through trails, adaptive reuse, public art and wayfinding is proposed to enrich sense of place and encourage healthy lifestyles.

Comments from respondents include ['Notts CPRE', '1340739', 'Natural England', 'Nottinghamshire County Council', 'The Lindhurst Group', 'Bellway Homes', 'Historic England', '197', '161', 'Woodall Homes', 'Sport England', '1383891', '56'].

Key themes drawn from responses to Question 7:

Design standards consistency and guidance references (5 respondents, 38%)

Respondents emphasise the need for clear links to current health and design guidance within the policy to ensure consistency and certainty for developers. A direct link to the Nottinghamshire Spatial Planning for Health Framework website and the latest Rapid Health Impact Assessment template could be included in the plan. Design standards should not extend beyond or overlap with existing regulatory frameworks such as Building Regulations M4(1)–(3) without full evidence or justification. Ongoing reference to Sport England's Active Design guidance in paragraph 4.25 is welcomed. Additional health impact assessment guidance through the checklist and the forthcoming Spatial Planning and Health Framework 2025–2033 is welcomed. Clarification is requested on whether applicants would be expected to complete the Active Design guidance checklist. Appendix 3 could be updated to align fully with the latest RHIA template, incorporating digital connectivity and climate adaptation criteria. Additional guidance is expected to provide developers with greater certainty on proposal requirements. The updated MDC Green Infrastructure Supplementary Document could be signposted as further detail supporting the policy. Policy P2 could explicitly reference the Nottinghamshire Spatial Planning for Health Framework and the RHIA template to ensure a consistent approach across the district.

Comments from respondents include ['Sport England', 'Woodall Homes', 'The Lindhurst Group', 'Nottinghamshire County Council', 'Natural England'].

Active travel routes and accessibility (4 respondents, 31%)

Respondents emphasise that accessible active travel routes and realistic cycling provision are crucial to achieving safe, healthy and attractive development under

Policy P2. Realism may be needed when encouraging more cycling given Mansfield's long, linear form along major roads. Land north of Old Mill Lane lies close to services and public transport and could be accessed by walking and cycling. Proximity to public rights of way to the north and a byway along the eastern boundary may provide strong links to surrounding countryside routes that development could integrate. Footpaths would need to accommodate pushchairs and mobility scooters as well as cyclists. The positive inclusion of Policy P2's health impact assessment checklist alongside support for green infrastructure, active travel, community facilities and improved air quality is noted.

Comments from respondents include ['56', 'Bellway Homes', '1383891', 'Nottinghamshire County Council']

Health Impact Assessment scope and alignment (3 respondents, 23%)

Updating the appendix 3 health impact assessment checklist to align fully with the latest rapid health impact assessment template, including criteria on digital connectivity and climate adaptation, is recommended. Lowering the threshold for non-residential developments requiring an assessment from 5,000 sqm to 1,000 sqm in line with the Nottinghamshire Spatial Planning for Health Framework would ensure greater consistency. Including explicit references in policy P2 to the Nottinghamshire Spatial Planning for Health Framework and the rapid health impact assessment template, along with direct links to both, would support a comprehensive and coherent approach. Maintaining the requirement for assessments on residential schemes of 50 units or more is welcomed, as is the additional guidance on health impact assessments through the proposed checklist and forthcoming framework.

Comments from respondents include ['The Lindhurst Group', '1340739', 'Nottinghamshire County Council'].

Public open space provision (3 respondents, 23%)

Respondents emphasise the importance of public open space provision within policy P2 as vital for ensuring safe, healthy and attractive development. The policy could include an overarching principle prioritising reuse of land already used for housing and avoiding loss of countryside and open spaces to maintain accessible environments. High-quality and sustainably located residential development incorporating public open space and integrated built and natural features could strengthen health and wellbeing outcomes. Land north of Old Mill Lane is suggested as a potential public open space site with a children's play area. The proposed change of use for plots 187, 56 and 188 in Forest Town and Mansfield Woodhouse plus adjacent sites 67, 31, 53, 55, 30 and plot 249 is described as likely to decimate existing open spaces and undermine the district's safe, healthy and attractive character. Inclusion of policy P2 1c supporting the creation of public open spaces as integral to development design is welcomed.

Comments from respondents include ['Bellway Homes', '197', 'Natural England'].

Transport and highway access (2 respondents, 15%)

Respondents note that land north of Old Mill Lane offers strong opportunities for sustainable travel and that new development could link into adjacent public rights of way and byways. The proximity to services and public transport would support access by active travel modes. However, frequent congestion on surrounding roads and poor connections to major A roads may necessitate an improved transport plan to meet the policy's accessibility objectives.

Comments from respondents include ['Bellway Homes', '1383891'].

Waste and cycle storage facilities (1 respondent, 8%)

The respondent supports retention of clause (h) in policy P2, which seeks to ensure adequate and accessible external storage space for waste, recycling and bicycles. This requirement may help maintain hygiene standards and facilitate sustainable travel by integrating cycle storage with waste management facilities.

Comments from respondents include ['Nottinghamshire County Council'].

Heritage asset engagement (1 respondent, 8%)

The respondent supports integrating heritage asset engagement into Policy P2 by advocating for explicit reference to the health benefits of visiting and engaging with heritage. Explicit mention of heritage trails is proposed as a means to promote both physical activity and mental wellbeing. However, this may require careful design to ensure accessibility and inclusivity. Adaptive reuse of historic structures could be highlighted as a strategy to enrich sense of place and encourage community interaction. Guidance on heritage-focused public art and wayfinding may further strengthen community identity and facilitate healthy lifestyles.

Comments from respondents include ['Historic England'].

Other (8 respondents, 62%)

Respondents broadly support the Council's approach to Policy P2, praising its emphasis on health and wellbeing, placemaking and the proposed health impact assessment, and its inclusion of measures to promote physical activity and secure by design. The planning system is considered critical to enabling health providers and addressing wider determinants of health, with calls for a specific reference to heritage assets in clause 1.b and engagement with the NHS ahead of the Regulation 19 document. A waste audit requirement for large-scale developments is suggested to complement policy SP1, while land north of Old Mill Lane is highlighted as offering opportunities for green infrastructure and landscaping to encourage social interaction and reinforce local identity through integrated built and natural features.

Comments from respondents include ['1340739', 'Bellway Homes', 'Notts CPRE', 'Sport England', 'The Lindhurst Group', '161', 'Nottinghamshire County Council', 'Historic England'].

Mansfield District Council's Response to Question 7:

The council notes the support for Policy P2 and the comments seeking clearer links to health, design, active travel, green infrastructure, heritage and the latest health impact assessment guidance. The policy has been reviewed and strengthened at Regulation 19 following expert urban design advice. The changes clarify the technical matters that need to be considered and demonstrated at planning application stage and move certain criteria into a separate part of the policy so that it is clearer which requirements apply to major development. The council has also updated the reference to the Nottinghamshire Spatial Planning and Health Framework 2025–2030, which has been published since the Regulation 18 consultation. In response to the updated framework, the threshold for non-residential development requiring a Health Impact Assessment has been reduced from 5,000 sqm to 1,000 sqm. The Health Impact Assessment checklist in Appendix 3 has also been updated. The comments regarding active travel, accessible footpaths, public rights of way, public open space, waste and cycle storage and green infrastructure have been considered. These objectives are reflected in P2 and the wider plan, including Policies P3 and IN2. The council considers that site-specific provision should be determined having regard to the characteristics and needs of each development rather than through additional prescriptive requirements in P2. The comments regarding heritage assets and the health and community benefits of heritage have also been noted. Heritage is addressed through the plan's historic environment policies and through the requirement for proposals to respond appropriately to their context. The council considers that the Regulation 19 amendments provide a clearer and more up-to-date framework for achieving safe, healthy and attractive development, while avoiding unnecessary duplication of Building Regulations and other statutory requirements.

Question 8 – Policy P3: Connected developments

Total comments: 12

Total respondents: 12

Summary

Respondents highlighted congestion and pinch-point challenges in creating safe, convenient road links under the policy, calling for flexibility in integrating new routes with the existing network and considering traffic from developments such as Stonebridge Fields. They emphasised a coherent active travel network linking rights of way to key destinations, noted limited rural public transport and distances to rail stations, and observed that the number 210 bus offers direct links to Mansfield. Green infrastructure was viewed as vital for water management, urban cooling and carbon capture, with a need for its integration into route design. Comments also noted the requirement for electric vehicle charging where parking lies outside dwellings,

advocated strategic site allocation to enhance connectivity, and urged alignment of design standards with national regulations to avoid duplication. Updated transport modelling and high car ownership rates were cited as factors shaping travel patterns, and the value of habitat connectivity within urban areas was underlined.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', 'Richborough', '1384471', 'Natural England', 'Nottinghamshire County Council', 'The Lindhurst Group', 'Bellway Homes', '197', 'Woodall Homes', '1383891', '56'].

Key themes drawn from responses to Question 8:

Traffic Management and Highway Design (4 respondents, 33%)

Traffic management and highway design may face significant challenges under the policy's aspirations for connected developments. Achieving the proposed network of safe, attractive and convenient routes could be very difficult due to increased vehicle numbers, traffic and congestion arising from new housing. A more flexible approach may be needed to assess potential new routes on the existing road network or to integrate committed developments. Planning appears not to have accounted for traffic generated by the Stonebridge Fields development entering flow at existing pinch points. Support exists for Policy P3's emphasis on creating direct and safe transport connections.

Comments from respondents include ['197', 'The Lindhurst Group', '1383891', 'Nottinghamshire County Council'].

Active Travel Infrastructure (3 respondents, 25%)

Respondents welcome Policy P3's emphasis on creating a network of safe, attractive and convenient active travel routes that connect to existing rights of way and key destinations. Proximity to public rights of way is highlighted, including one along the eastern boundary of the site, enabling access to both the town centre and the wider open countryside. Opportunities may exist to integrate a pedestrian and cycle network as set out in the vision document (appendix 1). Connectivity of networks is noted as key to facilitate accessible, attractive and safe active travel options for local people.

Comments from respondents include ['Nottinghamshire County Council', 'Bellway Homes', 'Natural England'].

Public Transport Accessibility (2 respondents, 17%)

Respondents note that Warsop and surrounding villages are remote and poorly connected by public transport. The closest bus stop to the site is on Old Mill Lane, abutting the site boundary. The site lies 1.5 miles and 1.8 miles from Mansfield Woodhouse and Mansfield railway stations respectively, the latter providing regular direct services to Nottingham and Worksop. The rural context may render policy requirements to promote walking, cycling and public transport use impractical. Land

north of Old Mill Lane benefits from strong links to central Mansfield via the number 210 bus service to the town centre.

Comments from respondents include ['Bellway Homes', '1383891'].

Green Infrastructure Links (2 respondents, 17%)

Respondents emphasise the importance of incorporating green infrastructure into Policy P3 to enhance network connectivity and deliver ecosystem services. Green infrastructure connectivity may provide important ecosystem services such as water management, urban cooling and carbon capture and sequestration. Inclusion of green infrastructure within Policy P3 may ensure its integration into the design of connections and networks. Support for Policy P3 is noted on page 47.

Comments from respondents include ['Natural England', 'Nottinghamshire County Council'].

Parking Provision and Electric Vehicle Charging (2 respondents, 17%)

Respondents support Policy P3's provisions for connected developments as outlined in Question 8. Electric vehicle charging infrastructure could be provided where parking lies outside the curtilage of dwellings.

Comments from respondents include ['Nottinghamshire County Council', 'Nottinghamshire County Council'].

Strategic Site Allocation (2 respondents, 17%)

Respondents express support for policy P3 and advocate that the council should maximise opportunities by allocating sites well placed to contribute to a wider network of connected developments, citing the client's site as an example of a location that could deliver safe, accessible and integrated connections to existing and proposed routes.

Comments from respondents include ['Richborough', 'Nottinghamshire County Council'].

Policy Consistency and Design Standards (1 respondent, 8%)

The respondent states that design standards in policy P3 should avoid extending beyond or overlapping other regulatory frameworks such as building regulations (for example M4(1)–(3)) unless fully evidenced and justified. Explicit justification could ensure that any added requirements address specific local issues rather than duplicating national statutory provisions. Alignment with existing regulation may help to maintain clarity, prevent unnecessary complexity and uphold proportionality in design expectations.

Comments from respondents include ['Woodall Homes'].

Rural Connectivity Constraints (1 respondent, 8%)

The respondent notes that rural connectivity constraints significantly limit the practicality of the policy. Warsop and the surrounding villages are remote and poorly connected by public transport. No local employment exists within walking distance, which may preclude promoting walking to work. The area may not resemble an urban environment, so policies encouraging walking, cycling and public transport use could be impractical.

Comments from respondents include ['1383891'].

Other (10 respondents, 83%)

Respondents under the 'Other' theme highlighted transport modelling, travel patterns and broader connectivity issues. A new Systra model has been adopted to assess future major transport work. Car reliance may be high among working-age residents in Warsop, with two to three vehicles per household on the Stonebridge Fields development. Policy P3 is supported in principle for its proactive encouragement of walking, cycling and public transport. Support is expressed for policy P5(g) on page 52 and for policy P4 on page 50. Strategic-scale development may be planned cohesively across multiple sites in an expansion area, as demonstrated by Skegby. The policy commitment to sustainable travel through safe, attractive and convenient routes could encourage greater use of active and public transport modes. Habitat connectivity throughout urban areas may be instrumental to network objectives. Leaving the client's site undeveloped would risk losing an element of connectivity. The proposed requirement for 9,900 additional homes is opposed. Bolsover District Council supports Mansfield District Council meeting its future needs within Mansfield District with an emphasis on locating new development where people can walk or cycle to services and facilities or have good access to public transport.

Comments from respondents include ['56', 'Richborough', 'Natural England', 'Bellway Homes', '1383891', 'Notts CPRE', 'Nottinghamshire County Council', '197', 'The Lindhurst Group', '1384471'].

Mansfield District Council's Response to Question 8:

The council notes the broad support for Policy P3 and the comments concerning active travel, public transport, green infrastructure, highway capacity, rural connectivity and the need to ensure that development connects effectively with existing communities. The policy has been reviewed following expert urban design advice. At Regulation 19, amendments have been made concerning the incorporation and design of public, green and blue spaces within development schemes. The policy also now makes clearer that walking and cycling should be considered at an early stage in the design process, responding to the requirements of national policy and the consultation comments. Previous criteria relating to matters already covered by Policies IN8 and IN9 have been removed to avoid duplication. The Local Plan is intended to be read as a whole, and the detailed transport, parking and sustainable travel requirements are therefore addressed through the relevant infrastructure and transport policies. The

council has considered the comments regarding congestion, transport modelling and the practicality of sustainable travel in more rural locations. The updated transport evidence has informed the Regulation 19 plan and site selection process. While the council recognises that levels of car ownership and public transport accessibility vary across the district, the policy seeks to maximise opportunities for walking, cycling and public transport wherever reasonably practicable. The comments regarding green infrastructure and ecological connectivity are also noted. The design of routes and spaces should take account of green and blue infrastructure opportunities, with relevant requirements addressed through P1, IN2, flood risk and biodiversity policies. The council considers that the amended P3 provides an appropriate balance between the need for well-connected development and flexibility to respond to site-specific transport and environmental circumstances.

Question 9 – Policy P4: Comprehensive development

Total comments: 11

Total respondents: 11

Summary

Respondents highlight that Policy P4's requirement for comprehensive land assembly may delay smaller sites and risk speculative schemes unless the text clarifies how immediate housing can proceed alongside longer-term allocations. They stress that site allocations, such as SUE3 at Berry Hill, should be demonstrably deliverable within the plan period, possibly with increased dwelling yields to make best use of existing permissions and infrastructure. Queries arise over how masterplans will gain material weight when development is phased, and whether sites meeting the threshold for master planning warrant full plans given local authority capacity constraints. Calls for clear processes include defining pre-application consultation, formal adoption of masterplans and mechanisms to enable small-site viability. Incorporating public transport provision and ecological mitigation measures at strategic sites is also urged to align with comprehensive development objectives without stifling immediate housing delivery.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', 'Richborough', 'Natural England', 'Nottinghamshire County Council', 'The Lindhurst Group', '197', 'Forest Town Nature Conservation Group (FTNCG)', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes'].

Key themes drawn from responses to Question 9:

Piecemeal Development Prevention (6 respondents, 55%)

Respondents say that Policy P4 may be detrimental to smaller housing sites if they conflict with uncommitted plans for adjacent land through allocations. Further clarity

within the policy and its supporting text could identify how smaller sites may be developed without being unduly delayed ensuring immediate delivery. Sites immediately available for development could be stifled by adjacent land with longer-term potential, which may not come forward for many years, contrary to the government's objective of boosting housing supply. Comprehensive development may ensure the optimal use of land in a coordinated way. Utilising a small number of sites could lead to piecemeal forms of unsustainable development. The policy could allow speculative schemes, thus undermining the purpose of the local plan to allocate sites and provide certainty for residents. Support for ensuring comprehensive delivery without prejudicing adjoining land or leading to piecemeal development is expressed.

Comments from respondents include ['Notts CPRE', 'The Lindhurst Group', 'Woodall Homes', 'Hallam Land', 'Richborough', 'Hallam Land and Harworth Group'].

Allocation Deliverability (4 respondents, 36%)

Respondents endorse the principle that site allocations under the policy must be demonstrably deliverable within the plan period. Policy SUE3 at Berry Hill may benefit from raising its dwelling yield from roughly 1,700 to about 2,600 to secure comprehensive and sustainable delivery on allocated sites, permitted sites and those with existing infrastructure. Site allocations should be committed to avoid speculative proposals that could undermine the local plan's certainty. Greater clarity in the policy and supporting text could ensure smaller sites are not unduly delayed and can achieve immediate delivery. Adjacent sites held for longer-term potential may stifle development on immediately available land and run counter to government objectives for housing supply. Reliance on a limited number of sites in potentially less sustainable locations could jeopardise the comprehensive delivery of key allocations such as Berry Hill. The policy's aim to support development that does not jeopardise comprehensive delivery is welcomed.

Comments from respondents include ['Hallam Land and Harworth Group', 'The Lindhurst Group', 'Notts CPRE', 'Hallam Land'].

Phasing and Adoption (3 respondents, 27%)

Respondents query how a masterplan would be adopted and carry weight as a material planning consideration under Policy P4 if sites are brought forward in phases rather than through a single outline planning application. The mechanism by which an approved masterplan may guide decision making where development is phased remains unclear. A phased delivery model may be necessary in some areas. Developers may be reluctant to commission initial surveys and technical assessments to inform the masterplan prior to securing agreement in principle through a pre-application enquiry.

Comments from respondents include ['Hallam Land and Harworth Group', 'Woodall Homes', 'Hallam Land'].

Small-Site Viability (2 respondents, 18%)

Respondents raise concerns that the policy may impede the development of smaller housing sites offering immediate contributions if they are treated as prejudicial to adjacent land with longer-term potential. The policy could risk delaying modest schemes in favour of uncommitted neighbouring allocations, potentially undermining Government objectives to boost housing supply. Further clarity may be needed within both the policy and its supporting text to establish mechanisms that enable small sites to progress without undue delay.

Comments from respondents include ['Hallam Land and Harworth Group', 'Hallam Land'].

Masterplan Scope (2 respondents, 18%)

Respondents question the scope of masterplan requirements in relation to Policy P4. Capacity constraints at the local planning authority may cause delays, particularly on smaller schemes that trigger the requirement solely by exceeding the 5 hectare or 150-unit threshold. A site of 150 dwellings may not be strategic enough to warrant a full master planning process prior to application. The policy may impose disproportionate masterplan requirements and cause avoidable delays to housing delivery.

Comments from respondents include ['Hallam Land and Harworth Group', 'Hallam Land'].

Policy Clarity (2 respondents, 18%)

Respondents seek clearer guidance on the policy's processes. Further clarity may be required on how smaller sites could be progressed without undue delay to ensure immediate use of available land. The mechanism for consultation and agreement on masterplans with the local planning authority may need explicit definition rather than assumption of a pre-application process. Uncertainty may also persist over how a masterplan would be formally adopted and carry weight as a material planning consideration where development proceeds other than through a single outline planning application.

Comments from respondents include ['Hallam Land and Harworth Group', 'Hallam Land'].

Transport and Infrastructure Provision (2 respondents, 18%)

Respondents propose increasing the deliverable dwelling total for SUE3 Berry Hill from approximately 1,700 to around 2,600 to ensure comprehensive and sustainable delivery of allocated housing that benefits from existing permissions and commenced infrastructure. A masterplan may need to integrate public transport access and reserve space for infrastructure to prevent piecemeal development and ensure cumulative requirements are met. Assessing how additional units interface with adjoining land could help safeguard longer term potential and deliver suitable access arrangements at the planned growth scale. Incorporating public transport infrastructure within the master planning requirements in Appendix 7 would align with the revised NPPF and reinforce comprehensive development under policy P4.

Comments from respondents include ['Nottinghamshire County Council', 'The Lindhurst Group'].

Ecological Mitigation (1 respondent, 9%)

The respondent urges that appropriate mitigation and compensation measures accompany development at SUE2 under the policy. Ecological mitigation and compensation measures may be necessary to address potential impacts on habitats. Natural England's 2014 advice recommends a precautionary approach to avoid or minimise effects on breeding nightjar and woodlark populations in the Sherwood Forest area.

Comments from respondents include ['Forest Town Nature Conservation Group (FTNCG)'].

Other (7 respondents, 64%)

Respondents discussed various concerns under the other theme regarding the comprehensive development policy. Policy P4 should be removed on the grounds that masterplan requirements may impose disproportionate burdens and delay housing delivery. Development proposed on plots in Forest Town, Mansfield Woodhouse and adjacent sites could decimate open spaces, damage spa ponds and threaten woodlark and nightjar habitats, especially near the SUE2 site off Jubilee Way which lies close to a prospective special protection area. Masterplans may be more appropriately included within individual strategic allocation policies rather than maintained as a standalone requirement. The policy could discourage developers from undertaking necessary site surveys and technical assessments before securing principal agreement. Proposed changes to allocations or the addition of new sites might be better determined through a formal local plan review. Masterplans are acknowledged as useful for large strategic sites, and any future iterations should ensure ecological impacts are minimised. The client's site on the Mansfield–Ashfield urban fringe is seen as sustainably well located to complete housing delivery at Skegby if master planning is applied proportionately. Council policy aspirations and environmental safeguards should remain central to site allocation decisions.

Comments from respondents include ['Notts CPRE', '197', 'Hallam Land', 'Richborough', 'Nottinghamshire County Council', 'Hallam Land and Harworth Group', 'Forest Town Nature Conservation Group (FTNCG)'].

Mansfield District Council's Response to Question 9:

The council notes the comments both supporting the principle of comprehensive development and raising concerns that the policy could delay smaller or immediately deliverable sites, particularly where adjoining land may have longer-term development potential. The council considers that Policy P4 remains important to prevent piecemeal development from prejudicing the comprehensive delivery of allocated sites and their associated infrastructure. The policy has not been removed. Instead, it has been refined at Regulation 19 to clarify its application to development proposals in adjacent

districts where sites straddle the Mansfield boundary. This will enable the council to object where proposals would undermine the comprehensive development of an allocated area. The supporting text has also been expanded to explain how strategic planting, water features and environmental buffers can help maintain flexibility within layouts and safeguard longer-term development opportunities. This responds to the need to ensure that comprehensive development does not unnecessarily sterilise land or prevent appropriate phasing. Further supporting text confirms that schemes may be subject to internal design review and, where necessary, independent design review. Design and Access Statements are expected to demonstrate clearly, including through legible graphics, how the proposal addresses P4. The council has considered comments regarding the masterplanning threshold, phased development, pre-application discussions and the potential burden on smaller schemes. The policy continues to focus the masterplanning requirement on larger sites and is intended to be applied proportionately. It does not require all development to wait for a single comprehensive application where a scheme can demonstrate that it will not prejudice the wider allocation or infrastructure requirements. The council has not increased the housing capacity of individual SUEs simply in response to representations. Housing capacity and delivery have instead been considered through the wider housing evidence, site assessment, transport evidence and viability assessment. The council considers that the amended policy provides the necessary safeguards for comprehensive development while allowing appropriate phasing and site-specific flexibility.

Question 10 – Policy P5: Climate change and new development

Total comments: 14

Total respondents: 14

Summary

Respondents highlighted the need for clear supplementary guidance on the documents and evidence required for policy P5 applications, including energy and sustainability statements, nature-based solutions and references to resources such as Historic England Advice Note 18. Queries were raised over viability and proportionality, calling for transparent assessment criteria and independent review. Emphasis was placed on integrating renewable and low-carbon technologies, for example solar panels on fencing or car park canopies alongside electric vehicle charging. Respondents noted the importance of flexibility for future adaptation and the use of green and blue infrastructure for drainage, biodiversity and flood risk management. Further remarks suggested avoiding duplication with building regulations and expanding scope to include whole-building retrofit of historic structures.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', 'Home Builders Federation Ltd', 'Natural England', 'Nottinghamshire County Council', 'The Lindhurst Group', 'Bellway Homes', 'Historic England', '197', '161', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes', '56'].

Key themes drawn from responses to Question 10:

Implementation Guidance and Documentation Requirements (8 respondents, 57%)

Respondents highlighted the need for supplementary guidance detailing the documents and evidence required to accompany planning applications under policy P5, suggesting inclusion of clear expectations for energy statements, sustainability statements and nature-based solutions, and referencing resources such as Historic England Advice Note 18, the Climate Change Adaptation Manual and the Carbon Storage and Sequestration by Habitat report. Additional guidance may clarify how draft policy P5's climate change objectives will be translated into planning requirements without rendering the policy overly prescriptive. Supplementary guidance could ensure consistency in applications and support delivery and assessment of measures such as renewable technologies, biodiversity enhancements and adaptability provisions. Viability assessment criteria may require further justification, and any additional requirements would need to be clearly evidenced. Further detail on nature-based solutions may be best provided through future supplementary plans once data is updated and confirmed.

Comments from respondents include ['Nottinghamshire County Council', 'Historic England', 'The Lindhurst Group', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes', 'Natural England', 'Bellway Homes'].

Viability and Proportionality of Requirements (5 respondents, 36%)

Respondents seek further clarity on how viability will be assessed in draft policy P5. Support is expressed for criterion g while concern is raised that delivering all listed measures could render schemes unviable and compromise the delivery of other planning obligations and contributions. Viability judgements may be better made by the local planning authority or independent experts rather than by applicants or developers. The policy should avoid becoming overly prescriptive and any additional requirements or standards must be underpinned by clear evidence and justification.

Comments from respondents include ['Nottinghamshire County Council', 'The Lindhurst Group', 'Notts CPRE', 'Woodall Homes', 'Bellway Homes'].

Renewable and Low Carbon Energy Technologies (4 respondents, 29%)

Respondents welcome the inclusion of renewable and low carbon energy technologies within Policy P5 and recommend drawing on German and other European practices by integrating solar panels into fencing, car park canopies and roadside infrastructure. New builds could incorporate solar panels alongside electric vehicle charging points.

Electric vehicle charging provision could be added under measure 1.g sustainable transport and travel facilities.

Comments from respondents include ['Nottinghamshire County Council', 'Nottinghamshire County Council', '197', '56'].

Flexibility for Future Adaptation (3 respondents, 21%)

Respondents support inclusion of appropriate flexibility to allow for future adaptation under policy P5. Clear guidance on how development will remain climate resilient within this flexible framework could improve implementation. However, the policy should avoid excessive prescription to safeguard adaptability.

Comments from respondents include ['Natural England', 'Bellway Homes', 'Nottinghamshire County Council'].

Sustainable Transport Infrastructure (3 respondents, 21%)

Respondents support the inclusion of sustainable transport and travel facilities under measure 1.g of the policy. Electric vehicle charging provision could be incorporated as an essential element of sustainable transport infrastructure. Integration of solar panels alongside charging points in new developments would enhance energy efficiency and support low-carbon travel.

Comments from respondents include ['Nottinghamshire County Council', 'Nottinghamshire County Council', '56'].

Sustainable Drainage and Nature-Based Solutions (3 respondents, 21%)

Respondents support Policy P5's integration of nature-based solutions through green and blue infrastructure, biodiversity enhancements and sustainable drainage as essential climate change adaptation and mitigation measures. Green and blue infrastructure could improve ecosystem services, manage surface water and reduce flood risk. Biodiversity and landscaping are seen to reinforce ecological resilience and enhance habitat connectivity. Sustainable drainage measures may help control runoff and alleviate localised flooding. References to the MDC Climate Change Strategy 2022 and the UK Climate Change Projections Headline Findings are welcomed for strengthening the policy's evidence base. Inclusion of water consumption targets in table 4.5 may promote efficient resource use over the lifetime of developments.

Comments from respondents include ['Natural England', 'Bellway Homes', 'Nottinghamshire County Council'].

Avoiding Redundancy with Building Regulations (2 respondents, 14%)

Respondents consider that Policy P5's provisions on energy efficiency, water efficiency and climate change may be redundant given that the building regulations process already governs these issues. Local plan policies could therefore avoid repeating requirements on energy and water efficiency and climate mitigation.

Inclusion of the Future Homes Standard may exceed the plan's scope and fit more appropriately within building regulations. Emerging policy could similarly steer clear of unnecessary overlap with building regulations on accessibility, adaptability, sustainability, energy performance and smart technology.

Comments from respondents include ['Woodall Homes', 'Home Builders Federation Ltd'].

Historic Building Reuse and Retrofitting (2 respondents, 14%)

Respondents highlight the need for a whole-building approach in Policy P5 when adapting traditionally constructed buildings, aiming to reduce operational carbon emissions, improve energy efficiency and ensure climate resilience. Policy scope could be widened to reference retention and reuse of buildings as well as new development, acknowledging historic buildings as significant embodied energy investments and reducing resource demand from demolition and replacement. The policy could encourage and recognise sympathetic restoration, retention, refurbishment and retrofitting of historic buildings. Historic England Advice Note 18 (July 2024) on adapting historic buildings for energy and carbon efficiency could be incorporated or cross-referenced. Support is expressed for P5(g) on sustainable transport and travel facilities.

Comments from respondents include ['Historic England', 'Nottinghamshire County Council'].

Other (10 respondents, 71%)

Respondents view that policy P5's measures encompass the necessary components for climate change mitigation and adaptation in development. The policy is recognised as a positive and necessary step in line with section 14 of the framework. The right to comment on further guidance and evidence, including emerging supplementary plans, the forthcoming climate change study, the local area energy plan and the updated SFRA, is reserved. Small changes to design may prevent unnecessary land use and help preserve green spaces within communities. The LPA may need to provide supplementary guidance to support the effective delivery of new housing and to clarify how climate change objectives will be translated into planning requirements. A minimum retention period for newly planted trees could help to ensure their security.

Comments from respondents include ['Nottinghamshire County Council', 'The Lindhurst Group', 'Hallam Land', 'Hallam Land and Harworth Group', 'Notts CPRE', '56', 'Natural England', 'Bellway Homes', '197', '161'].

Mansfield District Council's Response to Question 10:

The council notes the strong support for the objectives of Policy P5 and the comments seeking clearer implementation guidance, appropriate evidence, renewable and low-carbon technologies, climate adaptation, sustainable drainage and nature-based solutions. The comments concerning proportionality, viability and avoiding duplication with Building Regulations have also been considered. The

policy has been strengthened at Regulation 19 following the findings of the Mansfield Climate Change Study 2026. Criterion 1a has been amended to encourage applicants to demonstrate how the energy hierarchy has been followed. A new criterion encourages developers to demonstrate climate adaptation by taking account of predicted future climate conditions. The policy also confirms that proposals which deliver significant improvements in energy/carbon performance or climate adaptation of an existing building will be viewed favourably. The supporting text has been expanded to explain and justify the amendments and provide greater guidance on implementation. Historic England Advice Note 18 has also been referenced in relation to adapting historic buildings to climate change, responding directly to the consultation comments regarding the retention and retrofit of historic buildings. The council has also updated Table 4.5 to include flood resilience measures and a new section on resilience and indoor air quality, informed by the Air Quality Study 2026. These changes strengthen the relationship between climate adaptation, flood resilience, building performance and health. The council has considered the requests for detailed supplementary guidance on energy statements, sustainability statements, renewable technologies, EV charging and nature-based solutions. Detailed technical guidance can evolve as evidence and national requirements develop and is not all appropriate for inclusion in the strategic policy itself. The policy therefore provides the framework, with applicants expected to demonstrate how relevant measures have been considered. The council has also considered viability and the relationship with Building Regulations. The policy is not intended to duplicate statutory requirements or impose requirements that cannot be justified by local evidence. The Whole Plan Viability Assessment has considered the cumulative effect of plan policies on development viability. Overall, the Regulation 19 amendments provide a stronger evidence-based framework for both climate mitigation and adaptation while retaining flexibility in how appropriate solutions are delivered.

Question 11 – Policy P6: Home extensions and alterations

Total comments: 7

Total respondents: 7

Summary

Home-based businesses may increase deliveries and visitor movements under Policy P6. Four hundred elevated houses now dominate the street scene. Extensions should be reserved for owner-occupiers with consistent policy application to ensure homeowners are neither unfairly restricted nor overshadowed by new developments. Profit-driven HMOs should be disallowed and a public-visibility test introduced for assessing character impacts of unseen extensions. The approach balancing character, amenity, parking and outdoor space requires only updates to NPPF references.

Comments from respondents include [‘Notts CPRE’, ‘Natural England’, ‘197’, ‘1383891’, ‘56’].

Key themes drawn from responses to Question 11:

Home-based business impacts (1 respondent, 20%)

The respondent highlights that planning applications for home extensions and alterations under Policy P6 should account for home-based business impacts such as increased deliveries and visitor movements that may affect neighbours and the wider community.

Comments from respondents include [‘197’].

Street-scene dominance (1 respondent, 20%)

The respondent notes that 400 houses constructed across the road in an elevated position now dominate the street scene, raising concerns about the visual impact on the existing environment.

Comments from respondents include [‘1383891’].

Owner-occupier eligibility (1 respondent, 20%)

The respondent states that home extensions should be permitted exclusively for homeowners who will reside in the property.

Comments from respondents include [‘56’].

Policy-application consistency (1 respondent, 20%)

The respondent asserts that planners apply the policy inconsistently, denying homeowners the opportunity to extend and improve their properties while permitting new developments free rein to proceed unchecked.

Comments from respondents include [‘1383891’].

Profit-driven conversions (HMOs) (1 respondent, 20%)

The respondent asserts that profit-driven extensions to create houses in multiple occupation should be disallowed.

Comments from respondents include [‘56’].

Public-visibility test (1 respondent, 20%)

The respondent contends that planning permission was wrongly refused for a two-storey side extension on the basis of character impacts despite the addition being invisible from street view. Planning would not appear to adversely affect the public street scene if the extension cannot be seen from public vantage points. A public-

visibility test may therefore serve as a clear criterion for assessing compatibility under policy P6.

Comments from respondents include ['1383891'].

Other (1 respondent, 20%)

The respondent expresses agreement with the proposed approach to policy P6. Balanced support for home extensions and alterations that safeguards the character and appearance of dwellings and the wider street scene, maintains residential amenity, and ensures sufficient parking and outdoor space is welcomed and only NPPF reference updates have been required in light of no raised concerns.

Comments from respondents include ['Notts CPRE'].

Mansfield District Council's Response to Question 11:

The council notes the comments regarding home working, visual impact, consistency in applying the policy, owner-occupation, HMOs and the assessment of extensions that may not be visible from public viewpoints. The council considers that Policy P6 remains appropriate as a general householder policy. The purpose of the policy is to ensure that extensions and alterations respond appropriately to the character and appearance of the dwelling and wider area, protect residential amenity and provide adequate parking and outdoor space where relevant. The council has not introduced an owner-occupier requirement. Such a restriction would not be justified as a general local planning requirement and the policy applies to residential properties irrespective of whether they are owner-occupied or rented. Matters relating specifically to HMOs are addressed through the separate HMO policy. The comments regarding home-based businesses are noted. Where a home extension or alteration facilitates a use that requires planning permission, its impacts, including additional visitors, deliveries, traffic or disturbance, will be considered through the relevant policies. The policy has not been expanded to regulate ordinary home working where planning permission is not required. The council has also considered the comments regarding visibility from public viewpoints. Whether an extension is visible from a public place is one consideration, but it is not the sole consideration. Impacts on neighbours, the character of the dwelling and wider street scene, privacy, daylight and amenity may remain relevant even where a proposal is not readily visible from a highway. At Regulation 19 only minor changes were made to the supporting text, including advising applicants to check submission requirements before undertaking works. The council considers that the policy provides an appropriate and proportionate basis for assessing household extensions and alterations.

Question 12 – Policy P7: Amenity

Total comments: 7

Total respondents: 7

Summary

Respondents emphasise the need for robust noise control under Policy P7, noting that site activity and the proposed 30,043 homes could increase noise, light, air pollution, odour and vibration beyond appropriate mitigation. They note that minor local routes may struggle with extra traffic, exacerbating congestion and noise, and advise incorporating childminding facilities in new developments to maintain amenity standards. Strain on schools, GP surgeries and other services is highlighted as a potential adverse effect. Further concerns include building massing and privacy impacts on specific plots in Mansfield Woodhouse, citing overshadowing and overbearing effects, and the challenge of meeting pollution mitigation standards. Additional comments warn of changes to village character, question the policy's reference to 'appropriate standards' and note that converting community premises to housing may prompt objections from future occupants unfamiliar with existing activities.

Comments from respondents include ['Notts CPRE', '202', 'Natural England', 'The Lindhurst Group', '197', '161', '1383891'].

Key themes drawn from responses to Question 12:

Noise Control (2 respondents, 29%)

Respondents emphasise that effective noise control is vital under Amenity (Policy P7). Noise on building sites may dominate unless work practices are limited. The proposed addition of 30,043 homes could generate activity, noise, light, air quality, odour and vibration impacts that may not be mitigated to an appropriate standard.

Comments from respondents include ['161', '197'].

Childminding Provisions (1 respondent, 14%)

The respondent considers that the design of new homes should incorporate childminding facilities to improve childcare availability within the framework of Policy P7. Childminding provisions could be included in new developments to support appropriate standards of amenity for both existing and future residents.

Comments from respondents include ['1383891'].

Traffic and Road Capacity (1 respondent, 14%)

The respondent highlights that the roads in Mansfield Woodhouse are minor routes, which may have limited capacity to absorb increased traffic and could exacerbate noise and congestion, thereby affecting living conditions under Question 12 Amenity (Policy P7). Minor road status may hinder appropriate mitigation of traffic impacts within the policy's requirements for maintaining acceptable levels of activity and noise.

Comments from respondents include ['202'].

Local Services Strain (1 respondent, 14%)

The respondent highlights that local schools and GP surgeries are already overstretched. This may hinder the policy's objective to avoid adverse amenity impacts by placing further pressure on essential community services.

Comments from respondents include ['202'].

Building Massing and Privacy (1 respondent, 14%)

The respondent states that under the Building Massing and Privacy theme, the proposed change of land use on plots 187, 56 and 188 in Forest Town, Mansfield Woodhouse, along with adjacent sites 67, 31, 53, 55, 30 and 249, would have a significant adverse effect on the living conditions of existing and new residents. The proposal may cause unacceptable loss of privacy, excessive overshadowing and an overbearing impact, which would conflict with the policy's requirement to avoid significant adverse amenity effects.

Comments from respondents include ['197'].

Pollution Mitigation Standards (1 respondent, 14%)

The respondent considers that the proposed additional 30,043 homes would generate levels of activity, noise, light, air pollutants, odour, vibration or other pollution that could not be mitigated to an appropriate standard, thus compromising the pollution mitigation standards set out in Question 12 Amenity (Policy P7).

Comments from respondents include ['197'].

Other (5 respondents, 71%)

Respondents expressed concerns that the proposed development could place additional strain on the village environment, change its character and atmosphere irrevocably, and have a major negative impact on Mansfield Woodhouse. National planning policy guidelines are welcomed as a basis for setting local standards and the council's flexible approach to Policy P7 is supported. However, the policy is criticised for vagueness, particularly the phrase "to an appropriate standard", which may hinder the local planning authority's ability to defend a refusal to grant permission. The principle of protecting amenity is endorsed, yet the local plan's housing proposals are viewed as inconsistent with that principle. Developing housing on former community

premises is identified as risking objections from new residents unfamiliar with established activities.

Comments from respondents include [‘1383891’, ‘Notts CPRE’, ‘202’, ‘197’, ‘The Lindhurst Group’].

Mansfield District Council’s Response to Question 12:

The council notes the comments regarding noise, light, air quality, odour, vibration, traffic, privacy, overshadowing, building massing and the potential effects of development on existing and future residents. Policy P7 has been reviewed in light of these comments. At Regulation 19 only minor grammatical corrections were considered necessary. The council did not identify a need for substantive policy changes because the policy already requires development to avoid and minimise unacceptable effects on the amenity of existing and future users and those living and working nearby. The concerns regarding construction and operational noise, traffic, pollution and other environmental effects are appropriately assessed through P7 alongside the specific policies dealing with transport, pollution, design and infrastructure. Where relevant, planning conditions or other controls can be used to manage construction activity and operational impacts. The comments regarding building massing, overlooking, loss of privacy, overshadowing and overbearing effects are directly relevant to the application of P7 and will be considered on a site-specific basis. The policy does not seek to prescribe a single numerical standard for every circumstance because the appropriate relationship between buildings depends on factors including site layout, orientation, topography, existing development and the characteristics of the proposal. The council notes the suggestion for childminding facilities. While childcare provision can contribute to sustainable and healthy communities, the council does not consider that a general requirement for childminding facilities should be introduced through an amenity policy. Wider community infrastructure requirements are addressed through the infrastructure policies and evidence base. The council considers that P7, read with the Local Plan as a whole and relevant national guidance, provides an appropriate framework for protecting residential and environmental amenity.

Question 13 – Policy P8: Shop front design and signage

Total comments: 6

Total respondents: 6

Summary

Respondents emphasised maintaining visual cohesion by aligning shop fronts and signage with adjacent buildings and proposed amending clause 2 to explicitly require proposals to preserve or enhance both individual structures and their wider settings. Some suggested adding criteria to prevent signage from distracting motorists or interfering with traffic signals. Others noted that targeted shop front improvements could revitalise heritage assets, while one respondent highlighted integrating commercial frontage with nearby housing to improve the residential environment. A further comment welcomed the changes as consistent with earlier feedback.

Comments from respondents include ['Nottinghamshire County Council', 'Natural England', 'Historic England', '197', '161', '56'].

Key themes drawn from responses to Question 13:

Streetscape Visual Cohesion (2 respondents, 33%)

Respondents argue that shop fronts and signage under the policy should ensure the townscape remains in keeping with adjoining properties to support streetscape visual cohesion. Shop fronts and signage that align with adjoining properties may preserve local character. Clause 2 could be amended to refer explicitly both to the building itself and to its wider setting so that proposals are required to preserve or enhance the character of individual buildings and their surrounding areas.

Comments from respondents include ['Historic England', '56'].

Holistic Character Conservation (2 respondents, 33%)

Respondents highlight that Policy P8 should ensure shop front design aligns with adjoining properties and the wider townscape. Clause 2 could be amended to refer explicitly to preserving or enhancing both the building's character and that of its surrounding area.

Comments from respondents include ['Historic England', '56'].

Signage-Related Road Safety (1 respondent, 17%)

The respondent recommends that policy P8 be amended to include a criterion requiring that shop front signage should not be likely to cause a material distraction to

motorists or serve as a digital backdrop to traffic signals, in order to address potential road safety impacts of illuminated or digital displays.

Comments from respondents include ['Nottinghamshire County Council'].

Heritage Asset Revitalisation (1 respondent, 17%)

Heritage buildings in Mansfield are identified as assets that could be revitalised through the shop front design and signage policy, recognising that targeted enhancements in shop fronts and signage may reinforce the area's character, although some improvements could fall beyond the council's direct powers.

Comments from respondents include ['161'].

Commercial-Residential Interface Management (1 respondent, 17%)

The respondent supports the policy's aim to manage the interface between shop front design and nearby residential accommodation, contending that improved integration of commercial frontage and housing access could enhance the attractiveness of residential units.

Comments from respondents include ['197'].

Other (1 respondent, 17%)

The respondent welcomes the proposed changes to Policy P8 shop front design and signage as they align with previous comments.

Comments from respondents include ['Historic England'].

Mansfield District Council's Response to Question 13:

The council notes the support for Policy P8 and the comments seeking stronger protection of the character and setting of buildings, appropriate relationship with adjoining properties, road safety considerations for signage and opportunities to support heritage-led regeneration. The policy and supporting text were reviewed following the consultation. At Regulation 19 a further criterion was added to prevent the creation of recessed areas within shopfronts, reflecting the Secured by Design guidance. Supporting text was also added to make clear that Design and Access Statements should demonstrate how proposals comply with the policy. The comments regarding heritage assets and their settings have been considered alongside the historic environment policies. Policy P8 already requires proposals affecting heritage assets to preserve or enhance character, appearance and setting, and the council considers this provides an appropriate basis for considering both the individual building and its wider townscape context. The council has also considered the request for a specific criterion relating to signage and traffic safety. Signage proposals will need to comply with the relevant highway and safety requirements,

and the policy's design and amenity considerations provide an appropriate framework for assessing illuminated or digital signage. A separate prescriptive criterion was not considered necessary. The council recognises the potential contribution of high-quality shopfront improvements to heritage-led regeneration and town centre vitality. The policy should therefore be read alongside the Mansfield Town Centre Design Code and relevant heritage guidance. The council considers that the Regulation 19 amendment and supporting guidance provide an appropriate balance between protecting local character, improving safety and allowing appropriate commercial flexibility.

Question 14 – Policy H1: Housing allocations

Total comments: 33

Total respondents: 33

Summary

Respondents note that projected housing allocations may not meet targets due to slow timelines, discrepancies in supply figures and reliance on few sites, potentially causing a shortfall of nearly 3,000 homes and requiring more flexible allocations, a clear trajectory and an extended plan period. Additional housing without road upgrades is seen as likely to worsen congestion and air quality, prompting calls for junction improvements, transport assessments and developer contributions for highways and public transport. Proposed development on sports fields, parks and agricultural land is viewed as a threat to valued green spaces for leisure and exercise, with calls for compliance with national playing pitch policies and for green space enhancements. Mandatory biodiversity net gain costs, site remediation and infrastructure needs could affect viability, affordable housing delivery and other S106 obligations. Capacity gaps in schools, medical practices and emergency services suggest that developer-funded facilities should be identified in advance. Preference for brownfield over greenfield development and reuse of vacant shops and homes is expressed to reduce reliance on further greenfield housing.

Comments from respondents include ['Nottinghamshire County Council', 'The Vibrant Venue', '1384593', 'Richborough', 'Gleeson Homes', '202', 'Home Builders Federation Ltd', 'Natural England', 'Avant Homes', '1384389', 'The Lindhurst Group', 'Gladman Developments', 'NorthCountry Homes', '197', '190', '186', '174', 'Warsop Footpaths & Countryside Group', '163', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes', '124', '1384211', 'Environment Agency', '88', 'Sport England', '67', '66', '58', '56', '31', 'Missing62'].

Key themes drawn from responses to Question 14:

Housing Supply and Allocation Robustness (10 respondents, 31%)

Policy H1's projected housing allocations raise concerns over the robustness of supply and the need for additional flexibility. Site H1v's programmed timeline to commence in 26/27 and deliver 36 houses by 29/30 may be excessive for such a small yield. Extension of the plan period may be required to meet increased housing requirements. Warsop's future provision may be overly reliant on site H1u. Windfall study's exclusion of windfall sites from the first five years may align with national guidance and ensure the five-year land supply is based only on known deliverable sites. Strategy should ensure sufficient choice and flexibility of size and location in sustainable locations across the district. Buffer above five per cent may be necessary to mitigate early under-supply and accommodate potential demand increases. Discrepancies identified in table 5.1 between commitments, sustainable urban extension totals and policy H1 allocations raise questions about the consistency of supply figures and whether under-construction sites are accounted for. Table 5.1's supply sources do not appear to meet the required need, with an estimated shortfall of 2,953 dwellings needing identification at regulation 19 stage. Warsop parish shows an anticipated delivery of 456 houses in the first eight years and none thereafter, resulting in shortfalls under both 10 per cent and 15 per cent apportionments and suggesting additional site allocations within the parish may be required. Next plan version may need to include a comprehensive housing trajectory clearly setting out all sources of supply and clarifying delivered allocations and undeliverable permissions. A more ambitious housing target may be justified to ensure a sufficient and flexible land supply and to maintain positive planning and regeneration prospects, particularly if large-scale brownfield sites underperform.

Comments from respondents include ['Richborough', 'Hallam Land and Harworth Group', 'Gladman Developments', 'NorthCountry Homes', 'Home Builders Federation Ltd', '88', 'Hallam Land', 'Avant Homes', 'Woodall Homes', 'The Lindhurst Group'].

Traffic Impact and Highway Mitigation (8 respondents, 25%)

Respondents highlight that roads in and out of Woodhouse become heavily congested during traffic diversions, indicating that additional housing without new road infrastructure could exacerbate existing traffic problems. Developments in Mansfield Woodhouse and Warsop may increase traffic on the A60, which is described as gridlocked at times, and could further reduce air quality. Site H1g Abbott Road is proposed to require physical highway improvements, contributions towards public transport facilities and a travel plan. Existing road conditions are described as poor, leading to calls to withhold further building until upgrades are in place. Transport assessments for SUE3 land at Berry Hill and other allocations near the Ashfield boundary are urged to account for cumulative impacts, including those from H1ss, H1sb and H1si in the Ashfield district plan. Site H1u Stonebridge Lane in Warsop is noted to have had planned junction improvements along the A60 corridor that remain undelivered. Major new roads are said to be needed to alleviate existing congestion before approval of additional housing estates to avoid critical transport issues, as

current infrastructure is reported to struggle at peak times. Support is expressed for the policy requirement for Land off Skegby Lane (H1b) to contribute to mitigation of impacts at junctions including Kings Mill Road/Beck Lane/B6014 Skegby Lane/Mansfield Road and any further junctions identified by a Transport Assessment. Both Land off Skegby Lane (215 homes) and Former Rosebrook Primary School (134 homes) are expected to secure contributions towards highway infrastructure, public transport improvements and travel plans. The assertion that more housing will inevitably lead to more traffic underpins these concerns.

Comments from respondents include [‘56’, ‘190’, ‘The Vibrant Venue’, ‘163’, ‘1384389’, ‘58’, ‘Nottinghamshire County Council’, ‘88’].

Protection of Recreational and Open Spaces (7 respondents, 22%)

Respondents express concern that Policy H1 may threaten existing recreational and open spaces used for sports, dog walking and informal play. Building new homes could endanger accessible green areas and further reduce limited provision. The allocation of playing fields and sports facilities is regarded as inappropriate for housing unless proposals demonstrate consistency with paragraph 104 of the NPPF and Sport England’s playing fields policy. Sites 219, 72, 8, 22 and 64 are highlighted for objection without such compliance, and the Abbott Road football field is recommended for removal from housing use to revert to sport and leisure. Plot 266, accessed via Wainwright Avenue, is described as essential for football, dog walking and exercise and could meet increased demand from nearby developments if retained. Losses of pitches are urged to be reviewed against the updated playing pitch strategy, and sites with goal posts or Section 106 funding are considered unsuitable for housing. An existing cycle proficiency site on H1g (Abbott Road) is proposed for enhancement with swings, benches and turfed areas under a protected sports sites policy. Enhancing open spaces for future generations is favoured over residential development, with concerns that housing on agricultural land and leisure facilities may undermine healthy lifestyles and climate objectives. Children’s access to fresh air and exercise could be compromised by housing on vital outdoor spaces.

Comments from respondents include [‘174’, ‘190’, ‘67’, ‘Sport England’, ‘66’, ‘88’, ‘186’].

Site Deliverability and Viability Constraints (6 respondents, 19%)

Respondents emphasise that site deliverability and viability constraints require comprehensive assessment prior to progressing allocations under Policy H1. Assessment of baseline conditions may be needed to clarify biodiversity net gain obligations and their effect on viability and other policy requirements. Policy H1 allocations which remain undeveloped may need review to confirm availability, suitability and achievability. Site H1v’s proposed timeline may appear excessive for delivery of just 36 homes over a four-year period commencing in 2627. The non-negotiable costs of mandatory biodiversity net gain could affect site viability and the capacity to provide affordable housing and other s106 contributions. Site H1q’s

position atop a historic landfill may require specific remediation measures and consultation with environmental health. Precise identification of completed allocations and those where planning permission is no longer live may be necessary. Large sites could present complex infrastructure, flooding, transport, contamination and mining legacy constraints that may delay delivery and worsen viability issues.

Comments from respondents include ['Richborough', 'Environment Agency', 'NorthCountry Homes', 'Home Builders Federation Ltd', 'Avant Homes', 'Woodall Homes'].

Social and Community Service Provision (6 respondents, 19%)

Respondents express concern that the proposed housing allocations under Policy H1 would exacerbate existing shortfalls in social and community services. Capacity constraints are highlighted for hospital services, GP surgeries, ambulance and fire services. No provision for schools and medical surgeries is shown, and the absence of outreach support services may leave additional families without assistance. Lack of clarity on where teachers and GPs would be sourced is criticised. Explicit plans for additional medical surgeries, dentists and schools could be outlined and partially funded by developers before new developments go into effect to address capacity concerns. Infrastructure does not support the current population in terms of school places, public transport, policing and health services, and the proposal may be unsustainable given the potential burden on roads, healthcare, educational and council services. Available school places are noted as insufficient to accommodate new residents, and the existing surgery is described as lacking capacity to support additional patients.

Comments from respondents include ['1384593', '197', '31', 'The Vibrant Venue', '163', '58'].

Brownfield versus Greenfield Development (6 respondents, 19%)

Respondents express concern that the proposed housing allocations under Policy H1 are predominantly greenfield, arguing that building on agricultural land and leisure facilities may be the easy option, may undermine residents' opportunities for healthy exercise and may conflict with climate change objectives. New development should be focused within existing highly sustainable locations and avoid the need to develop on further greenfield sites in less sustainable areas. Development strategy should focus on redeveloping built-up industrial brownfield areas that are no longer fit for purpose rather than consuming greenfield land. If large brownfield sites do not deliver as expected, the council may fail to meet identified housing needs in full and could face speculative planning submissions.

Comments from respondents include ['1384593', '190', 'The Vibrant Venue', '163', 'Woodall Homes', 'The Lindhurst Group'].

Developer Contributions and S106 Obligations (5 respondents, 16%)

Respondents highlight that mandatory biodiversity net gain costs could be non-negotiable and may undermine site viability and the delivery of affordable housing or

other S106 obligations. Mandatory junction mitigation contributions specified in the policy for land off Skegby Lane may be supported and could require additional highway infrastructure, public transport facility contributions and a travel plan. Explicit provision for additional medical surgeries, dentists and schools may be needed, with partial funding by housing developers to address capacity constraints before new developments proceed. Sites 266 and 15 could be deemed unsuitable for housing as they serve daily exercise uses and already attract S106 funding. The Abbott Road allocation may similarly need highway improvements, public transport contributions and a travel plan. A parcel immediately north of the site south of Vision West Nottinghamshire College on Cauldwell Road may warrant allocation given its inclusion within a larger site resolved for S106 contributions for 235 dwellings. The former Rosebrook Primary School allocation may require contributions towards highway infrastructure, public transport facilities and a travel plan.

Comments from respondents include ['66', '163', 'Home Builders Federation Ltd', '1384389', 'Nottinghamshire County Council'].

Biodiversity and Environmental Requirements (2 respondents, 6%)

Respondents highlight that an 8-meter riparian barrier is inadequate for sites with a riverside boundary. A baseline assessment should be undertaken to clarify biodiversity net gain requirements for allocated sites and their impact on viability and other policy requirements. The costs of mandatory biodiversity net gain may be significant, being non-negotiable, and could impact site viability and the delivery of affordable housing or other S106 obligations. Examples in Warsop show Himalayan balsam spreading from riverside gardens and cultivation on riverbanks, indicating current buffer measures are inadequate. Local plan allocation policies will need to fully consider the delivery of new biodiversity net gain requirements.

Comments from respondents include ['Warsop Footpaths & Countryside Group', 'Home Builders Federation Ltd'].

Other (26 respondents, 81%)

Views under 'Other' propose converting empty town centre shops and space above into residential units and using compulsory purchase powers to bring vacant homes back into use, warning that sprawling development risks eroding Mansfield's identity and green spaces and endorsing the rationalisation of allocations to reflect completed and committed sites. Allocation north of Mansfield Woodhouse could impose a disproportionate impact without adequate infrastructure or public transport and gradients for Site H1p south off Debdale Lane, may require demonstration of suitable vehicle and pedestrian access. A clean housing trajectory is preferred over a track-change version, with earlier publication of draft allocations ahead of Regulation 19 and alignment of the plan period start date with the NPPF's effective date. Integration of Site H1g (Abbott Road) into the Berry Hill sustainable urban extension is proposed, alongside clarification that only the cycling proficiency area rather than the entire football field is for development, and provision of a small park or play area at the Abbott Road/Brick Kiln Lane junction. Up-to-date assessments of housing need and evidence

on transport operators, road delivery and community infrastructure are deemed essential, with calls to avoid reliance on large-scale greenfield extensions, ensure separation between settlements, address ball-strike risks near sports pitches and consider sustainable locations such as Rainworth and Site 376 at Mansfield Woodhouse, which is identified as available and deliverable in line with national policy. Agreement with the overall need for additional dwellings is tempered by concern that the speed of construction may prioritise developer profit over long-term character, that allocations only appearing at Regulation 19 could limit scope for amendment, and that unused buildings and under-utilised land offer alternatives to new build. Any allocations with impact pathways to nationally or internationally designated sites must follow the mitigation hierarchy set out in the NPPF. Applications must include an assessment of impacts alongside any proposed avoidance, mitigation or compensation measures. Where impacts to European designated sites are identified, the competent authority must consult Natural England on their Habitats Regulations Assessment. The local surgery is already struggling under its current patient load.

Comments from respondents include [‘Richborough’, ‘Gladman Developments’, ‘58’, ‘NorthCountry Homes’, ‘Warsop Footpaths & Countryside Group’, ‘1384211’, ‘190’, ‘31’, ‘The Vibrant Venue’, ‘Hallam Land’, ‘88’, ‘56’, ‘Hallam Land and Harworth Group’, ‘197’, ‘174’, ‘Sport England’, ‘202’, ‘Nottinghamshire County Council’, ‘Avant Homes’, ‘Woodall Homes’, ‘The Lindhurst Group’, ‘Gleeson Homes’, ‘163’, ‘186’, ‘Natural England’, ‘124’].

Mansfield District Council's Response to Question 14:

Housing Supply, housing need and allocation robustness:

The updated Local Plan housing trajectory is provided in Appendix 4 of the Local Plan Review (Regulation 19). Housing allocations in the Local Plan 2020 that do not have planning permission have been reallocated following a review of their deliverability and an update on the timescales for their delivery.

The housing allocations presented in Policy H1 will delivery the residual housing requirement of circa 3000 dwellings with sufficient supply of deliverable sites over the first five years of the plan. More information regarding the site selection process, the housing need and housing trajectory is presented in the Housing Site Assessment Report.

Table 5.1 of the Regulation 19 draft of the Local Plan has been updated to reflect the information presented in the Mansfield Housing Monitoring Report (2026), the proposed housing allocations set out in Policy H1 and housing commitments in Policy H2.

Traffic Impact and Highway Mitigation:

The proposed housing allocations have been subject to strategic transport assessment which is an assessment of the strategic transport impacts from the proposed development growth in the Local Plan review of the plan period. The cumulative impacts of growth on the highway network have been assessed through the MDC highways assessment. Subject to appropriate highway mitigation, there is no reason the preferred allocations, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the sites subject to appropriate access / junction design.

Site Deliverability and Viability Constraints:

As noted above, the allocations in the Local Plan 2020 that do not yet have planning permissions have been subject to a review to ensure they remain deliverable of developable over the plan period.

A whole plan viability assessment has been undertaken to ensure all allocations in the local plan are viable and remain deliverable having regard to the policy and infrastructure requirements.

Protection of Recreational and Open Spaces:

In response to a number of respondents raising concern a number of sites identified as 'reasonable alternatives' in the Regulation 18 draft of the Local Plan will result in the loss of community open space, comments are provided against each HELAA site under Question 15 below.

Social and Community Service Provision:

The concerns regarding shortfalls in existing infrastructure identified by the respondents are noted. The District Council has prepared an Infrastructure Delivery Plan (IDP) to inform the Regulation 19 draft Local Plan. The IDP identifies the infrastructure required to support the new development proposed in the Local Plan, including education, healthcare, highways improvements and open space. It includes a list of the strategic infrastructure requirements that can currently be foreseen based on the scale of growth and broad locations of sites, in consultation with the relevant infrastructure and service providers. This will be used to help identify priorities to inform negotiations when securing developer contributions.

Brownfield versus Greenfield Development:

In undertaking the site assessment and identification process, the Council has sought to identify and allocate as many brownfield sites that are considered to be deliverable or developable. While the HELAA does identify a number of brownfield sites, a majority of these have not been demonstrated to be available or suitable. Policy S4 (Urban Regeneration) of the Local Plan supports development proposal which reuse previously developer / surplus land particularly for housing an economic uses. A windfall allowance of 48 dwellings per annum has been accounted in the overall housing need figure to allow for small scale brownfield sites that may come forward over the plan period.

Other comments:

Adopted LP site H1p South of Debdale Lane – comments have stated the site will require suitable vehicle and pedestrian access. The site has been granted planning permission since the consultation on the Regulation 28 draft Local Plan.

Consider sustainable locations for growth, with reference made to Rainworth and site 376 at Mansfield Woodhouse – the Regulation 19 draft of the Local Plan identifies one site at Rainworth, Land of Helmsley Road (Policy H1 – HM16) for 170 dwellings, which is considered proportionate for the settlement of Rainworth which forms part of the Mansfield Urban Area.

A comment notes there should be separation between settlements. The site assessment and selection process has been informed by the Landscape Sensitivity Study. The study considers the potential of coalescence of settlements and settlement separation within the assessment of each study parcel where this may be an issue. The housing allocations are not considered to result in the coalescence or perception of coalescence of settlements having regard to the LSS.

One comments notes consideration should be given to address ball-strike risks of development near sports pitches. This is a matter that would be considered under Policy P7 which requires proposals to avoid and minimise the impact on the

amenity of both existing and future users of the proposed development and those adjacent to the site.

In response to the comment the mitigation hierarchy should be followed for proposal which may potentially impact on designated ecological sites, all proposals will be assessed against Policy E2. The selection of the referred housing site allocations has been informed by the Council's Habitat Study, which includes on-site mitigation where they be potential adverse impacts on designated ecological sites, and on-site opportunities to enhance existing habitats or connectivity to adjoining assets.

Question 15 – Potential new housing allocations

Total Comments: 431

Total Respondents: 424

Countryside (344 respondents, 81%)

Respondents cited similar objections across a number of proposed sites focusing on the need for countryside buffer zones which benefit the wildlife environment and local community identity. The sites noted are 30, 31, 39, 53, 55, 56, 60, 67, 68, 75, 149, 187, 188, 232, 235, 319, 331, 341, 342. A respondent cited current residents enjoy local access to the countryside and are concerned it will become an extension of the town centre if huge developments continue. A respondent mentioned concern for their property value if huge developments are built on the uninterrupted countryside.

A number of the identified sites lie in close proximity to or within impact range of Historical Parks, designated Sites of Special Scientific Interest (SSSIs), Nature Reserves and Spa Ponds. Development in these areas poses a serious risk to biodiversity, ecosystem services, and the integrity of nationally protected habitats of many species. Many respondents state merging distinct settlements undermine local identity and community cohesion but also contradicts the principles of sustainable development as set out in the National Planning Policy Framework (NPPF).

Infrastructure and community services (312 respondents, 74%)

Respondents raised concerns on the same sites listed for countryside comments regarding infrastructure and community services. At times the roads are unable to cope with the current transport and with 4000-5000 additional cars this would increase accident blackspots and traffic gridlock. Many of the roads have significant potholes which will increase with the additional cars for the proposed areas.

The local services are already full to capacity and without significant additional services the new homes would not be serviced properly. Respondents also noted the concern for all services as well as for a lack of retail options and play areas

Heritage assets (135 respondent, 32%)

A respondent noted the lack to heritage assets within the H1 policy and the importance of green buffer zones and request Heritage Impact Assessments be carried out prior to any housing allocation. A number of sites have been referenced in relation to archaeology: H1f, H1g, H1j, H1n, H1p, H1q. They note the requirement for a DBA and WSI in relation to archaeology, however, be conscious of any other non-designated heritage assets or locally listed buildings which should be considered regarding the impact of proposed development.

H1k is close to GII heritage assets and Mansfield Cemetery and the respondent notes the topographical differences these areas and advise consideration of the potential visual connection between the site and the taller elements of the cemetery, specifically the spire of the chapel, the war memorial, the mausoleum and the Wildman memorial. However, we note the potential for the views to be already disrupted by the landscaping features and a Heritage Statement, and a Landscape and Visual Impact Assessment could therefore assist with any assessment of harm. Consideration should also be given to setting of the Scheduled Monument Mound on Hamilton Hill (NHLE 1002921).

Housing allocations – Miscellaneous sites

Number of responses to this policy: 20

Summary

Respondents note that the Ladybrook area supports hedgehogs, bats, deer, rabbits, wildflowers, bees and many birds yet lacks protective measures and could lose aquatic habitats. Remaining green fields and historic hedgerows require preservation to maintain wildlife corridors and public access. They warn that proposed housing may remove local open spaces and play areas, forcing longer journeys for recreation, and that relocating football posts several miles away is impractical. They add that road capacity, schools, GP surgeries, dentists and shops are at or near capacity with no planned expansions. Mandatory biodiversity net gain requirements could affect site viability and the delivery of affordable housing. Respondents suggest that the plan may need further housing allocations and phasing adjustments to meet targets, including brownfield sites to reduce loss of open land. Additional concerns include the consultation process, online access, infrastructure for new builds and safeguarding of existing community assets

Biodiversity and Habitat Conservation (5 respondents, 25%):

Respondents highlight that the Ladybrook area supports hedgehogs, bats, deer, rabbits, wild flowers, bees and many bird species yet lacks protective measures. A river alongside the land could enhance ecological value and sustain diverse aquatic life, which could be compromised by development. Natural habitats and open fields should be preserved to maintain wildlife corridors and public access for future generations. Plot 324 (Ridgeway) hedgerow habitats, potentially dating from the Enclosure Act, should be preserved or enhanced. Remaining green areas around Lady Brook are scheduled for development despite their use for walking and wildlife habitat. The surrounding area is inhabited by birds, foxes and badgers, all of which contribute to local biodiversity. Local plan allocation policy requirements for mandatory biodiversity net gain may impact site viability and the delivery of affordable housing and other S106 obligations. A baseline assessment should be undertaken to inform allocations, clarify net gain requirements and assess impacts on site viability.

['Warsop Footpaths & Countryside Group', '89', '1339955', '179', 'Home Builders Federation Ltd']

Public Open Space and Play Area Retention (4 respondents, 20%):

Respondents emphasise the importance of retaining public open spaces and play areas threatened by housing proposals. Remaining green areas around Ladybrook are scheduled for development despite serving as walking routes and wildlife habitats. Relocation of football posts 234 miles away would be impractical for parents unable to supervise children at that distance. Proposals risk removing the only freely accessible football posts in the vicinity. Natural habitats and open fields may need preserving so that future generations can experience field running and wildlife encounters. Local green spaces used by children, dog walkers and wildlife risk being lost to development, forcing residents to travel farther for recreation. Feel-good spaces where children interact, dogs play and people meet could be replaced by a concrete environment. Land given planning permission comprises areas used constantly by local people for recreation and sport across all ages. The site off Felton Avenue includes a public pathway to nearby woodland, which development would eliminate. Housing proposals could completely desecrate play and exercise areas for both people and dog owners. Fields in question contribute to the UK's stock of quiet spaces for retreat.

['87', '1339955', '1384181', '179']

Community Infrastructure Provision (4 respondents, 20%):

Respondents express concern that community infrastructure provision may be insufficient to support the proposed additional housing allocation. Road capacity could be exceeded by around 1,000 extra vehicles, leading to congestion, safety issues and a diminished quality of life. No schools have been planned for the new builds, leaving existing educational facilities potentially unable to accommodate additional pupils. GP surgeries, dentists, shops, play areas and hospital services are already at full capacity and may struggle to meet increased demand. No guaranteed infrastructure improvements are in place to support surgeries, roads or dental services.

['87', '1339955', '1384181', '179']

Housing Land Supply and Phasing (3 respondents, 17%):

Respondents note that existing infrastructure such as schools, surgeries, roads and dental services is already under strain. The plan period may need to be extended and further site allocations will be required to meet the increased housing requirement. Non-strategic sites at land south of Peafield Lane (up to 235 homes) and land off Mansfield Road (up to 320 homes) accord with the proposed spatial strategy and could help maintain a deliverable housing supply early in the plan

period. Housing numbers have been amended to reflect the new target and could rise further, indicating a need for additional sites.

['Gladman Developments', '87', 'Home Builders Federation Ltd']

Planning Obligations and Viability (2 respondents, 10%):

Respondents highlight the importance of understanding planning obligations and viability in the context of Housing allocation Miscellaneous. Costs of mandatory biodiversity net gain may affect site viability and limit the capacity to meet other section 106 requirements such as affordable housing. A baseline assessment of biodiversity net gain requirements may be required to support allocations and gauge impacts on viability and other policy requirements. Planning approvals may change without consultation and result in reductions to affordable housing delivered by builders.

['1339955', 'Home Builders Federation Ltd']

Brownfield vs Greenfield Development (2 respondents, 10%):

Preserving greenfield land may offer the UK quiet retreats and support local food production. Conversely, converting brownfield sites such as the old cinema in Market Warsop could meet housing needs without sacrificing open spaces. Greenfield land could be cleared for new housing developments.

['87', '1384603']

Transport and Highway Impact (2 respondents, 10%):

Respondents raise concerns that local infrastructure may be unable to cope with increased traffic from the proposed development. The development may introduce around 1,000 extra vehicles, potentially causing congestion, safety issues and a diminished quality of life. Local roads may face significant strain, and access to GP surgeries and dental practices could become more difficult due to increased demand.

['87', '179']

Biodiversity Net Gain Delivery (1 respondent, 5%):

The respondent states that an assessment of the baseline must be undertaken to support allocations so as to understand biodiversity net gain requirements for a site and the impact on viability and other policy considerations. Local plan allocation policies may need to fully consider the issue of delivering against the new biodiversity net gain requirements. Mandatory biodiversity net gain costs would be non-negotiable and could affect site viability and the capacity to meet other policy obligations such as affordable housing or section 106 contributions.

['Home Builders Federation Ltd']

Other (10 respondents, 50%):

Respondents raise a range of issues under the 'Other' category regarding housing allocation miscellaneous. Meetings are held in a building that may be better used as council offices, lack online access and generate uncertainty over whether proper consultations are taking place. The rate of new builds is overwhelming the area, with no infrastructure in place for approved or proposed developments and sites deemed unnecessary. The planning website is criticised as shambolic, not user-friendly and may be designed to deter comments on planning proposals. Housing with small gardens could increase demand for allotments and reduce the number of available plots. Unused buildings are proposed for conversion to housing, and better use of existing council properties is urged to avoid vacancies of over six months. The reversal of colour shading for housing allocations and commitments on the review map may cause confusion for readers familiar with the adopted policies map. Safeguarding land is considered crucial for environmental preservation and for maintaining community integrity and functionality. Tenants may be offered assistance to move to more suitable properties. Relevant authorities are asked to reconsider proposals in light of environmental and infrastructural concerns. One respondent stated it would be a disaster for wildlife across all HELAA sites, whilst another respondent confirmed they had provided new HELAA site suggestions via a submitted letter to Mansfield District Council']

['Warsop Footpaths & Countryside Group', '1339955', '1384603', '179', '1384240', '1384181', '87', '138', '89, '1384562'].

HELAA 9

Number of responses to this policy: 4

Respondents highlight that planned housing allocations could exceed the capacity of Rainworth's education and healthcare services, noting Heathlands Primary School and Hill View Surgery already operate at or near capacity. The 2023 Infrastructure Delivery Plan indicates a short-term surplus of school places, but phases six to ten at HELAA site 9 risk exhausting that buffer. Combined development of HELAA sites 9, 191 and 323 (397 dwellings) is likely to strain local health centres, prompting a need for investment and service expansion. Review of nearby schools for available capacity is advised if expansion proves unviable, and layout and mitigation measures are recommended to address amenity impacts from the adjacent EPR facility.

Service-Centre Infrastructure Adequacy (2 respondent, 50%):

The respondent emphasises that education and health institutions must be able to support any population increase arising from the policy to ensure Rainworth retains its role as a service centre. Education and health services may require expansion to

accommodate new residents, which could be essential for service-centre infrastructure adequacy.

['Newark & Sherwood District Council', '1219454']

School Place Provision Timing (1 respondent, 25%):

The respondent notes that the 2023 Newark and Sherwood Infrastructure Delivery Plan indicates a surplus of student places over the next five years. However, HELAA site 9's developability in years six to ten may exhaust that surplus before later phases are delivered.

['Newark & Sherwood District Council']

Cumulative Social Infrastructure Demand (1 respondent, 25%):

The cumulative development of policy HELAA 9, 191 and 323, totalling 397 dwellings, could exceed the capacity of existing education and health facilities. Heathlands Primary School may be unable to accommodate additional pupils. Rainworth Health Centre and Hill View Surgery could face patient demand beyond their current resources.

['Newark & Sherwood District Council']

Healthcare Facility Capacity (2 respondent, 50%):

The respondent states that Hill View Surgery is currently operating at capacity and would require investment to accommodate new patients generated by the HELAA 9 policy. Development could exceed capacity at Hill View Surgery and Rainworth Health Centre.

['Newark & Sherwood District Council', '1219454']

Amenity Impact from Adjacent EPR Site (1 respondent, 25%):

Amenity impacts from the adjacent permitted EPR site should be considered in relation to the policy HELAA 9. Site layout and mitigation measures may need to address potential operational effects from the EPR facility on residential amenity.

['Environment Agency']

Health Infrastructure Investment (2 respondent, 50%):

The respondent notes that Hill View Surgery is at capacity and would need investment to accommodate new patients generated by development on HELAA site 9.

['Newark & Sherwood District Council', '1219454']

Heathlands Primary School Expansion (1 respondent, 25%:

The respondent says capacity at Heathlands Primary School should be reviewed to accommodate pupils arising from development at Housing allocation HELAA 9: Land to the East of Helmsley Road. The 2018 Mansfield Infrastructure Delivery Plan indicates that the school is at capacity. If expansion would prove unviable, nearby

schools could be assessed for spare capacity to absorb additional pupils from the site.

['Newark & Sherwood District Council']

Alternative School Capacity (2 respondent, 50%):

The respondent suggests that if Heathlands Primary School cannot expand, nearby schools should be assessed for capacity to accommodate pupils from development on the policy.

['Newark & Sherwood District Council', '1219454']

HELAA 10

Number of responses to this policy: 1

Respondents indicated that planning submissions for Housing allocation HELAA 10: Former Victoria Court Flats should include a contaminated land assessment with any necessary remediation measures, and that environmental health must be consulted.

Contaminated land assessment and remediation (1 respondent, 100%):

The respondent highlights that Housing allocation HELAA 10: Former Victoria Court Flats lies atop a historic landfill, requiring planning submissions to include contaminated land assessment and, where relevant, remediation measures.

['Environment Agency']

Environmental health consultation (1 respondent, 100%):

The respondent states that environmental health would need to be consulted for planning submissions on the policy for Housing allocation HELAA 10: Former Victoria Court Flats.

['Environment Agency']

HELAA 13

Number of responses to this policy: 5

Respondents note that Housing allocation HELAA 13 could stretch schools and GP practices already near capacity, requiring matched investment in educational and healthcare provision. They raise concerns that extra traffic on the narrow B6030 would heighten congestion and pose safety risks for pedestrians and cyclists due to absent cycle lanes, narrow roads and pinch points. Loss of green space and rural buffers may undermine local character and breach national planning policies, while sensitive habitats and biodiversity could be harmed. Limited public transport after 21:00 and missing or inaccessible footpaths highlight the need for comprehensive upgrades and a robust traffic management strategy.

Social infrastructure capacity (2 respondents, 40%):

Existing social infrastructure is described as insufficient to support additional residents from the policy. Housing allocation HELAA 13 may increase demand on schools already operating at or near capacity, necessitating proportional investment in educational infrastructure and secured additional school places. Local GP services at Sherwood Medical Partnership on Crown Farm Way are reported to face delays in appointment availability, and further development could strain primary healthcare provision unless matched by strategic investment.

['Kings Clipstone Parish Council', '1384531']

Road capacity, traffic volumes and safety (2 respondents, 40%):

Respondents consider that the narrow stretch of road running through Kings Clipstone, forming part of the commuter route to the A1, is poorly equipped to accommodate the increased traffic expected from Policy HELAA 13. Policy HELAA 13 may increase traffic volumes along the B6030, leading to greater congestion and longer travel times. The proposal could heighten risks to road safety, particularly for pedestrians and cyclists. High vehicular volumes combined with the absence of adjacent cycle paths, narrow road widths in Kings Clipstone and hazardous pinch points at pedestrian refuges make road use particularly unsafe for cyclists. The cumulative effect of Policy HELAA 13 alongside existing and proposed developments may place a heavy strain on the B6030 and related infrastructure, warranting a comprehensive assessment of combined impacts.

['Kings Clipstone Parish Council', '1384531']

Green infrastructure and settlement character (1 respondent, 20%):

The respondent contends that green spaces serve as essential visual and ecological breaks between communities and are fundamental to preserving the area's primarily rural character. roposed development under the policy could undermine local identity and community cohesion. The policy may significantly contribute to urban sprawl, effectively merging distinct settlements into a single conurbation. The policy could contradict National Planning Policy Framework principles, which emphasise protecting green infrastructure and maintaining settlement boundaries. The policy may remove vital countryside buffer zones between Clipstone, Forest Town and Mansfield Woodhouse.

['62']

Biodiversity and protected habitats (1 respondent, 20%):

The policy may pose a serious risk to biodiversity, ecosystem services and the integrity of nationally protected habitats, which should receive the highest level of protection. Some of the identified sites lie in close proximity to or within the impact zone of designated sites of special scientific interest, potentially affecting their conservation objectives.

['62']

Planning policy compliance and settlement boundaries (1 respondent, 20%):

The respondent states that the policy for Housing allocation HELAA 13 at Clipstone Road East conflicts with the NPPF's sustainable development principles by weakening protection of green infrastructure and encroaching on established settlement boundaries.

['Missing62']

Pedestrian and cycling connectivity (1 respondent, 20%):

The respondent states that, without a clear and enforceable traffic management strategy for Housing allocation HELAA 13: Clipstone Road East, including substantial improvements to road infrastructure, footpath widening and pedestrian safety measures, the policy would be unsustainable. Existing footpaths are currently missing or too narrow to accommodate wheelchairs or pushchairs, significantly undermining local connectivity and safety. High volumes of vehicular traffic combined with the absence of adjacent cycle paths, narrow road widths in Kings Clipstone and hazardous pinch points at pedestrian refuges in Clipstone would make road use particularly unsafe for cyclists. Substantial investment in transport infrastructure and fully accessible pedestrian routes would be required to ensure sustainable connectivity in the surrounding area. A continuous, fully accessible footpath linking Kings Clipstone with Sherwood Pines and Clipstone is currently lacking, making safe passage difficult for families, elderly residents and individuals with mobility challenges.

['Kings Clipstone Parish Council']

Public transport provision (1 respondent, 20%):

Public transport provision for Housing allocation HELAA 13 is described as significantly lacking. No viable train or bus services operate between Nottingham and Clipstone via Mansfield after 21:00.

['Kings Clipstone Parish Council']

Other (2 respondents, 40%):

Respondents urge Mansfield District Council to reconsider the policy for Housing allocation HELAA 13 at Clipstone Road East / Crown Farm Way. Development may accelerate deterioration of local roads that are already in poor repair. Provision of recreational areas and play spaces could be insufficient, reducing quality of life for families and potentially contributing to youth anti-social behaviour. Infrastructure, road safety and community wellbeing requirements would need full assessment and addressing should the policy proceed. People's views should be taken into account.

['Kings Clipstone Parish Council', '1384531']

HELAA 15

Number of responses to this policy: 10

Respondents note that the Abbott Road field serves as an essential flat and accessible green space for football, cricket, walking and well-being sessions. It supports physical and mental health for people of all ages and abilities without requiring car travel. They stress its role in preserving wildlife such as birds, insects and wildflowers. They warn that housing would harm biodiversity and increase flood risk. Respondents caution that proposed path diversions and nearby development could enclose remaining open land. They also mention increased safety risks from higher traffic and scarce crossing points. Many highlight that local GP, school and leisure services are already stretched. They urge using Section 106 funds to upgrade changing rooms, cycle tracks and habitats instead of building housing. Questions are raised about possible pollution, loss of community amenity and long-term infrastructure capacity if the site is allocated for homes.

Loss of community open space (9 respondents, 90%):

Respondents express strong objection to the loss of community open space through policy HELAA 15: Abbott Road. The football field on Abbott Road site number 15 has served as a valued green space for picnics, dog walking, ball sports and health and wellbeing sessions. Removal of the field could diminish opportunities for safe outdoor play and undermine residents' physical, mental and emotional health. The flat, accessible nature of the site is cited as critical for people with limited mobility, older relatives and young children to use without driving. Diversion of public footpaths adjacent to the Marr may create a sense of enclosure and further reduce open space access. Charity ownership intended for community benefit is said to align better with preserving the land as parkland than allocating it for housing. Development of this and adjacent fields may leave the area surrounded by housing with no remaining green space.

['1384423', '1384355', '972387', '1384164', '1384392', '1384193', '174', '1384605', '1384353']

Sports facility retention (7 respondents, 70%):

Respondents emphasise the importance of retaining the Abbott Road sports ground, citing its daily use for football, cricket, dog walking and social interaction. The policy to develop site 15 at Abbott Road would remove the only local green space available for children's sports and adult recreation. Until the local playing pitch strategy is updated, site offers may not ensure adequate protection of existing sports provision. Section 106 contributions allocated to the site could instead fund refurbishment of closed changing rooms, reinstatement of a leisure track and biodiversity enhancements on the current overgrown field. Previous neighbourhood opposition halted an identical proposal, underlining persistent community attachment to the facility. Housing targets should not override the preservation of playing fields and recreational areas.

['1384355', '972387', '1384164', '1384193', '174', '1384605', '1384353']

Health and well-being provision (6 respondents, 60%):

Respondents highlight that removal of the football field on Abbott Road would undermine local health and well-being provision. The field on Abbott Road is described as the only green space at the top of Ladybrook supporting children's play and community exercise. Loss of this amenity would eliminate opportunities for football, cricket, dog walking, socialising and picnicking in a familiar safe setting. Absence of outdoor space could impair mental, emotional and physical health by limiting access to fresh air and recommended recreational areas. Housing development around the site may leave families without nearby spaces for sport or relaxation. Elimination of this green space could call into question commitment to health and well-being priorities.

['1384423', '972387', '1384355', '1384164', '1384392', '174']

Biodiversity and ecological value (4 respondents, 40%):

Respondents stress the biodiversity and ecological value of plot 15 at Abbott Road and warn that housing development would compromise wildlife and trees. Section 106 contributions of £220,000 may be used to refurbish the unused changing rooms, improve the former cycling proficiency track and enhance the existing overgrown habitat. Wildlife merit consideration before allocation under the policy. The field supports birds, insects and wildflowers; covering it with hard surfaces would harm biodiversity and could increase local flooding given its boggy nature.

['1384423', '174', '1384193', '1384164']

Footpath connectivity (3 respondents, 30%):

Public footpaths traversing fields adjacent to the Marr have been or may be diverted, resulting in a sense of enclosure and loss of open space. The impact of improvements to the public footpath across the field opposite the policy site 15 is questioned. Using the old cycle track from Brick Kiln Lane to the rear of Conway Close for housing is strongly objected to.

['174', '972387', '1384392']

Traffic generation and road safety (3 respondents, 30%):

Respondents express concern that development at Abbott Road may increase traffic and compromise road safety. Traffic entering the estate could increase, heightening safety risks. Loss of safe play spaces may force children to cross busy roads.

['972387', '1384355', '1384164']

Local infrastructure capacity (2 respondents, 20%):

Respondents express that local infrastructure capacity is insufficient to support the policy. Local infrastructure is noted as currently absent and may never be provided adequately. GP appointment and school capacities are described as overstretched.

['1384423', '1384353']

Community benefit funding (1 respondent, 10%):

Respondent suggests that the £220,000 in Section 106 contributions linked to policy HELAA 15: Abbott Road could be used to refurbish the closed changing rooms, upgrade the former cycling proficiency track for leisure use and manage the existing overgrowth to enhance biodiversity.

['174']

Other (7 respondents, 70%):

Respondents consider this type of housing development to benefit only councilors. Opposition is expressed to building on sites 266 and 15. A request is made to remove these small areas from the plan and seek alternative locations to meet housing quotas. Planning decisions are criticised for treating residents as map areas rather than as individuals. The area is described as already overburdened by existing and planned new builds. Housing development on these fields is said to risk increased pollution. Building sites around Abbott Road are argued to make further development on site 15 excessive. Existing green space within estates, such as the large field at Bailey Crescent, is cited as sufficient and currently degraded by parked cars. Late notification of the plan to build on site 15 is deemed unacceptable. Preference is stated for preserving the aesthetic view of the fields over provision of cheaper housing and increased demand for dog-walking or play space.

['1384355', '972387', '1384164', '1384392', '1384193', '1384605', '1384353']

HELAA 29

Number of responses to this policy: 8

Local schools, nurseries and healthcare services are described as operating at or near capacity, with long waits for urgent referrals. Additional points include existing drainage and flood issues at Sherwood Rise, potential loss of agricultural land, concerns over house affordability for local residents and a need for clearer site integration.

Social infrastructure capacity (3 respondents, 38%):

Respondents express concern that local schools and healthcare services are unable to meet current demand and may struggle with additional residents from the proposed policy. Local schools may be at capacity and nursery places may be fully subscribed. Healthcare services may struggle to accommodate new residents, with general practice appointments described as increasingly difficult to obtain. A child is reported to be on a one-year waiting list at Kingsmill for an urgent referral. Access to doctors' appointments, nursery and school places could become more problematic with further development.

['1384165', '1384117', '1224109']

Recreational open space (1 respondent, 12%):

Recreational open space adjacent to policy HELAA 29 is valued for exercise and mental health. However, its loss could displace wildlife and destroy natural habitats.

['1384117']

Flood risk and drainage (1 respondent, 12%):

The respondent notes that land proposed under policy HELAA 29 adjacent to Queen Elizabeth Academy suffers from existing drainage and flooding issues.

['1384542']

Housing affordability (1 respondent, 12%):

New homes under the policy at Sherwood Rise may not benefit local residents. Mortgage costs may be unaffordable for the majority given tight household budgets for basic living.

['1224109']

Agricultural land loss (1 respondent, 12%):

The respondent highlights major concerns over the loss of agricultural land. The policy may result in the permanent removal of productive farmland.

['1384542']

Site selection and integration (1 respondent, 12%):

Housing allocation HELAA 29 selects pockets of land next to existing development in an apparently arbitrary way, suggesting a lack of coherent integration strategy.

['1384542']

Other (4 respondents, 50%):

Respondents object to the proposed new homes in Mansfield Woodhouse. Further information and deeper discussion could help shape the revised local plan. Damage to the environment may result from the development. The scope of improvements could be included in the local plan alongside the larger scheme.

['1384542', '1384165', 'Nottinghamshire County Council', '1224109']

HELAA 30

Number of responses to this policy: 12

Respondents highlight that Policy HELAA 30 could strain local roads already congested and exhibiting potholes and accident hotspots, with up to 5,000 extra vehicle movements on routes including New Mill Lane, A60 and B6030, and propose relief roads, dual carriageway links to the M1, a spine connection and direct bus and rail services. They note risks to Spa Ponds' wildlife, heritage and recreation value, to farmland graded 3a and to habitats of toads, deer and small mammals without buffer

strips and other mitigation. Concerns extend to limited school and healthcare capacity, potential flood and drainage issues along the River Maun and damage to historic dykes unless sustainable urban drainage and heritage safeguards are secured. Additional comments point to sufficient five-year housing supply and suggest brownfield alternatives may better meet local plan requirements.

Site Infrastructure Delivery and Connectivity (8 respondents, 67%):

Policy HELAA 30 may exacerbate weaknesses in road capacity and connectivity in the Mansfield Woodhouse area. Roads surrounding the allocation are already overwhelmed at peak times and would struggle to accommodate the additional traffic generated by new housing. Existing highways exhibit potholes and signs of failure under current demand, with accident hotspots at key junctions including New Mill Lane/Sandlands Way, New Mill Lane/B6030 and the mini roundabout by Foxglove. Building around 2,000 homes could introduce 4,000–5,000 vehicles along New Mill Lane, Peafield Lane (A6075), A60, A6117 and B6030, further straining congested corridors and weight-restricted minor roads. Ring roads or a dual carriageway on the A6191 to the M1, relief roads and a spine connection between Leeming Lane North and New Mill Lane—potentially including a bridge over the River Maun—could redistribute traffic away from the A60 and overloaded junctions. Direct bus links to Sheffield, Derby and Nottingham and express rail services from Mansfield stations could improve sustainable connectivity. Ongoing development of 300–400 homes near Crown Medical is already compounding infrastructure pressures, indicating that existing provision lacks the capacity to support HELAA 30 without further investment. Legal obligations for developers to fund road network improvements, inclusion of improvement scope in the local plan and further modelling of traffic benefits from the proposed spine connection are required to ensure adequate infrastructure delivery.

[‘197’, ‘68’, ‘1384117’, ‘1384204’, ‘Nottinghamshire County Council’, ‘2’, ‘1384550’, ‘42’]

Highway Capacity and Traffic Impact (7 respondents, 58%):

Respondents raise concerns about highway capacity and traffic impact associated with Housing allocation HELAA 30: Land at Old Mill Lane / Stinting Lane. Links to the M1 may require improvement to accommodate additional traffic generated by new housing. New Mill Lane is described as a weight-restricted minor road already suffering congestion towards the A60 and considered unsuitable for increased through traffic. Local roads are said to be at capacity during peak times, with any temporary traffic lights or collisions leading to widespread gridlock. Highway conditions around the site are cited as deteriorating, evidenced by numerous potholes and accident hotspots at junctions such as New Mill Lane and the B6030. Ongoing development of 300–400 houses near the B6030 adjacent to Crown Medical is reported to have already strained existing infrastructure. A spine connection between Leeming Lane North and New Mill Lane is identified as potentially beneficial, although further modelling is required to validate its effectiveness. Ring roads or dual-carriageway upgrades, including extending the A6191 to the M1 or constructing a separate relief road, are recommended to divert traffic off the A60 and A6075 corridors. Building approximately 2,000 houses is predicted to introduce an estimated 4,000–5,000 additional vehicle movements along

Peafield Lane (A6075), A60, A6117, B6030 and New Mill Lane, raising safety concerns for children and general amenity issues.

['197', '1384117', '1384204', 'Nottinghamshire County Council', '2', '1384550', '42']

Ecology and Biodiversity Conservation (6 respondents, 50%):

Respondents highlight that leaving site 30 undeveloped would help protect species such as common toad and deer that use the adjacent greenspace to travel to Spa Ponds. Spa Ponds is recognised as a Local Green Space by Mansfield District Council and as a local wildlife site, reflecting its role in recreation, biodiversity and strategic green infrastructure. Proximity of housing developments could pose a significant threat to small mammals through predation by domestic cats. Buffer strips and mitigation measures could be required to minimise potential harm if the policy site is developed. Warren Farm, Peafield Farm, Snake Hill and Garibaldi are identified as vital habitat and green space that could be lost through development. Proposed green sites are valued for exercise, mental health benefits and natural habitats that may be displaced. Site 30 comprises farmland and woodlands classified as Grade 3a best and most versatile agricultural land and lies adjacent to Green Lane bridleway and open fields that support wildlife. Proposals may fail to protect Spa Ponds' heritage value, including its medieval origins, recreational opportunities, tranquillity, woodland and wetland setting, and status as a local wildlife site supporting priority habitats. Spa Ponds occupies Green Belt land and offers recreational space and significant wildlife value that could remain safeguarded in light of available brownfield alternatives.

['197', '68', '1384117', '1384204', '1384550', '1383290']

Education and Healthcare Provision (6 respondents, 50%):

Respondents raise concerns that the policy may exacerbate existing deficits in local education and healthcare services. School places may be insufficient to accommodate additional pupils, with allocations to Queen Elizabeth Secondary outside walking distance. Local primary and secondary schools such as Peafield Lane Academy and Manor Academy may be at or near capacity. Absence of designated play areas could compound safety issues, and traffic congestion and parking difficulties at school times may intensify. Healthcare provision may be overstretched, with local GP surgeries and dental practices reportedly full and parking constraints impeding access. Appointment delays could worsen without firm commitments for new surgeries, pharmacies or expanded facilities, potentially compromising timely medical intervention. Garibaldi surgery is noted as overdue for rebuilding, with potential land identified in the assessment. Anticipated increases in birth rates may place further strain on the education system in Mansfield.

['1384117', '1384204', '2', '1384550', '1383290', '42']

Landscape Character and Heritage Assets (4 respondents, 33%):

Landscape character and heritage assets may be undermined by development at the proposed allocation HELAA 30: Land at Old Mill Lane / Stinting Lane. Spa Ponds is designated for its beauty, historic significance dating from King Edward II's 1316

construction as part of Clipstone Park's medieval context, recreational value, tranquillity, woodland and wetland setting, local wildlife site status supporting priority habitats, and opportunities for walking, conservation volunteering and horse riding. The land forms an inherent part of Mansfield Woodhouse's historic character and further development on this scale would change its village character permanently. Historic flood dykes require preservation and enhancement and would be lost under the proposed development. Preserving the site undeveloped may protect the landscape's appearance and character as viewed from multiple public footpaths, including elevated points offering extensive views. The site comprises valued agricultural land (part grade 3a best and most versatile), lies adjacent to a green lane bridleway and open fields supporting wildlife, and development would harm biodiversity and landscape character. Spa Ponds as greenbelt land offers recreational space and notable wildlife and should not be assessed for development when brownfield sites exist nearby.

['1383290', '68', '197', '1384550']

Agricultural Land Quality (3 respondents, 25%):

Respondents emphasis that policy HELAA 30 involves high-quality agricultural land. The site is described as prime farmland graded 3a best and most versatile, still in productive British farming with high yields. The site lies adjacent to a green lane bridleway and open fields that support wildlife. Development could harm biodiversity and affect the landscape character.

['1383290', '42', '1384550']

Water Supply, Drainage and Flood Risk (2 respondents, 17%):

Respondents express concern that the policy may fail to mitigate river flooding and surface water run-off along the River Maun and Spa ponds. Adoption of sustainable urban drainage systems (SUDS) may not be ensured, and water quality in the Mansfield area may not be maintained. Historic flood dykes may require preservation and enhancement, yet the development could lead to the loss of areas currently used by the local community. Water supply to Spa ponds may be affected by impacts on underground spring catchments, potentially causing water catchment issues.

['197', '1384550']

Public Transport Connectivity (1 respondent, 8%):

The respondent calls for direct bus services from Mansfield bus station to Sheffield, Derby and Nottingham to strengthen public transport connectivity for the policy. Direct train services from Mansfield stations to Sheffield and express services to Nottingham are also proposed.

['2']

Other (10 respondents, 83%):

Respondents raise various other matters relating to the policy. Local plan requirements may be met without allocating additional greenfield land given an existing five-year housing land supply. The policy site is listed as a reasonable

alternative in the HELAA and may be deliverable at an early stage. Logical infill development could support plan objectives. Building on the land might reduce the frequency of open-air burning. Provision of alternative transport options may be needed if private car use is discouraged. Inclusion of adjoining land to the north has been suggested for expanded allocation. Ongoing discussion on detailed issues would aid development considerations.

['197', '68', '1384204', 'Nottinghamshire County Council', '2', '1384550', '1383290', 'Bellway Homes', '42', '29']

HELAA 31

Number of responses to this policy: 16

Respondents warned that building on site 31 would harm habitats, fragment wildlife corridors and destroy farmland that acts as a flood defense and sequesters carbon. Local roads such as New Mill Lane, Peafield Lane and the A60 are said to be at capacity, with congestion, safety risks and air pollution likely to worsen without new road links, public transport improvements and developer-funded upgrades. Spa Ponds Nature Reserve's heritage value, ancient woodland and public footpaths could suffer noise, light pollution and visual impacts. Medical services, schools, sewage systems and flood defenses are reported as operating beyond capacity and may struggle with extra demand unless new facilities are secured. Fields on the River Maun flood plain are noted for their natural drainage and water quality benefits, which might be lost if soil is paved over. Local landscape character, recreational use and scenic views used for walking and mental wellbeing would be altered, with potential drops in biodiversity and property values. Prioritising brownfield sites, retrofitting empty homes and adding food production zones or buffer strips are proposed as ways to preserve greenfield land and ecosystem services.

Ecological Impact (11 respondents, 69%):

Respondents assert that development of site 31 would threaten the environment, nature, wildlife and Mansfield's last remaining green and pleasant land. Buffer strips and other mitigation could be required to minimise harm to agricultural land, which is classed as best and most versatile, sequesters carbon, acts as a natural flood defense and produces staple crops. Urban homes are said to stand empty, making it environmental madness to concrete over countryside. Farm and woodland areas around Warren Farm, Peafield Farm, Spa Ponds, Snake Hill and Garibaldi are described as vital for wildlife and community protection. The policy could undermine a green infrastructure network linking Spa Ponds to the surrounding countryside and disrupt wildlife corridors used by species such as common toad and deer. Fragmentation of habitats is said to endanger biodiversity, displace bats, badgers, foxes, muntjac and fallow deer into unsuitable environments and risk predation of small mammals by domestic cats. Green fields and woodlands are valued for exercise, mental health, recreational and historic value, while proximity to bridleway and open fields is said to support wildlife movement and landscape character that development could harm.

['1384117', '1384204', '142', '1384550', '40', '197', '1384479', '42', '68', '112', '1384477']

Transport Infrastructure (10 respondents, 62%):

Respondents describe the existing road network around Land at New Mill Lane as unfit for purpose to handle additional traffic generated by the policy. Roads including New Mill Lane, Peafield Lane (A6075), the A60, A6117 and B6030 are reported to be at capacity during peak times, with potholes and accident hotspots contributing to congestion, safety risks and environmental impacts. Increased housing could exacerbate noise, vibration, air pollution and blocked emergency access, particularly on residential streets not designed for through-traffic. The development may add 4,000–5,000 vehicles, overwhelming local roads and intensifying congestion at junctions such as New Mill Lane/Sandlands Way and Peafield Lane/A60. Spine connection improvements between Leeming Lane North and New Mill Lane are proposed as mitigation, with an indicative route shown on planning maps. A dual carriageway upgrade of the A6191 to the M1, a relief road or ring roads diverting traffic from the A60, and a bridge over the River Maun could further improve traffic flow. Legally obligated developer contributions for road network and infrastructure upgrades are recommended, alongside further modelling work to validate traffic mitigation assumptions. Direct rail services to Sheffield and express links to Nottingham, improved bus connections to Derby, Nottingham and Sheffield, and expanded crossing facilities at local schools could reduce car dependency.

['1384117', '1384204', '1384550', 'Nottinghamshire County Council', '197', '1384479', '42', '112', '2', '1384477']

Heritage and Recreational Value (9 respondents, 56%):

The land north of New Mill Lane is valued for its heritage associations and recreational use. The policy may not protect the heritage of Spa Ponds Nature Reserve, which is designated for its historic significance, beauty, tranquility and wildlife within the Sherwood landscape character area and as a local wildlife site. Spa Ponds Nature Reserve is formally recognised as a local green space, community open space and part of Mansfield's strategic green infrastructure. Public footpaths through adjoining fields and woodlands are used daily for walking, cycling and dog-walking, supporting exercise and mental wellbeing. Historic flood dykes and ancient woodland may require preservation and enhancement but could be lost under large-scale development. The policy could introduce noise, light pollution and increased human activity that would reduce the tranquility and peaceful character valued in Spa Ponds. Visual impacts from housing would alter views from vantage points around Spa Ponds and across the open landscape. Fields and woodlands serve as wildlife habitats that may be displaced if development proceeds.

['1384117', '1384204', '142', '1384550', '40', '197', '1384479', '68', '1383290']

Community Infrastructure Capacity (9 respondents, 56%):

Respondents express concern that community infrastructure capacity around policy Housing allocation HELAA 31: Land at New Mill Lane is insufficient to support additional housing. Medical services are already overstretched with waiting lists exceeding six weeks and could be further strained without firm commitments to new

surgeries or pharmacies. School places are reported at or beyond capacity, notably Mansfield Woodhouse primaries at 125%, and may force pupils to travel out of area. Roads and parking are described as unfit for purpose, with drop-off congestion at local academies and inadequate GP surgery parking likely to worsen with extra traffic. Sewage systems and flood defenses are considered unreliable and may fail to cope with increased discharge. Developers are urged to commit funding for healthcare facilities to prevent harm from lack of timely access. Insufficient infrastructure around the site is seen to risk further congestion, safety issues, and service pressures.

['1384117', '1384204', '1384550', '1384479', '42', '68', '112', '2', '1384477']

Flood Risk and Drainage (6 respondents, 38%):

The Maun Valley lies in a flood plain that has flooded in recent years. Productive agricultural fields classified as 'best and most versatile' serve as natural flood defenses, sequester soil carbon and produce staple crops, but development would permanently destroy these areas. New housing could exacerbate River Maun flooding during heavy rainfall. Paving over healthy soil would reduce rainwater infiltration and raise the risk of surface water flooding on arterial roads. Current soak away systems may lack capacity to manage increased runoff. Housing allocation HELAA 31 borders the River Maun without guaranteed measures to mitigate local flood risk or deliver sustainable urban drainage, potentially harming water quality in the Mansfield area. Historic flood dykes risk loss under the proposed development. Existing sewage and flood defense infrastructure may be unable to accommodate additional housing.

['142', '1384550', '197', '1384479', '112', '1384477']

Landscape Character and Visual Amenity (5 respondents, 31%):

Respondents express concern that the policy may harm landscape character and visual amenity. Homes facing New Mill Lane, Warren Farm and Spa Ponds were purchased for their uninterrupted views of fields and nature, which would be lost if the policy is urbanised. Development on the site may reduce property values by 10–15% due to the loss of scenic views. The visual impact of large-scale housing north of New Mill Lane may damage the natural landscape character observed from public footpaths around Spa Ponds. Replacing countryside at land north of New Mill Lane with housing would diminish the rural setting valued locally. Walks, views and wildlife in open fields down to Spa Ponds contribute to local amenity. Housing on the site may alter the appearance and character of the landscape visible from various public footpaths and elevated viewpoints offering distant views. The site comprises part grade 3a best and most versatile agricultural land, located near Green Lane Bridleway and open fields supporting wildlife, and development may harm biodiversity and landscape character. The land forms an intrinsic part of the local character, and further development on this scale would alter the character of Mansfield Woodhouse.

['40', '1384204', '1384550', '1384479', '68']

Agricultural Land Loss (5 respondents, 31%):

Respondents express concern that the policy would result in the loss of prime farmland. Development may permanently remove fields classed as grade 3a best and most versatile agricultural land. Current use as productive farmland may deliver high yields, support staple crop production, sequester soil carbon and provide natural flood defenses. Valued agricultural land adjoining a green lane bridleway and open fields may support wildlife and landscape character; development could harm biodiversity. Retaining the fields for agriculture is seen as vital to preserve ecosystem services and food production.

['1384550', '42', '1384479', '1383290', '1384477']

Air Quality and Environmental Health (4 respondents, 25%):

Respondents highlight that additional housing at New Mill Lane could worsen traffic congestion along the A60 through Mansfield Woodhouse, increase accident risks and compromise pedestrian safety. Traffic congestion at existing junctions is already severe and a recent fatality on New Mill Lane underscores hazardous conditions. The allocation would not direct development towards the most accessible areas in Mansfield nor encourage active travel infrastructure improvements. Forest Town's limited public transport network may struggle to accommodate travel demand from 300 new homes, leading to higher traffic volumes, reduced walking and cycling uptake, poorer air quality and increased carbon emissions. Loss of green space may diminish residents' access to nature, potentially harming mental and physical well-being and forcing outdoor exercise along roads with high vehicle emissions. However, development on New Mill Lane could help reduce the frequency of waste-burning incidents that currently generate environmental health complaints in summer.

['197', '112', '29', '1384477']

Other (14 respondents, 88%):

Respondents highlight a range of wider considerations beyond site suitability. Additional sites in the Mansfield urban area should be allocated for housing deliverable within the first five years of the plan period. Retrofitting empty homes could reduce carbon emissions by up to 80% compared with new builds and cost substantially less than new development. Previously developed brownfield land could be prioritised before assessing greenfield sites. Embedding domestic food production, community allotment co-operatives, regenerative farms and agroforestry corridors on surplus council land may strengthen local supply chains. Investment in new businesses, improved public spaces and community hubs could be prioritised to prevent decline of the Mansfield Woodhouse centre. Safeguarding best and most versatile agricultural land around Mansfield Woodhouse could maintain long-term food security. Buffer strips around Spa Ponds, the Maun Valley and the Maun River may partially mitigate flood risk and protect water catchments. Wildlife observations of kingfisher, tawny owl, bats and deer indicate biodiversity value of fields on the route to Warren Farm. Capacity constraints in local sewage systems could risk further pollution of rivers and waterways if additional development proceeds. Site 31

under the policy is described as available and achievable for short-term development, though competing priorities such as landscape character, heritage protection and infrastructure capacity could influence its deliverability. Embedding powers to return empty properties to use through EDMOs, compulsory purchase orders and council tax premiums could address housing supply without loss of greenfield land. Sprawling housing estates with limited local distinctiveness could undermine the character and heritage of Mansfield Woodhouse.

['1384204', '142', '1384550', '40', 'Hallam Land', '197', '1384479', '42', '68', '112', '2', '29', '1383290', '1384477']

HELAA 34

Number of responses to this policy: 1

Local schools are already full with waiting lists, and infrastructure in Warsop may be insufficient to support additional housing under policy HELAA 34: Land at Sherwood Street / Oakfield Lane. Medical provision at Meden Medical Surgery may struggle with patient demand following the closure of Riverbank Medical, dental services have limited availability, and the policy would lead to development on green belt land at Sherwood Street / Oakfield Lane.

School place provision (1 respondent, 100%):

Respondent states that local schools are already full and have waiting lists. School place provision may need to be expanded before supporting development under the policy for HELAA 34: Land at Sherwood Street / Oakfield Lane.

['Vibrant']

Infrastructure capacity (1 respondent, 100%):

The respondent expresses concern that infrastructure in Warsop may be insufficient to support Housing allocation HELAA 34: Land at Sherwood Street / Oakfield Lane. Medical provision at Meden Medical Surgery may not cope with additional patient demand after absorbing the closure of Riverbank Medical. Local schools are described as full with waiting lists limiting access for new pupils. Dental services are reported as having limited availability. Support for the policy is described as conditional on expanding healthcare and education capacity.

['Vibrant']

Dental service capacity (1 respondent, 100%):

Respondent states that dental service capacity within the area covered by the HELAA 34 policy is inadequate, leaving residents unable to obtain dental appointments due to limited availability.

['Vibrant']

Primary healthcare provision (1 respondent, 100%):

The respondent expresses concern that difficulty in obtaining a doctor's appointment may lead patients to A&E. The policy may only be supported if capacity at the doctor's surgery is increased. Meden Medical Surgery may lack capacity to handle further demand after absorbing patients from Riverbank Medical's closure.

['Vibrant']

Green belt land impact (1 respondent, 100%):

The respondent expresses concern that the policy would lead to development on green belt land at Sherwood Street / Oakfield Lane.

['Vibrant']

HELAA 42

Number of responses to this policy: 1

Respondents note that existing schools lack space for additional pupils and call for new school places. Development on green belt land is viewed as a local concern. The capacity of local supporting infrastructure, including the doctor's surgery in Warsop, needs addressing before further development. Dental service availability is reported as insufficient, with residents unable to secure appointments. Difficulty in obtaining a doctor's appointment raises worries about primary healthcare capacity, with Meden Medical Surgery potentially unable to absorb patients after Riverbank Medical's closure.

Educational infrastructure provision (1 respondent, 100%):

The respondent states that additional school places are needed because existing schools are full and have no room for more pupils.

['Vibrant']

Green belt land use (1 respondent, 100%):

The respondent views development on green belt land as a local concern.

['Vibrant']

Supporting infrastructure capacity (1 respondent, 100%):

The respondent highlights concerns about supporting infrastructure capacity in relation to the policy. The capacity of the doctor's surgery needs to be addressed before supporting new development. Insufficient infrastructure in Warsop may limit support for new housing.

['Vibrant']

Dental service availability (1 respondent, 100%):

The respondent highlights that residents are unable to secure dental appointments. Dental service availability near the policy may be insufficient to meet local demand.

['Vibrant']

Primary healthcare capacity (1 respondent, 100%):

Respondent states that difficulty securing a doctor's appointment is worrying and residents should not be directed to A&E. Difficulty securing a doctor's appointment may reflect insufficient local primary healthcare capacity. Surgery capacity needs to be addressed before supporting new development at HELAA 42. Meden Medical Surgery may be unable to cope with extra patients absorbed after Riverbank Medical's closure.

['Vibrant']

HELAA 45

Number of responses to this policy: 5

Respondents highlight that an 8 metre riparian buffer is insufficient to protect Hills & Holes and Sookholme Brook SSSIs and prefer up to 20 metres to safeguard biodiversity, note flood risk in Zones 2 and 3 requiring sequential testing and mitigation, and flag Plot 45 lying outside the urban boundary in conflict with green belt safeguards. Viability impacts arise from on-site open space and sustainable drainage demands, while local schools and Meden Medical Surgery lack capacity for new residents. Heavy traffic at A60 junctions has led to proposals for a spine link between Leeming Lane North and New Mill Lane, which may require a River Maun bridge and further traffic modelling. Limited rights-of-way connections and adjacent watercourse constraints were also cited.

Riparian Buffer and Biodiversity Protection (3 respondents, 60%):Respondents consider an 8 m riparian buffer inadequate to protect Hills & Holes and Sookholme Brook SSSI. Development may impact adjacent wildlife habitats. No development should occur within at least 8 m of the top of the bank of the Environment Agency-maintained Leas Brook, with a 20 m buffer preferred to safeguard biodiversity. The policy may require explicit buffer specifications to reflect these concerns.

['Environment Agency', 'Warsop Footpaths & Countryside Group', '1187152']

Flood Risk Management (2 respondents, 40%):

Respondents highlight flood risk management concerns regarding the policy. The site should follow the sequential test and development within Flood Zones 2 and 3 should be avoided where possible. The proposed development may increase flood risk on land downstream of the watercourse. No development should take place within a minimum of 8 metres from the top of the bank of the Environment Agency-maintained main river, Leas Brook; ideally a buffer zone of up to 20 metres should be

provided. Any development pursued within Flood Zones 2 or 3 will need appropriate mitigation measures. The site lies within a flood zone.

['Environment Agency', '1187152']

Green Belt and Urban Boundary Constraints (2 respondents, 40%):

Respondents highlight that Plot 45 lies outside the urban boundary and may conflict with green belt safeguards.

['Vibrant', 'Warsop Footpaths & Countryside Group']

On-site Public Open Space and Sustainable Drainage (1 respondent, 20%):

The respondent considers that requirements for on-site public open space and sustainable drainage systems may compromise the viability of Housing allocation HELAA 45: Land at Spion Kop. Site viability could be undermined by these infrastructure demands.

['1187152']

Education Provision (1 respondent, 20%):

The respondent states that local schools are at capacity and unable to accommodate pupils from new housing under the HELAA 45 policy at Spion Kop, citing existing waiting lists. Development under this policy may only proceed if additional school places are provided.

['Vibrant']

Junction Capacity (1 respondent, 20%):

The respondent highlights that the A60 junctions are already over capacity. A spine connection between Leeming Lane North and New Mill Lane may help mitigate and divert traffic from those junctions.

['Nottinghamshire County Council']

Healthcare Provision (1 respondent, 20%):

Respondent states that Meden Medical Surgery cannot cope with the thousands of extra patients transferred from Riverbank Medical's closure. The surgery is unable to accommodate the increased demand, resulting in difficulty securing GP appointments and the frequent redirection of residents to A&E. The policy could exacerbate these pressures on healthcare provision.

['Vibrant']

Spine Road Link (1 respondent, 20%):The respondent states that the scope of proposed Spine Road Link improvements should be embedded in the local plan. The proposed route would require a bridge over the River Maun and may significantly ease traffic around Mansfield Woodhouse and Forest Town. Further traffic modelling may be needed to validate assumptions for the link. An indicative route appears on the allocation plan (green) and satellite view (white) for consideration. The connection is intended to run between Leeming Lane North and New Mill Lane to

alleviate pressure on the over-capacity A60 junctions. Further information or detailed discussion is welcomed to support inclusion in the revised local plan.

['Nottinghamshire County Council']

Other (2 respondents, 40%):

Respondents highlight limited connections to the rights of way network. The site lies adjacent to Ley Brook, a tributary of the River Meden, which may present environmental constraints. Local infrastructure in Warsop may be insufficient to support additional housing.

['Vibrant', 'Warsop Footpaths & Countryside Group']

HELAA 46

Number of responses to this policy: 2

Junction Capacity (1 respondent, 50%):

The respondent highlights that the A60 junctions are already over capacity. A spine connection between Leeming Lane North and New Mill Lane may help mitigate and divert traffic from those junctions.

['Nottinghamshire County Council']

Spine Road Link (1 respondent, 50):

The respondent states that the scope of proposed Spine Road Link improvements should be embedded in the local plan. The proposed route would require a bridge over the River Maun and may significantly ease traffic around Mansfield Woodhouse and Forest Town. Further traffic modelling may be needed to validate assumptions for the link. An indicative route appears on the allocation plan (green) and satellite view (white) for consideration. The connection is intended to run between Leeming Lane North and New Mill Lane to alleviate pressure on the over-capacity A60 junctions. Further information or detailed discussion is welcomed to support inclusion in the revised local plan.

['Nottinghamshire County Council']

Road Infrastructure (1 respondent, 50%)

Respondent concerned area already struggling to cope with current traffic. One temporary set of traffic lights, or road collision, brings the area to a standstill with many roads gridlocked. This area simply cannot cope with more traffic flow in an already strained area.

['1384117']

Green areas (1 respondent, 50%)

The proposed green sites are valuable to local residents, for exercise, mental health and natural habitats will be lost and wildlife displaced.

['1384117']

Infrastructure (1 respondent, 50%)

Respondent concerned local schools and health care services are already oversubscribed and cannot take on anymore residents.

['1384117']

HELAA 48

Number of responses to this policy: 37

Respondents warn that housing off Peafield Lane would worsen congestion and safety on the A6075 and A60. Peak queues already affect residential streets, crossings and emergency vehicle access. They say replacing permeable fields would harm farmland biodiversity—particularly skylarks, lapwings and other protected species—and increase flood risk. Local GP, hospital and school services lack capacity and clear expansion plans, risking longer waits and extra travel. Loss of grade 2 and 3a farmland could harm food security, carbon storage and everyday access to open countryside. Respondents call for comprehensive traffic assessments, ecological surveys, service expansions and legally secured transport and green infrastructure improvements before development.

Transport Impact (31 respondents, 86%):

Transport Impact concerns centre on the capacity and safety of Peafield Lane (A6075), the A60 and adjoining roads if policy HELAA 48 is implemented. Traffic on the A6075 and A60 operates at or beyond capacity during peak periods, causing severe congestion and queueing through residential streets. Road accidents on New Mill Lane and Leeming Lane have increased, with recent serious collisions underscoring risks to drivers, cyclists and pedestrians. Peak-time traffic at the Peafield Lane/A60 junction often blocks crossings and the yellow box, forcing pedestrians—and particularly schoolchildren—to take unsafe shortcuts. Local estate roads such as Dennor Drive, Marples Avenue and Meden Road were not designed for through-traffic and present hazards at blind corners and unmarked crossings. Emergency-response times may be compromised by queuing traffic and limited highway resilience when diversions or closures occur. Increased vehicle movements would heighten air and noise pollution levels, eroding residential amenity and posing health concerns. School places and local services are insufficient, forcing students and residents to travel further and adding to peak-time congestion. Reliance on incremental Section 106 contributions fails to deliver meaningful junction upgrades or network improvements. A full cumulative traffic assessment should be required, with mitigation measures—such as a spine road linking Leeming Lane North to New Mill Lane, a dual carriageway upgrade for the A6191 or new ring roads—to be clearly identified, funded and legally secured prior to development. Dedicated cycling infrastructure, pedestrian crossings and air quality monitoring at key junctions could promote active travel and mitigate environmental impacts. Insufficient public

transport provision exacerbates car dependency and would conflict with local plan policy ST1 requirement for safe, convenient access by all modes of travel.

['1384394', '1383407', '1224109', '1384446', '160', '1384358', '1384525', '112', '1384192', '1384477', '1384529', '2', '1384457', '1384541', '1384165', '1384191', '56', '1384125', '1384321', '1384357', '118', '1384198', '1384239', '1384453', '1384479', 'Nottinghamshire County Council', '1384476', '42', '1384473', '1384362', '1384195']

Biodiversity and Habitats (29 respondents, 81%):

Respondents highlight that the policy HELAA 48 would significantly undermine local biodiversity and habitats. Valued agricultural land and open fields, designated partly as grade 3a best and most versatile, support farmland species including red-listed skylarks and lapwings as well as mammals such as deer, foxes, badgers and hedgehogs, and offsetting biodiversity gains would be insufficient to maintain these habitats. Frequent surface water flooding on site means replacing permeable farmland with hard surfaces could compromise natural drainage into the River Maun, increase downstream flood risk, disrupt wetland biodiversity and strain sewer systems. Arable fields and adjacent woodlands near Green Lane bridleway function as movement corridors for common toads, bats, barn owls, nightjars and woodlarks and support legally protected species under the Wildlife and Countryside Act and Badgers Act; fragmentation would contravene policy NE2 and require extensive ecological surveys and mitigation. Loss of productive land would eliminate carbon sequestration and natural flood defences, while streetlighting adjacent to the Maun Valley green corridor could degrade dark skies and nocturnal habitats, conflicting with policies P7 and NE2. Peafield Woods, part of the Sherwood Forest special area, underpins landscape character, local recreation and well-being. Any future allocations may require baseline ecological appraisals and strategic habitat protection to achieve biodiversity net gain.

['1384394', '1224109', '1384542', '1384446', '160', '1383504', '1384358', '1384525', '112', '1384192', '1384477', '1384529', '1384457', '68', '1384165', '1384191', '1384125', '1384321', '1384357', '118', '1384198', '1384239', '1384336', '1384453', '1384479', '1384476', '1384473', '1384541', '1384195']

Healthcare Capacity (26 respondents, 72%):

Respondents express concern that local healthcare capacity is already severely constrained. Local GP practices and hospitals are described as operating at or beyond maximum capacity, with difficulties in obtaining appointments, insufficient parking and limited staffing. Dentistry services and home social care are reported to have unmet demand. Automation or triage measures at surgeries could disadvantage older patients who lack the technology to manage bookings, prescriptions or test results. Capacity studies for medical services may require updating, with any new development conditioned on demonstrable expansion of facilities. Absence of firm commitments to fund additional GP surgeries, pharmacies or wider service enhancements raises the risk of delayed access to care. Housing allocation HELAA 48: Small holding off Peafield Lane would increase patient demand at the only local GP surgery, potentially exacerbating appointment backlogs and contributing to additional travel and traffic pressures for medical visits.

['1384394', '1224109', '1384446', '1384358', 'Missing112', '1384192', '1384529', '2', '1384457', '1384541', '1384165', '1384191', '56', '1384125', '1384321', '1384357', '118', '1384198', '1384239', '1384336', '1384453', '1384479', '1384476', '42', '1384362', '1384195']

Education Infrastructure (23 respondents, 64%):

Education infrastructure is considered insufficient to support additional housing under the policy for site 48. Local schools including Peafield Lane Academy, Nettleworth Infant, Leas Park Primary, St Edmunds, Netherfield, Heatherley and Manor Academy are at or near capacity and lack space for expansion. Requiring pupils to travel beyond the area may increase traffic congestion and pose safety risks at peak times. Further housing development would worsen congestion and parking pressures at school periods and potentially diminish education quality. Capacity studies for educational services may need to be updated and referenced to ensure development is conditional on demonstrable service expansion. School planning for developments like site 48 could be required prior to project commencement.

['1384394', '1224109', '1384446', '1384362', '1384358', '112', '1384192', '1384529', '1384457', '1384165', '56', '1384125', '1384357', '118', '1384198', '1384239', '1384336', '1384453', '1384479', '1384476', '42', '1384541', '1384195']

Recreational Green Space and Amenity (19 respondents, 53%):

Respondents emphasised the recreational and amenity value of the countryside around Peafield Lane and Spa Ponds, warning that Policy HELAA 48 could undermine local access to diverse green spaces. Local countryside around Peafield Lane and Spa Ponds provides opportunities for walking, jogging, cycling and dog walking. Loss of open fields and woodlands could reduce everyday access to nature and the associated mental and physical wellbeing benefits. Introduction of housing and streetlighting on elevated land adjoining the Maun Valley green corridor could risk degrading dark skies and nocturnal habitats, in conflict with policies on amenity and biodiversity. Removal of productive agricultural land and ancient woodland may harm biodiversity, landscape character and the Sherwood Forest setting. Extension of the urban edge into open countryside could interrupt public footpaths, bridleways and the long-distance Maun Valley route. Preservation of open fields, woodlands, Spa Ponds and the wider countryside is regarded as key to maintaining recreational opportunities, wildlife habitat, flood alleviation and carbon reduction.

['1384446', '160', '1383504', '112', '1384192', '1384477', '68', '1384191', '1384125', '1384357', '1384198', '1384239', '1384336', '1384479', '1384476', '42', '1384473', '1384541', '1384195']

Loss of Agricultural Land (16 respondents, 44%):

Respondents express strong concern that the council policy Housing allocation HELAA 48 would cause irreversible loss of high-grade agricultural land. Building on prime farmland may exacerbate national food insecurity by reducing domestic crop production and increasing import dependency, conflicting with net zero and carbon neutral objectives. Land classified as grade 2 and 3a best and most versatile lies adjacent to a green lane bridleway and open fields that support wildlife, sequester soil carbon and act as natural flood defences. Development would harm local

biodiversity and landscape character and may contravene NPPF paragraphs 174 and 180 and local plan policy NE1. Tarmacing over arable fields could raise flood risk by reducing rainwater absorption. Loss of soils underlain by rare Bunter sandstone aquifers may affect groundwater protection. Building on greenfield sites rather than prioritising brownfield land or empty properties could undermine tenant farmers' livelihoods, drive up food prices and weaken national resilience.

['1384394', '1384125', '1384321', '1384357', '1384542', '1384529', '1384477', '118', '1384479', '1384457', '1384446', '160', '42', '1384541', '1384358', '1384453']

Surface Water and Flood Management (16 respondents, 44%):

Respondents express concern that development on Housing allocation HELAA 48: Small holding off Peafield Lane could significantly worsen surface water flooding and exceed existing drainage capacity. Tarmaced and concreted areas are noted to reduce rainwater absorption and increase surface water runoff, with flooding occurring multiple times annually on arterial roads and downslope towards lower-lying residential streets. Existing sewage systems, soakaways and flood defences may struggle to cope with additional runoff from new housing. Sites lie within the Maun valley flood plain and the River Mourne runoff area, featuring boggy ground and regular inundation. Arable fields are described as natural flood defences that also support soil carbon storage and biodiversity, benefits lost if impermeable surfaces replace them. Historic flood dykes are highlighted for preservation and enhancement under NPPF paras 194–202 and local plan HE1, to maintain drainage capacity. Any new development should incorporate ample green space for drainage to prevent increased runoff into neighbouring properties and roads.

['1384394', '1384195', '1384358', '1384125', '1384542', '1384357', '112', '1384192', '1384477', '118', '1384479', '1384198', '1384239', '1384446', '1384541', '1384191']

Air Quality and Pollution (11 respondents, 31%):

Respondents express concern that increased traffic from new housing at the small holding off Peafield Lane could exacerbate local congestion, accident risks and air pollution. Traffic growth could expose pupils crossing Peafield Lane and adjacent junctions to prolonged vehicle emissions, with existing monitoring showing elevated nitrogen dioxide levels on Leeming Lane and Old Mill Lane. Destruction of trees and green space may remove natural air filters and force exercise onto busy roads, increasing exposure to harmful traffic pollutants. Noise, vibration and idling engines at new junction controls could further degrade local air quality and residents' wellbeing. Air quality monitoring at the A60–A6075 junction and mitigation measures such as a school streets scheme may be needed to secure a safer, healthier environment.

['1384125', '112', '1384192', '1384477', '1384198', '1384239', '1384446', '160', '1383504', '1384541', '1384195']

Other (33 respondents, 92%):

Respondents raise a range of procedural and strategic matters under the Other theme. The online consultation platform may be difficult to access and could undermine transparency and accountability in the planning process. Opposition

requests could form part of the next consultation stage under Regulation 19 to ensure community concerns are formally considered. Prioritising brownfield redevelopment may reduce carbon emissions and support sustainable urban renewal, while repurposing existing empty homes could meet social housing needs more efficiently than greenfield development. Investment in the town centre may bolster the local economy and help arrest high-street decline. Improved public transport links, such as direct trains to Sheffield, express services to Nottingham or new bus routes, could offer viable alternatives to car travel. Infrastructure-led development could be encouraged by including proposed highway improvements in the local plan and securing developer contributions for roads, education and health services. Buffer strips and other mitigation measures could minimise environmental and heritage impacts if development proceeds. Use of compulsory purchase powers might unlock underutilised town-centre sites, aligning housing delivery with existing services. The local plan website may require simplification to facilitate effective public engagement and avoid deterring genuine contributions.

['1384394', '1383407', '1224109', '1384542', '1384446', '160', '1383504', '1384358', '1384525', '112', '1384192', '1384477', '1384529', '2', '1384457', '1384541', '68', '1384191', '56', '1384125', '1384321', '1384357', '118', '1384198', '1384239', '1384336', '1384453', '1384479', 'Nottinghamshire County Council', '42', '1384473', '1384362', '1384195']

HELAA 49

Number of responses to this policy: 7

Respondents note that access via the A60 and a new spine road may improve traffic flow yet pose safety and capacity concerns, calling for further modelling; they recommend an 8–20 m riparian buffer along the River Meden and avoiding Flood Zones 2 and 3 or employing mitigation to control flood risk; proximity to the Hills & Holes SSSI and local water vole habitats prompts a wider buffer to protect biodiversity; as green belt land beyond the urban edge, development risks unsustainable sprawl and loss of green space and village character; existing schools, GP surgeries and dental services lack capacity, requiring expansion before new housing; respondents also flag loss of agricultural land, potential disturbance of a 1944 bomber crash site and historic forest boundary, and the obstruction of a future Robin Hood line extension; further comments call for a sequential test, updated HELAA scoring, water quality safeguards, rights-of-way connections and clearer evidence on deliverability and infrastructure improvements.

Highway Access and Traffic Impact (5 respondents, 71%):

Respondents highlight conflicting views on highway access and traffic impact related to policy HELAA 49. However, development access from Mansfield Road (A60) could pose safety risks and exacerbate traffic congestion. Site access could be delivered safely and efficiently via Mansfield Road. Mansfield Road (A60) may not have been designed to accommodate the additional traffic volumes generated by a development of this scale. All vehicular access to the site would rely on the A60.

['Warsop Footpaths & Countryside Group', '133', 'Gladman Developments', '1187152', 'Nottinghamshire County Council']

Flood Risk Management and Riparian Buffers (4 respondents, 57%):

Respondents note that the policy could be developed with minimal flood risk, would not increase flood risk elsewhere and meets national policy and guidance. A minimum 8 m buffer from the top of the River Meden bank should be maintained, ideally extending to 20 m, with an 8 m riparian barrier being considered inadequate. Development within Flood Zones 2 and 3 may be avoided where possible to prevent increased downstream risk to the watercourse; if pursued, appropriate mitigation would be required.

['Environment Agency', 'Gladman Developments', '1187152', 'Warsop Footpaths & Countryside Group']

Biodiversity and Wildlife Habitat (4 respondents, 57%):

Respondents highlight concerns over potential impacts on biodiversity and wildlife habitat arising from the policy. Site 49 lies approximately 150 m upstream of the Hills & Holes and Sookholme Brook SSSI. Development on both sides of the railway line may degrade a key wildlife corridor. Extending the site boundary to the River Meden could harm local water vole populations and facilitate spread of Himalayan balsam from riverside gardens. A riparian buffer of at least 8 m, and ideally 20 m, from the top of the river bank is recommended to safeguard riverbank habitats. Development with only the river as a natural border could compromise biodiversity within the adjacent SSSI.

['Environment Agency', 'Warsop Footpaths & Countryside Group', '1187152', '133']

Urban Expansion and Green Belt Encroachment (4 respondents, 57%):

Respondents highlight site 49's development as a direct encroachment into green belt land and note its location beyond the current urban boundary. Development may extend Warsop's border towards Spion Kop, potentially risking the smaller village's distinct identity. The land's position outside the existing urban edge could contribute to unsustainable urban sprawl. Local concern centres on the loss of green space and historic character.

['133', '1187152', 'Vibrant', 'Warsop Footpaths & Countryside Group']

Local Social Infrastructure Capacity (2 respondents, 29%):

Respondents highlight insufficient capacity in local schools and GP services to support the policy. Nearby schools may lack places to accommodate the projected increase in pupils. Existing schools appear full, with waiting lists preventing new admissions. The local GP surgery may lack sufficient capacity to register the additional population. Access to dental services may also be restricted. Difficulty obtaining GP appointments may lead residents to rely on A&E services. Support for the policy may be conditional on securing additional school places and expanding GP surgery capacity.

['1187152', 'Vibrant']

Loss of Agricultural Land (1 respondent, 14%):

The respondent states that the policy HELAA 49: Land off Mansfield Road (A60) could result in the loss of valuable agricultural land.

['1187152']

Heritage Assets and Archaeological Interest (1 respondent, 14%):

Respondent notes that Land off Mansfield Road (A60) includes the crash site of a Lancaster bomber from 1944, where one life was lost, and borders the River Meden, historically the northern limit of Sherwood Forest. The wartime wreckage and former forest boundary may represent heritage assets and potential archaeological interest. Proposed development could risk disturbance of these features and may require targeted archaeological assessment.

['Warsop Footpaths & Countryside Group']

Future Rail Corridor Feasibility (1 respondent, 14%):

The allocation could obstruct potential future expansion of the Robin Hood line extension.

['1187152']

Other (7 respondents, 100%):

Respondents highlight a range of issues under the Other theme related to the policy. Sequential test should be applied. HELAA assessment should be updated to score the site as 'available' and to reflect suitability for residential-led development. Historic heritage of the sides should be respected. The site lies within a designated flood zone, which could make it unsuitable for housing development. The land is described as free of known constraints and may be deliverable within a five-year period. The site adjoins the River Meden. Infrastructure in Warsop may be insufficient to support new housing off Mansfield Road (A60). Extension of the site to the river could impact water quality and create pollution. The site lies about 1.5 km from the nearest school. No physical, environmental, legal or ownership restrictions are known to impede delivery. Scope of improvements linked to the larger development should be included in the local plan. The site lacks connection to the rights-of-way network. An indicative spine route is shown on the allocation plan (green route) and satellite view (white route). Development would completely surround the Hills and Holes. The conclusion that the site is developable in years 11–43 may be contested. HELAA result of 'reasonable alternative' is supported.

['Warsop Footpaths & Countryside Group', '133', 'Gladman Developments', '1187152', 'Nottinghamshire County Council', 'Environment Agency', 'Vibrant']

HELAA 50

Number of responses to this policy: 40

Respondents identified severe congestion on the A6075, A60 and local roads, failing pedestrian crossings and rising pollution, and called for a spine link and comprehensive assessment before development. They noted that site 50 adjoins wildlife corridors and protected habitats, warning that clearance, lighting and loss of farmland would fragment ecosystems and require detailed surveys and genuine net gain. GP surgeries, hospitals and social care are at full stretch with long waits and limited parking. Local schools exceed capacity, forcing pupils to travel further and increasing peak-time traffic. Sealing soil was seen as heightening flood risk, sewer strain and wetland damage, prompting calls to preserve flood dykes and green infrastructure. Insufficient public transport and cycle routes, the value of brownfield alternatives and the need to protect landscape character and community identity were also highlighted.

Highway Capacity and Traffic Management (33 respondents, 85%):

Highway capacity and traffic management are raised as critical concerns for the policy. Traffic congestion on the A6075 Peafield Lane, the A60 and local estate roads is already severe and would worsen with additional housing. Junctions at Peafield Lane/A60, New Mill Lane and nearby roundabouts are at or over capacity, causing hold-ups, tailbacks and compromised pedestrian safety. Road surfaces are described as deteriorating, with potholes hindering traffic flow and likely to require costly repairs if vehicle numbers increase. Limited crossing facilities at Peafield Lane Academy and Manor Academy are reported unsafe due to vehicles blocking yellow box junctions and fast-moving traffic. Air pollution, noise and accident risks are viewed as rising with further development. Reliance on s106-funded minor junction upgrades is considered insufficient to deliver meaningful mitigation. A spine connection between Leeming Lane North and New Mill Lane, potentially including a bridge over the River Maun, could relieve pressure on existing routes. A comprehensive cumulative traffic assessment and committed infrastructure improvements are demanded before any housing development. Local streets such as Dennor Drive, Marples Avenue and Sandgate Road are not designed for increased through-traffic, and network resilience is deemed inadequate as closures or roadworks on one route would gridlock alternatives.

[‘1384192’, ‘1384125’, ‘42’, ‘1384446’, ‘1384362’, ‘1384195’, ‘2’, ‘59’, ‘1384239’, ‘1384191’, ‘1384357’, ‘118’, ‘1384477’, ‘1384479’, ‘1384529’, ‘116’, ‘1384476’, ‘1384358’, ‘1384453’, ‘1384473’, ‘1383407’, ‘1384457’, ‘1384394’, ‘1384525’, ‘Nottinghamshire County Council’, ‘1224109’, ‘1384541’, ‘1384165’, ‘1384321’, ‘160’, ‘1384198’, ‘56’, ‘15’]

Biodiversity and Habitat Conservation (28 respondents, 72%):

Respondents emphasised that site 50 forms an essential wildlife corridor on the town fringe, with clearance potentially breaching wildlife legislation and requiring extensive ecological surveys and mitigation under Natural England’s licensing framework. Site 50 lies adjacent to the Maun Valley corridor, Spa Ponds nature reserve and Green Lane bridleway, hosting ground-nesting birds, bats, badgers, deer, hedgehogs and

protected species including lapwings and skylarks. Development of policy HELAA 50 would result in the loss of open countryside and grade 3a best and most versatile agricultural land, harming landscape character, soil carbon sequestration and natural flood mitigation. Fragmentation of Peafield Lane woods and surrounding fields may undermine protection of species such as woodlarks, nightjars and barn owls, and could drive wildlife into unsuitable residential areas. Introduction of streetlighting adjacent to the Maun Valley corridor risks degrading dark skies and nocturnal habitats in conflict with policy P7 and NE2 of the adopted local plan. Reliance on biodiversity offsetting is regarded as unlikely to maintain habitats for arable-dependent species and may fail to deliver genuine net gain in situ. Baseline ecological appraisals and strategic habitat protection are seen as necessary preconditions for any future allocations in order to safeguard ecosystem services and prevent irreversible habitat loss. Development of site 50 is viewed as threatening the connectivity and ecological balance of nationally protected habitats, including potential impacts on nearby SSSIs.

[‘1384192’, ‘1384125’, ‘1384446’, ‘1384195’, ‘1384239’, ‘1384191’, ‘1384357’, ‘118’, ‘1384477’, ‘1384479’, ‘1384529’, ‘116’, ‘1384476’, ‘1384358’, ‘62’, ‘1384473’, ‘1384457’, ‘1384394’, ‘1384525’, ‘1384542’, ‘1224109’, ‘1383504’, ‘1384541’, ‘68’, ‘1384165’, ‘1384321’, ‘160’, ‘1384198’]

Healthcare Services Provision (28 respondents, 72%):

GP surgeries are already stretched, with limited staffing and appointment availability. Development under the policy could further strain overstretched GP practices, hospitals and social care services. The local GP surgery in Mansfield Woodhouse operates at full capacity with inadequate parking, forcing some patients to travel further and exacerbating traffic on Debdale Lane. Access to GP appointments has become increasingly difficult following the closure of a nearby surgery, and urgent cases at King’s Mill Hospital face year-long waits. Dental services are insufficient, and the unmet need for social care at home adds to pressure on local health authorities. Reliance on automated appointment systems could disadvantage older patients who struggle with digital technology. No firm commitments for additional surgeries, pharmacies or practitioner funding have been secured. Capacity studies for medical services must be updated, and any further development should be conditional on demonstrable expansion of healthcare provision.

[‘1384192’, ‘1384125’, ‘42’, ‘1384336’, ‘1384446’, ‘1384362’, ‘1384195’, ‘2’, ‘59’, ‘1384239’, ‘1384191’, ‘1384357’, ‘118’, ‘1384477’, ‘1384479’, ‘1384529’, ‘116’, ‘1384476’, ‘1384358’, ‘1384453’, ‘1384457’, ‘1384394’, ‘1224109’, ‘1384541’, ‘1384165’, ‘1384321’, ‘1384198’, ‘56’]

Educational Facilities Capacity (25 respondents, 64%):

Insufficient school places exist to support the growing population. Requiring pupils to travel beyond the area may increase traffic congestion and raise safety concerns at peak times. Local schools including Peafield Lane Academy, Nettleworth Infant, Leas Park Primary and The Manor Academy are at or near capacity with no scope for expansion. Oversubscription has forced children to attend schools in Forest Town, and a Year 7 intake of 270 pupils two years ago highlights limited capacity. Mansfield Woodhouse primary schools operate at 125% capacity. Early years through secondary provision is under strain and may be unable to accommodate additional

pupils. Reduced teaching assistants combined with larger class sizes could have a long-term negative impact on attainment. Capacity studies for educational services are considered outdated and should be updated and explicitly referenced in the plan, with development conditional on demonstrable service expansion. Further development under the policy could intensify the shortage of school places and exacerbate congestion and safety issues at peak times.

['1384192', '1384125', '42', '1384336', '1384446', '1384362', '1384195', '59', '1384239', '1384357', '118', '1384477', '1384479', '1384529', '116', '1384476', '1384358', '1384453', '1384457', '1384394', '1224109', '1384541', '1384165', '1384198', '15']

Landscape Character and Visual Amenity (17 respondents, 44%):

Respondents highlight that development proposed under the policy at site 50 around Peafield Lane may harm landscape character and visual amenity visible from public footpaths and Spa Ponds. The policy would encroach on productive agricultural land (part Grade 3a BMV) and valued open countryside, reducing the visual and ecological buffer between Clipstone, Forest Town and Mansfield Woodhouse. The policy could extend the urban area into proximity with the Maun Valley long-distance route, a SINC and green corridor, risking damage to biodiversity, wildlife habitat and the character of ancient woodlands. Ribbon developments and uniform housing estates have already diminished the semi-rural appearance, eliminating views of wildlife and historic farm structures, and further sprawl may merge distinct settlements into a single conurbation. Loss of green spaces and countryside breaks could transform the area into a commuter town, undermining its farming heritage and eliminating the recreational value of walks along public footpaths. Previous refusal of permission for site 67 on grounds of highways impact, landscape harm and sustainability is cited as precedent for similar adverse effects. Planning Inspectorate findings for site 67 noted that built development would harm the countryside and diminish visual consistency, suggesting irreversible change in landscape character if site 50 were allocated.

['1384541', '1384125', '62', '68', '1384357', '118', '42', '160', '1384336', '1384477', '1384479', '1384529', '1384525', '59', '116', '1383504', '1384358']

Agricultural Land Quality (15 respondents, 38%):

Respondents highlight the importance of protecting high-quality soils and open fields from development under the Housing allocation HELAA 50 policy. Site soils include grade 2 and grade 3a best and most versatile farmland underpinning staple crop production. Open fields adjacent to Green Lane bridleway support wildlife, sequester soil carbon and act as natural flood defences. Permanent loss of arable land may undermine food security, tenant farmers' livelihoods and net zero targets by increasing import dependency. Concreting over arable land could reduce rainwater infiltration and elevate local flood risk. Brownfield land may supply homes without sacrificing fertile fields. Designation of the land as safeguarded agricultural land is proposed to protect soil quality. Development would harm landscape character of open countryside around Peafield Lane.

['1384453', '1384541', '1384125', '1384357', '118', '1384321', '42', '160', '1384477', '1384446', '1384479', '1384394', '1384529', '1384542', '1384358']

Flood Risk and Drainage Management (15 respondents, 38%):

Respondents express concern that tarmacing and concreting healthy soil on Policy HELAA 50: Land off Peafield Lane would reduce rain absorption and increase surface water flooding risk. Site 50 lies in an area prone to frequent surface water flooding, especially on arterial roads that already flood several times per year. Local sewage and flood defence infrastructure may not cope with additional runoff, particularly during extreme storm events that are becoming more frequent. Historic flood dykes around Peafield Lane require preservation and enhancement, and the policy could risk damaging these heritage assets. The land south of Peafield Lane functions as a run-off area and is prone to bogginess, making it unsuitable for development due to flood risk. Replacing permeable surfaces with roofs, driveways and parking would raise downstream flood risk, strain sewer systems and disrupt wetland biodiversity. Development could compromise natural drainage into the River Maun catchment and negate the infiltration benefits of Bunter sandstone due to soil sealing. Any future proposal could include ample green space and limit hard surfacing to prevent runoff into existing homes, especially those on Wheatfield Crescent, where downhill slopes may channel floodwater.

['1384541', '1384192', '1384125', '1384239', '1384191', '1384357', '118', '1384446', '1384479', '1384198', '1384394', '1384195', '1384542', '116', '1384358']

Public Transport and Active Travel Infrastructure (7 respondents, 18%):

Respondents express concerns that the policy lacks adequate public transport and active travel infrastructure around site 50. Development positioning may promote car usage and discourage walking or cycling. Increased traffic may compromise pedestrian and cyclist safety, particularly for young people travelling to school. Lack of dedicated, protected cycle paths may render cycling routes too dangerous at peak times. Fast-moving traffic along Marples Road may overwhelm the small pedestrian refuge and crossing near Peafield Lane, leaving users stranded or forced into risky manoeuvres. Bus turning movements onto Peafield Lane may be hampered by narrow roads and the absence of traffic signals. Public transport services may be insufficient, with no Sunday buses, hourly weekday frequencies and no direct buses from Mansfield to Sheffield, Derby or Nottingham. Direct and express train services from Mansfield to Sheffield and Nottingham may be required. Prioritisation of safe, accessible walking and cycling infrastructure may enhance active travel opportunities. Current investment in road and rail networks may support growth and favour development, while preservation of public footpaths and ancient woodland may sustain valuable walking routes.

['1384541', '1384125', '1384473', '1384477', '1384479', '59', '2']

Other (36 respondents, 92%):

A variety of additional issues have been raised under the theme Other. The country may already be unable to provide for its population, and additional housing could exacerbate this. Major new housing may undermine local identity and community cohesion. Wild deer have been observed around Peafield Lane, and green spaces could support mental health and well-being. The online consultation platform may be

difficult to access and could deter public engagement. The DEFRA food security mandate may support strong domestic production and the preservation of farmland. Historical maps may illustrate the need to protect the area's heritage and landscape. Scope of spine connection improvements could need explicit inclusion in the local plan to inform future stages. Community-owned farming, including allotment co-operatives and agroecology trials, could be prioritised on surplus council land. Priority could shift to brownfield redevelopment and town-centre regeneration to support local shops and reuse empty properties.

['1384192', '1384125', '42', '1384336', '1384446', '1384362', '1384195', '2', '59', '1384239', '1384191', '1384357', '118', '1384477', '1384479', '1384529', '116', '1384476', '1384358', '1384453', '62', '1384473', '1383407', '1384457', '1384394', '1384525', '1384542', 'Nottinghamshire County Council', '1224109', '1383504', '1384541', '68', '160', '1384198', '56', '15']

HELAA 51

Number of responses to this policy: 5

Respondents note that additional school places and increased GP capacity would be required to serve new residents, as local schools have waiting lists and Meden Medical surgery is at capacity, and that previous planning permissions secured Section 106 contributions covering education, healthcare and other infrastructure. The site at Land off Netherfield Lane is regarded as suitable for housing, being greenfield with no contamination, flood risk or heritage constraints and benefiting from existing landscape screening and proposed planting to preserve the visual separation of nearby settlements. Respondents indicate a detailed application could follow allocation with first homes delivered within twelve months, citing strong nearby market demand, and confirm land title is clear and option agreements are in place, while noting that overall infrastructure capacity should be further detailed to support inclusion in the local plan.

Education Provision (2 respondents, 40%):

Respondents highlight that support for development at Land off Netherfield Lane would increase if additional school places were provided. However, schools have waiting lists and no capacity for more pupils. A previous application secured section 106 contributions for education alongside affordable housing, public open space, transport, travel and healthcare, indicating that additional school provision could remain viable.

['Vibrant', 'Gleeson Homes']

Healthcare Provision (2 respondents, 40%):

Respondents highlight that Meden Medical surgery has become overstretched after absorbing patients from the closure of Riverbank Medical and may struggle to serve additional residents. Potential development would be more acceptable if GP capacity were increased. It is worrying to encounter difficulty securing doctor's appointments and to be directed to A&E. Locals are unable to access dental services. A previous planning permission secured Section 106 contributions for healthcare alongside

affordable housing, public open space, education and transport, and remains viable to deliver these provisions.

['Vibrant', 'Gleeson Homes']

Site Suitability and Constraints (2 respondents, 40%):

Site HELAA 51: Land off Netherfield Lane is a greenfield location without evidence of contamination and suitable for traditional foundation techniques. Access is available from Netherfield Lane, the site lies in Flood Zone 1 and contains no designated heritage assets or local or national environmental, ecological or landscape designations. Local concern exists regarding development on Green Belt land.

['Vibrant', 'Gleeson Homes']

Landscape and Visual Impact (1 respondent, 20%):

The respondent states that existing landscape screening and proposed mitigation planting will maintain the visual break between Church Warsop and Meden Vale, create a stronger green edge to Meden Vale and improve views from the nearby footpath. An indicative masterplan shows capacity for approximately 100 dwellings, including open space, landscape buffering and lower-density development along the western boundary to soften the scheme's edge.

['Gleeson Homes']

Delivery Timescale (1 respondent, 20%):

The respondent indicates that, if the policy is allocated, a detailed planning application would be submitted immediately and the first new homes could be delivered within 12 months of planning permission. Early delivery within the plan period could be ensured by swift commencement of development following planning permission.

['Gleeson Homes']

Housing Market Demand (1 respondent, 20%):

The respondent suggests that strong sales at Gleeson's Crown Farm development in Mansfield indicate high market demand and imply a strong sales rate for housing at Netherfield Lane.

['Gleeson Homes']

Section 106 Contributions (1 respondent, 20%):

The respondent notes that a previous planning application secured Section 106 contributions for affordable housing, public open space, education, transport and travel, and healthcare, and that providing these remains viable.

['Gleeson Homes']

Other (3 respondents, 60%):

Other considerations address site title and legal readiness, option agreements, the need for further detail to support plan incorporation, and local infrastructure capacity.

Site availability is confirmed with no legal constraints on title and a binding option agreement between landowners and the developer. Land off Netherfield Lane abuts the built-up area of Meden Vale and occupies disused arable agricultural land, which could make it a logical location for settlement expansion. HELAA site 51 is assessed as suitable, achievable and a reasonable alternative for housing development. Further detailed information or discussion is requested to support potential inclusion in the revised local plan. Warsop may lack the infrastructure to support new housing.

['Nottinghamshire County Council', 'Vibrant', 'Gleeson Homes']

HELAA 53

Number of responses to this policy: 21

Respondents stress the need to protect biodiversity, green infrastructure and habitats around site 53, warning that development between Old Mill Lane and New Mill Lane could disrupt ecological networks, soil carbon storage, natural flood defences and species habitats. Spa Ponds, ancient woodland and best and most versatile agricultural land are cited as key landscape and heritage features that support wildlife, recreation and mental wellbeing. Concerns include increased congestion and safety risks on New Mill Lane, the A60 and local streets, which already have narrow carriageways, blind corners and busy junctions at capacity. Local schools, GP practices and hospitals are said to be at or near capacity, with limited parking and no confirmed on-site facilities. Respondents warn that new housing could heighten flood risk along the River Maun and Spa Ponds without robust sustainable drainage and that existing sewage infrastructure may lack capacity. Calls are made for enhanced public transport, safer walking and cycling routes, ring roads or dual carriageways, and developer contributions for infrastructure, community facilities and flood defences.

Biodiversity, Green Infrastructure and Habitat Protection (12 respondents, 57%):

Respondents stress that biodiversity, green infrastructure and habitat protection around the policy site Housing allocation HELAA 53 must be safeguarded. Farmland, woodlands and Spa Ponds nature reserve contiguous with site 53 hold local green space and wildlife site designations as part of Mansfield's strategic green infrastructure. Development on land between Old Mill Lane and New Mill Lane may disrupt existing ecological networks and undermine soil carbon buffers, natural flood defences and species habitats. Agricultural fields supporting staple crops are valued for carbon sequestration, flood mitigation and rural biodiversity and may be permanently lost to housing. Housing on site 53 could displace wildlife such as muntjac, fallow deer, small mammals and birds into residential areas and expose them to domestic predation. Proximity to river corridors, ancient woodland, footpaths and Sites of Special Scientific Interest risks harm to designated habitats and ecosystem services without adequate buffer zones. Urban sprawl at site 53 may conflict with national planning policies promoting sustainable development and high quality green infrastructure linkages. Landscape character visible from public

footpaths around Spa Ponds could be altered, reducing opportunities for recreation and wildlife enjoyment.

['68', '142', '1384204', 'Environment Agency', '1383290', '1384117', '112', '1384550', '1384477', '1384479', '197', '62']

Heritage, Landscape Character and Recreational Open Space (11 respondents, 52%):

Respondents emphasise the importance of heritage features, the landscape character and recreational open spaces around site 53. Spa Ponds is designated as a local green space, local wildlife site, community open space and part of Mansfield's strategic green infrastructure. The area forms an accessible natural refuge with public footpaths and ancient woodland that supports walking, cycling, dog exercise and mental health. Uninterrupted views across Warren Farm, Spa Ponds and the Maun Valley contribute to the local character of Mansfield Woodhouse and are cited as adding to property value. Historic maps and features such as flood dykes require preservation and enhancement to protect local heritage. Grade 3a best and most versatile agricultural land and contiguous woodlands contribute to wildlife connectivity, underpinning biodiversity and landscape character. The policy may undermine tranquillity through increased noise, light pollution and human activity, weakening wildlife connectivity and harming the landscape character. Green spaces around Spa Ponds and Peafield Lane serve as essential visual and ecological breaks between settlements, providing recreational benefits and supporting mental wellbeing. The policy risks loss of countryside buffer zones, diminishing natural beauty and threatening statutory heritage and environmental protections. However, available brownfield land may offer a preferable alternative to safeguard the historic landscape and open countryside.

['68', '142', '1384204', '1383290', '1384117', '112', '1384550', '42', '1384479', '197', '62']

Road Network Capacity and Junction Performance (11 respondents, 52%):

Respondents highlight existing congestion and safety risks on roads around policy HELAA 53. New Mill Lane, the A60 and A6075 corridors reach capacity at peak times. Dennor Drive, Marples Avenue, Sandgate Road, Meden Road and Leas Road feature narrow carriageways, lack continuous footways or cycle lanes and have substandard lighting. Daily gridlock along Old Mill Lane forces traffic onto residential streets, causing indiscriminate on-street parking, blocked sightlines and restricted emergency-vehicle access. Collision data at the Peafield Lane/A60 junction indicates a higher-than-average rate of serious and fatal accidents due to limited visibility and mixed heavy goods, commuter and school traffic. Recent collisions on New Mill Lane and Leeming Lane South illustrate concerning road safety risks. Development on policy HELAA 53 could introduce 4,000–5,000 additional vehicles, exacerbating potholes and harming pedestrian and cyclist safety at unmarked crossings and blind corners. Peak-hour queues on Peafield Lane, the Peafield Lane/A60 junction and the A60 into Mansfield would likely extend through residential neighbourhoods, compromising emergency-service response times. A spine connection between Leeming Lane North and New Mill Lane, improved links to the M1, provision of ring roads or a dual carriageway have been proposed to mitigate these impacts. Failure

to demonstrate that residual cumulative impacts would not be severe would conflict with NPPF para 115 and local plan ST1.

['1384204', '1384531', 'Nottinghamshire County Council', '1384117', '112', '1384550', '42', '1384477', '1384479', '2', '197']

Education and Healthcare Capacity (9 respondents, 43%):

Housing allocation HELAA 53: Land between Old Mill Lane & New Mill Lane is a policy that respondents believe would exacerbate pressures on local education and healthcare provision. Local primary and secondary schools are at or near capacity, leaving some families unable to secure places at nearby schools. Projected returns to pre-pandemic birth rates could intensify existing shortages in school infrastructure. Insufficient school capacity is linked to increased traffic and safety concerns as pupils travel outside the area. GP practices and hospitals are described as overstretched, with near-impossible access to appointments and inadequate parking. Lack of a firm commitment to include on-site medical facilities could further limit access to primary care and pharmacy services. Local roads are considered overwhelmed, and absence of safe play areas for children adds to infrastructure pressures. Developer funding for new healthcare facilities may be necessary to prevent further decline in service quality.

['1384204', 1384531', 1383290', 1384117', 112', 1384550', 42', 1384479', 2']

Best and Most Versatile Agricultural Land (6 respondents, 29%):

Respondents emphasise that the land between Old Mill Lane and New Mill Lane comprises best and most versatile agricultural land and merits protection. The fields are still used for British farming with high yields and represent an important national food resource. Allocating land for housing conflicts with the vision's place theme by failing to protect strategic areas of open land and high-quality farmland. Development at site 53 would build on prime farmland, partly classed as grade 3a BMV, and once lost would be irreversible. The site lies adjacent to a green lane bridleway and open fields that support wildlife; development would harm biodiversity and landscape character, contrary to NPPF paras 174 and 180 and local plan policy NE1. Housing allocation at site 53 would exacerbate national challenges in maintaining domestic food production.

['1383290', '42', '1384550', '1384477', '1384479', '197']

Flood Risk Management and Sustainable Drainage (6 respondents, 29%):

Respondents emphasise the need for robust flood risk management and sustainable drainage in relation to the policy. Development should maintain a buffer of at least 8 metres from the River Maun's top-bank, ideally extending to 20 metres. The Maun valley area lies within a flood plain and could be prone to serious flooding. Soakaways installed to date may lack sufficient capacity. Development within flood zones 2 and 3 could be avoided, with appropriate mitigation required if pursued. Tarmacking and concreting over permeable ground may reduce infiltration and increase surface water flooding on arterial roads. Proximity to the River Maun and spa ponds may exacerbate localised flooding and limit the scope for sustainable

urban drainage systems and water quality safeguards. Historic flood dykes may require preservation and enhancement to maintain community use and comply with national and local policy. Existing sewage and flood defence infrastructure may lack capacity to accommodate further development.

['142', 'Environment Agency', '112', '1384550', '1384479', '197']

Public Transport and Sustainable Connectivity (3 respondents, 14%):

Respondents emphasise that public transport and sustainable connectivity must underpin any housing development at the policy site between Old Mill Lane and New Mill Lane. The policy site may lack adequate bus and rail services, leading to increased local congestion, discouraging walking and cycling, and raising carbon emissions. Express train services from Mansfield stations to Nottingham and direct services to Sheffield could strengthen regional rail connectivity. Direct bus routes from Mansfield bus station to Sheffield, Derby and Nottingham could provide alternatives to car use. Many proposed sites are noted to lie away from strong public transport links and local amenities. Transport options beyond walking and cycling would be required if driving is discouraged.

['1384477', '2', '197']

Utility Services, Sewage and Water Infrastructure (3 respondents, 14%):

Respondents express concern that sewage and drainage arrangements for Housing allocation HELAA 53: Land between Old Mill Lane & New Mill Lane may be inadequate. Recently built soakaways on the policy site are described as insufficient. Development adjacent to the River Maun and Spa Ponds may exacerbate localised flooding and fail to provide sustainable urban drainage or water-quality safeguards. The policy site's location on a flood plain could increase flooding risk, as tarmacking and concreting would reduce soil absorption and heighten surface water runoff onto arterial roads. Local sewage and flood-defence infrastructure is viewed as unable to cope with further development, potentially leading to sewage overload and river pollution. Concerns are also raised that development may affect the spring-fed water supply of the Spa Ponds.

['1384479', '112', '197']

Other (17 respondents, 81%):

Respondents raise additional considerations not covered by core themes, including site-specific redevelopment proposals, infrastructure funding requests, procedural and consultation matters. Garibaldi pub requires redevelopment, with potential land allocation noted in this assessment. Nottinghamshire County Council could fund an expanded drop-off zone and improved crossing patrol at Woodhouse Academy. Developers should be legally obligated to contribute to road and rail infrastructure works alongside housing delivery plans. Further modelling work is required to validate traffic improvement assumptions for the proposed spine connection. The sequential test should be applied to confirm that site selection follows established planning policy requirements. Inclusion of objections in the forthcoming Regulation 19 consultation stage is requested. A town centre investment strategy addressing

homelessness is proposed to support local revitalisation instead of greenfield development. Permitted development rights should be reviewed to prevent unconsulted housing in the area. Questions are raised regarding the likely proportion of social housing within any new development. Bridge construction over the River Maun is highlighted as beneficial to local connectivity. Land parcels 56 and 188 are suggested for protection on additional grounds. Potential reduction of open-air burning complaints is cited as a community benefit if the land were developed. Hope is expressed that community views will inform final planning decisions.

['68', '142', '1384204', '1384531', 'Bellway Homes', 'Environment Agency', '1383290', 'Nottinghamshire County Council', '112', '1384550', '42', '1384477', '1384479', '29', '2', '197', '62']

HELAA 55

Number of responses to this policy: 13

Respondents value parcels 55, 56 and 188 as greenbelt and agricultural land that support wildlife, recreation and mental health, and suggest brownfield sites should be prioritised. They report that the A6191, A60 and New Mill Lane are at capacity and propose dual carriageways, relief roads, ring roads and a spine connection to maintain traffic flow and safety. Local schools and GP services are described as full or overstretched and may need expansion or new facilities to cope with extra demand. Direct bus services to Sheffield, Derby and Nottingham and express train links from Mansfield stations are requested alongside wider rail and junction improvements. Other points include the need to meet planning policy requirements, protect historic flood dykes, clarify developer funding obligations and consider impacts on property values.

Greenbelt & open space preservation (6 respondents, 46%):

Respondents express strong opposition to the policy on Housing allocation HELAA 55 on the grounds of greenbelt and open space preservation. Area 55 is valued as residents' last remaining green space, offering daily walking, running, cycling and dog exercise along established routes. Spa Ponds greenbelt is reported to support wildlife including kingfishers, tawny owls, bats and deer and to contribute to landscape character. The land includes best and most versatile agricultural soils, part grade 3a, and lies adjacent to Green Lane bridleway and open fields. Development could destroy large swathes of green space, displace wildlife, reduce biodiversity and diminish mental health benefits derived from nature. Parcels 56 and 188 may also warrant protection for recreation, wildlife habitat and agricultural productivity. Brownfield sites nearby could be prioritised to avoid unnecessary harm to greenbelt areas.

['42', '1384550', '1384204', '1383290', '68', '1384117']

Road network capacity (6 respondents, 46%):

Respondents express concern that the policy would exacerbate existing road capacity issues. Existing road network in the area is described as at capacity during

peak times. The A6191 may require upgrading to dual carriageway or construction of a relief road to the M1, and ring roads are suggested to divert traffic from the A60. New Mill Lane is unsuitable for additional through-traffic and weight restrictions on the minor road could worsen congestion, leading to gridlock from temporary signals or minor collisions. Approval would increase traffic on New Mill Lane, the New Mill Lane–A60 junction and corridors such as the A60, A6075, A6117 and B6030, introducing an estimated 4,000–5,000 additional vehicles. Inclusion of a spine connection between Leeming Lane North and New Mill Lane is proposed to mitigate traffic at overcapacity junctions. Heightened traffic volumes may raise safety and amenity concerns and increase accident risk for residents and children.

['Nottinghamshire County Council', '2', '42', '1384550', '1384204', '1384117']

School infrastructure capacity (5 respondents, 38%):

Respondents highlight that local schools are operating at capacity and could face further strain from additional housing at the Tall Trees mobile homes site on Old Mill Lane. Peafield Lane Academy and Manor Academy are reported as full or near capacity, with congestion and parking challenges at school drop-off and pick-up times. Projected return to pre-pandemic birth rates could further increase demand for school places in Mansfield. Additional pupils arising from new housing could exacerbate oversubscription and raise safety concerns during school runs.

['42', '1384550', '1384204', '1383290', '1384117']

Healthcare services capacity (5 respondents, 38%):

Respondents highlight that local healthcare services are already stretched and may not accommodate additional demand. Healthcare services in the area are described as overcapacity, with doctors' appointments difficult to obtain and the sole GP surgery overstretched and lacking parking. The policy could exacerbate shortcomings in doctors' surgeries and pharmacies without binding commitments to provide new facilities. A requirement for developers to fund and build surgeries and pharmacies is advocated to prevent delays in treatment.

['2', '42', '1384550', '1384204', '1384117']

Biodiversity & habitats (5 respondents, 38%):

Respondents highlight concerns that the policy could damage biodiversity and habitats around the site. The farmland of Warren Farm and Peafield Farm and the woodlands of Spa Ponds, Snake Hill and Garibaldi provide vital habitats for wildlife and must remain protected. The policy may destroy green spaces valued by residents for exercise and mental health and displace species, leading to loss of natural habitats. Spa Ponds Green Belt supports walking, dog exercise, running, cycling and wildlife such as kingfisher, tawny owl, bats and deer. The site comprises best and most versatile grade 3a agricultural land adjacent to Green Lane bridleway and open fields supporting wildlife, so the policy could harm biodiversity and landscape character (NPPF paras 174, 180; local plan NE1). Land parcels 56 and 188 should also remain undeveloped to preserve recreational use, wildlife habitat and agricultural productivity.

['1384550', '1384204', '1383290', '68', '1384117']

Agricultural land quality (3 respondents, 23%):

Respondents consider the land remains in productive British farming use, yields high outputs annually and represents an important agricultural asset warranting protection. The policy proposes development on prime farmland that could undermine national food self-sufficiency. Land parcels 56 and 188 warrant protection to preserve agricultural productivity, recreation and wildlife habitat. The development site comprises valued agricultural land (including grade 3a best and most versatile soils) and lies adjacent to a green lane bridleway and open fields that support biodiversity and landscape character, which the policy could harm.

['1383290', '1384550', '42']

Transport infrastructure upgrades (2 respondents, 15%):

Redevelopment of the road network with ring roads may divert traffic from the A60 onto alternative routes. Direct train services to Sheffield and express links to Nottingham could be introduced at Mansfield stations. Direct bus connections to Sheffield, Derby and Nottingham may be established from Mansfield bus station. Capacity improvements on routes to the M1 could be required. Investment in road and rail infrastructure may support growth associated with the policy. Inclusion of the full scope of transport improvements in the local plan could ensure alignment with the policy. Upgrading the A6191 to dual carriageway or constructing a relief road may improve access to the M1. A spine road linking Leeming Lane North and New Mill Lane could relieve over-capacity A60 junctions. A bridge over the River Maun may be needed to deliver the spine connection and enhance traffic flow around Mansfield Woodhouse and Forest Town.

['Nottinghamshire County Council', '2']

Public transport provision (1 respondent, 8%):

The respondent calls for direct bus services from Mansfield bus station to Sheffield, Derby and Nottingham alongside direct train services to Sheffield and express connections to Nottingham from Mansfield stations. Discouraging car use could be ineffective without viable alternatives, as walking or cycling may be impractical for workers commuting to Derby.

['2']

Other (8 respondents, 62%):

Respondents highlight various miscellaneous considerations under the 'Other' theme. House-building sector is dominated by a few large national companies, suggesting infrastructure contributions may require clarification. Policy HELAA 55 may conflict with the NPPF and local plan due to impacts on infrastructure, environment and heritage. Deliverable land supply already exceeds five-year requirements under new government targets, indicating no urgent need to release greenfield sites. Existing infrastructure may not support additional housing. Land parcels 30, 31, 53 and 55 could be repurposed due to current nuisance issues.

Residential values on New Mill Lane facing Warren Farm and Spa Ponds may fall by around 10–15% if views are replaced by new housing. Inclusion of a spine connection in the revised local plan may require further discussion. Development may affect the character of Mansfield Woodhouse while potentially reducing environmental health complaints from seasonal burning. Accident hotspots at the mini-roundabout where New Mill Lane meets Sandlands Way and other junctions demonstrate traffic dangers; channelled traffic could exacerbate risks, and further traffic modelling is needed. Historic flood dykes on the site require preservation and enhancement under NPPF and local plan heritage policies but could be lost to large-scale development. Legal obligations for developer-funded infrastructure investment may secure endorsement for developments of this scale.

['Nottinghamshire County Council', '2', '42', '1384550', '29', '1384204', '1383290', '68']

HELAA 56

Number of responses to this policy: 248

Respondents note that development at Site 56 could fragment wildlife corridors to Spa Ponds nature reserve, harm biodiversity in established woodlands and farmland and reduce carbon capture. They warn that converting open countryside at Warren Farm may erode green infrastructure, diminish public open space and alter scenic views from footpaths, while minimal buffer zones may not prevent edge effects. Concerns include increased flood risk from impermeable surfaces, strain on roads, schools, healthcare and sewage systems, loss of heritage setting around medieval ponds and Clipstone Peel, and the risk of urban sprawl. While mitigation such as buffer strips, green corridors and infrastructure upgrades are suggested, respondents question their sufficiency.

Environmental and Biodiversity Impact (207 respondents, 84%):

Respondents express concern that the policy could harm environmental and biodiversity features. Site 56 lies adjacent to Spa Ponds nature reserve, a formally recognised local green space, local wildlife site, community open space and part of Mansfield's strategic green infrastructure. Spa Ponds supports species such as common toads, deer, bats, badgers, foxes and a variety of ground-nesting birds, as well as unique flowers and woodland habitats. Development at Site 56 could fragment wildlife corridors used by these species to reach Spa Ponds, severing key movement routes. Loss of open countryside and productive agricultural land may reduce carbon capture and increase surface water runoff, raising flood risk. Construction impacts and increased traffic could introduce noise, light and air pollution, and overwhelm sewage infrastructure, affecting river water quality and wetland habitats. Minimal buffer zones are viewed as insufficient to prevent edge effects such as predation by domestic cats, trampling, nutrient input and disturbance. Site 56 forms part of a wider green infrastructure network linking to Sherwood Forest and the Maun Valley trail, and its development could diminish ecosystem connectivity and natural character. Removal of established hedgerows, trees and grassland may lead to irreversible habitat loss for protected species such as great

crested newts and ground-nesting birds. Appropriate buffer strips and mitigation measures are considered necessary but may not fully offset the risk to biodiversity.

['1383520', '34', '1384336', 'Nottinghamshire Wildlife Trust', '14', '1384540', '1384195', '119', '207', '1384403', '1383361', '1383369', '1384144', '1384192', '6', '22', '197', '1383415', '24', '13', '1384399', '1384534', '1384438', '1384410', '32', '1384177', '60', '1384479', '1384529', '1384135', '1383410', '1384470', '1223032', '1383409', '51', '28', '1220057', '1384530', '1384174', '1384148', '1220326', '1383364', '1384134', '1384162', '199', '1383413', '173', '1384258', '1384415', '1384535', '10', '1383476', '93', '1384406', '1384117', '172', '26', 'Forest Town Heritage Group', '72', '3', '1384140', '1222943', '1383502', '33', '1384159', '1384419', '1384604', '138', '139', '200', '37', '83', '30', '46', '1384341', '205', '38', '1384528', '9', '18', '1384149', '1383290', '25', '1384451', '1222089', '1384439', '57', '1384420', '1384219', '1384407', '1384204', '986772', '145', '1384298', '1383503', '42', '1383362', '73', '1384163', '1384404', '4', '1179641', '54', '55', '1384594', '1384153', '39', '40', '1384446', '29', '1384150', 'Maun Conservation Group', '140', '144', '112', '1383360', '62', '1384158', '1384448', '1383292', '1384146', '1384154', '201', '41', '117', '1384411', '1384418', '1383913', '1384550', '111', '11', '1384175', '43', '1384417', '1384214', '1384581', '1384412', '1384337', '1383408', '68', '1384151', '1384610', '1384133', '44', '84', '1384398', '19', '5', '1383247', '53', '1384589', '1384338', '1384483', '1383359', '49', '1384480', '1383266', '1383478', '1384609', '1384467', '142', '64', '151', '1384541', '1338264', '1384247', '1384132', '1384176', '1384409', '1384478', '1384474', '8', '1384155', 'Urban Monkey Adventures', '1384136', '1383522', '1384421', '1384441', '1384440', '17', '1384538', '52', '1383363', '1384400', '1384197', '7', '69', '12', '1384240', '1384533', '1384178', '50', '1384544', '1383291', '203', '1384539', '1384137', '1384179', '1384139', '1384196', '1219454', '171', '1384239', '1384145', '1384173', '1384525', '1384141']

Green Infrastructure and Public Open Space (200 respondents, 82%):

The policy would convert open countryside at Warren Farm, part of Mansfield's strategic green infrastructure, into housing, reducing public open space around Spa Ponds Nature Reserve. Loss of fields and woodlands could sever wildlife corridors used by species such as common toads and deer to access Spa Ponds. Removal of open land risks altering the appearance and character of views from public footpaths, including elevated vantage points around the nature reserve. Diminished access to the countryside may undermine opportunities for walking, cycling, jogging and dog exercising, which support physical and mental wellbeing. Provision of token green buffers may not replicate existing biodiversity, tranquillity or recreational value offered by the continuous rural landscape. Local infrastructure pressures could intensify if the loss of open space forces more visitors into remaining parks and footpaths. Retention of the countryside at Warren Farm could preserve the landscape character, ecological connectivity and public amenity valued by the community.

['1383520', '34', '1384336', '1384455', 'Nottinghamshire Wildlife Trust', '14', '1384540', '1384195', '207', '1384403', '1383361', '1383369', '1384144', '1384192', '6', '22', '197', '1383415', '24', '13', '1384399', '1384534', '1384438', '1384410', '32', '1384177', '60', '1384479', '1384529', '1384135', '1383410', '1384470', '1223032', '1383409', '51', '28', '1220057', '1384148', '1220326', '1383364', '1384134', '1384162', '199', '1383413', '173', '1384258', '1384415', '1384535', '10', '1383476', '93', '1384117', '172', '26', 'Forest Town Heritage Group', '72', '3', '1384140', '1222943', '1383502', '33', '1384419', '138', '139', '200', '36', '37', '30', '46', '1384341', '205', '38', '35', '1384528', '9', '18', '1384198', '1384149', '1383290', '25', '1384451', '1222089', '1384439', '57', '1384420', '1384219', '1384407', '1384204', '986772', '145', '1384298', '1383503', '42', '1383362', '73', '1384138', '1384163', '1384404', '1179641', '1384422', '4', '54', '1384594', '55', '1384153', '169', '1384446', '40', '29', '1384150', 'Maun Conservation Group', '144', '112', '204', '1383360', '62', '1384158', '1384448', '1383292', '1384146', '1384154', '201', '41', '117', '1384411', '1384418', '1383913', '1384550', '111', '11', '1384175', '43', '1384417', '1384214', '1384337', '1383408', '68', '1384151', '1384610', '1384133',

‘44’, ‘84’, ‘1384398’, ‘19’, ‘5’, ‘1383247’, ‘53’, ‘1384589’, ‘1384338’, ‘1384483’, ‘1383359’, ‘49’, ‘1384480’, ‘1383478’, ‘1384609’, ‘142’, ‘64’, ‘151’, ‘1384541’, ‘1338264’, ‘1384247’, ‘1384132’, ‘1384176’, ‘1384409’, ‘1384478’, ‘1384474’, ‘8’, ‘1384155’, ‘Urban Monkey Adventures’, ‘1384136’, ‘1383522’, ‘1384421’, ‘1384441’, ‘1384440’, ‘1384538’, ‘52’, ‘1384400’, ‘1384143’, ‘1384197’, ‘7’, ‘69’, ‘12’, ‘1384240’, ‘1384533’, ‘1384178’, ‘50’, ‘1384544’, ‘1384168’, ‘1383291’, ‘203’, ‘1384539’, ‘1384137’, ‘1384179’, ‘1384139’, ‘1384196’, ‘1219454’, ‘1384239’, ‘1384145’, ‘1384173’, ‘1384525’]

Landscape Character and Visual Amenity (140 respondents, 57%):

Respondents express concern that Housing allocation HELAA 56 could damage the appearance and character of the landscape visible from public footpaths within and around Spa Ponds, including elevated vantage points offering extensive views. The policy could erode the rural setting and strategic green infrastructure function provided by the site and the wider countryside. The scheduled ancient monument Clipstone Peel could lose part of its setting through altered westward sightlines across the site. Tranquillity, peace and mental well-being benefits derived from scenic views and open countryside could be compromised. Wildlife corridors and ecological connectivity may be disrupted, harming biodiversity and habitats. Loss of open fields and countryside would diminish visual amenity and recreational use. Buffer strips and mitigation measures could be necessary to limit harm to landscape character and wildlife.

[‘1383520’, ‘34’, ‘1384455’, ‘Nottinghamshire Wildlife Trust’, ‘14’, ‘207’, ‘1384403’, ‘1383361’, ‘1383369’, ‘6’, ‘1383415’, ‘24’, ‘13’, ‘1384399’, ‘1384534’, ‘1384438’, ‘32’, ‘1384177’, ‘1384479’, ‘1384529’, ‘1384135’, ‘1383410’, ‘1223032’, ‘1383409’, ‘51’, ‘28’, ‘1220057’, ‘1384530’, ‘1384174’, ‘1220326’, ‘1383364’, ‘1384134’, ‘199’, ‘173’, ‘1384258’, ‘1384415’, ‘1384535’, ‘1383476’, ‘93’, ‘172’, ‘Forest Town Heritage Group’, ‘3’, ‘1384140’, ‘1222943’, ‘1383502’, ‘33’, ‘138’, ‘139’, ‘200’, ‘37’, ‘83’, ‘30’, ‘46’, ‘205’, ‘38’, ‘1384528’, ‘1383290’, ‘25’, ‘1222089’, ‘57’, ‘1384420’, ‘1384204’, ‘986772’, ‘145’, ‘1384298’, ‘1383503’, ‘42’, ‘1384404’, ‘54’, ‘4’, ‘1179641’, ‘1384422’, ‘1384460’, ‘169’, ‘40’, ‘1384150’, ‘144’, ‘112’, ‘1383360’, ‘62’, ‘1384158’, ‘1384448’, ‘1383292’, ‘1384146’, ‘41’, ‘1384411’, ‘1384550’, ‘1383913’, ‘43’, ‘111’, ‘11’, ‘1384175’, ‘1384337’, ‘68’, ‘1384151’, ‘44’, ‘1384133’, ‘84’, ‘1384398’, ‘5’, ‘53’, ‘1383247’, ‘1384527’, ‘49’, ‘1383266’, ‘1383478’, ‘1384609’, ‘64’, ‘151’, ‘1338264’, ‘1384247’, ‘1384132’, ‘1384478’, ‘1384176’, ‘1384409’, ‘1384474’, ‘8’, ‘1384155’, ‘Urban Monkey Adventures’, ‘1384136’, ‘1384421’, ‘1384441’, ‘52’, ‘1383363’, ‘1384400’, ‘1384197’, ‘7’, ‘69’, ‘12’, ‘1384178’, ‘50’, ‘1384168’, ‘1383291’, ‘1384539’, ‘1384196’, ‘1384356’, ‘1219454’, ‘1384145’, ‘1384525’, ‘1384141’]

Community Infrastructure Capacity (102 respondents, 42%):

Respondents express concerns that local infrastructure is already operating at or beyond capacity and could be unable to support additional housing at Housing allocation HELAA 56: Warren Farm, Land North of New Mill Lane, which is a council-proposed site allocation. Roads are described as heavily congested, poorly maintained and accident-prone, and further traffic could lead to gridlock and increased safety risks. GPs and dentists are depicted as oversubscribed, with appointment waits extending to weeks and limited new patient acceptance, and additional residents could lengthen waits and reduce access to care. Primary and secondary schools are reported to be full or oversubscribed, and further pupils could exacerbate class sizes, increase waiting lists and force some families to seek places outside the area. Sewage systems and water supply infrastructure are characterised as overstretched, with recent pollution events highlighting vulnerability to further demand. Electricity and drainage networks may require significant upgrades to avoid service failures under greater load. No commitments for expanded healthcare,

educational or community facilities are identified, and the policy could necessitate a comprehensive infrastructure strategy prior to development.

['1384336', '1384455', '1384195', '119', '207', '1384403', '1383369', '1384192', '22', '197', '1383415', '1384438', '1384410', '1384177', '1384479', '1384529', '1384135', '1383410', '1223032', '1384530', '1384174', '199', '10', '93', '1384117', '26', '1383502', '1384159', '1384419', '1384604', '139', '1384341', '9', '18', '1384198', '1384149', '1384451', '1222089', '1384407', '1384204', '2', '1384298', '42', '73', '1384404', '1384422', '55', '1384594', '1384446', '1384150', '112', '204', '1384158', '1384154', '201', '117', '1384550', '1384175', '1384477', '1384417', '1384581', '1384412', '1383408', '1384151', '1384133', '1384398', '56', '1384531', '1383247', '1384338', '1384483', '1384527', '1383359', '1384480', '1384609', '64', '1384541', '1338264', '1384247', '1384409', '1384136', '1384362', '1383522', '1384421', '1384441', '1384440', '21', '17', '1384538', '1383363', '7', '1384240', '1384533', '1384178', '1383291', '203', '1384137', '1384139', '1384239', '1384173', '1384525', '1384141']

Transport Infrastructure (102 respondents, 42%):

Respondents highlight the existing road network around Warren Farm, Land North of New Mill Lane as congested and incapable of accommodating increased traffic. The narrow, winding nature of New Mill Lane at 40 mph may heighten accident risks, particularly at blind junctions and mini roundabouts on Sandlands Way and Holly Road. Traffic on Peafield Lane, Sandlands Way and the A60 produces gridlock at peak times, compromising pedestrian safety and emergency access. The absence of footways on parts of New Mill Lane and narrow verges along connecting routes reduces walking and cycling safety. Air and noise pollution from queuing vehicles could escalate, raising public health concerns. A proposed spine connection between Leeming Lane North and New Mill Lane could divert traffic from over-capacity A60 junctions and relieve local roads. However, reliance on incremental Section 106-funded junction improvements may fall short of the scale required. Comprehensive off-site junction redesigns, pavement provision, drainage works and capacity enhancements would be necessary to maintain highway safety and residential amenity. Conversely, secured investment in both road and rail infrastructure alongside development could render the policy sustainable.

['1384195', '119', '207', '1383369', '1384192', '197', '1384438', '1384147', '1384410', '1384177', '60', '1384479', '1384529', '1384135', '1383410', '1384470', '1223032', '1384530', '1384174', '1220326', '199', '1384258', '1384535', '10', '1383476', '93', '1384117', '26', '72', '1383502', '1384159', '1384419', '1384604', '139', '37', '30', '46', '1384341', '35', '9', '1384198', '1384149', '1384451', '1222089', '1384204', '2', '986772', '1384298', '1383503', '42', '73', '1384404', '1179641', '1384422', '55', '1384594', '1384446', '29', '112', '204', '1384158', '1384146', '1384154', '201', '117', '1384550', '1383913', '43', '1384477', '1384417', '1384581', '1384412', '1383408', '1384133', '56', '1384531', '1384589', '1384483', '1383359', '1384609', '64', '1384541', '1338264', 'Nottinghamshire County Council', '1384362', '1383522', '1384421', '1384441', '1384440', '21', '17', '1384525', '1384143', '1384197', '7', '1384240', '1384533', '1384544', '1383291', '1384137', '1384239', '110']

Wildlife Movement and Ecological Connectivity (101 respondents, 41%):

Respondents express concern that policy HELAA 56 may disrupt wildlife movement and ecological connectivity. Site 56 forms part of Mansfield's green infrastructure network, providing a through-route for species such as common toads and deer travelling to Spa Ponds nature reserve. Housing could fragment habitats, sever migration routes and undermine ecological networks, potentially forcing species like muntjac, fallow deer and foxes into urban streets and hedgerow and field birds into

residential gardens. Development may erode the integrity of adjacent woodland and wetland habitats, threatening ground-nesting birds, bats and other wildlife sensitive to habitat loss. Green corridors, buffer strips, habitat creation and management measures could help maintain connectivity and deliver biodiversity net gain. Sensitive design and mitigation may be required to avoid irreversible harm to local ecosystems.

['1383520', '34', 'Nottinghamshire Wildlife Trust', '14', '1384195', '1383361', '1383369', '1384144', '1384192', '6', '24', '13', '1384399', '1384534', '1384438', '32', '1383409', '28', '1220057', '1383364', '1384134', '173', '1384415', '1383476', '93', '1384117', '172', 'Forest Town Heritage Group', '3', '1222943', '33', '1384419', '138', '37', '83', '38', '9', '25', '1384439', '57', '1384407', '145', '54', '4', '1179641', '55', '1384153', '40', '29', '1384150', '144', '112', '1383360', '1384158', '1384448', '1383292', '201', '41', '111', '11', '1384417', '1384337', '68', '44', '84', '1384398', '19', '5', '53', '1383359', '49', '1383266', '1383478', '151', '1384541', '1338264', '1384409', '1384132', '1384478', '1384176', '1384474', '8', 'Urban Monkey Adventures', '1384136', '1384421', '1384440', '52', '1384400', '1384197', '69', '1384178', '50', '1384544', '203', '1384539', '1384196', '1219454', '1384239', '1384145', '1384173', '1384525']

Flood Risk and Drainage (30 respondents, 12%):

Respondents express concern that Policy HELAA 56 at Warren Farm may exacerbate flood risk and drainage issues. Developments may strain local sewage systems, risking pollution of rivers and waterways. Tarmacing and concreting over greenfield land could reduce rain absorption and increase surface water runoff. Existing sustainable drainage measures on nearby sites may not prevent flooding under prolonged rainfall. Flood zones 2 and 3 fall within the site and should be avoided or managed by adequate buffer zones. Green buffers around watercourses may offer mitigation and habitat enhancement without compromising deliverability. Historic flood dykes and scrub grasslands contribute to natural drainage and require preservation. The site's topography may channel runoff into the River Meden or River Maun, increasing downstream flood risk. Uncertainty over accountability for chemical or water runoff during and after construction could heighten pollution concerns. Application of the sequential test and clear SuDS requirements may be necessary to minimise risk.

['29', 'Nottinghamshire Wildlife Trust', '112', '1383522', '1384195', '17', '26', '1384192', '72', '1384550', '22', '197', '1383408', '1384533', 'Environment Agency', '1384544', '18', '1384198', '1384479', '1222089', '1384527', '1223032', '1383359', '986772', '142', '73', '1384239', '1384541', '1384173', '1384446']

Heritage and Cultural Landscape Setting (29 respondents, 12%):

Respondents raise concern that Housing allocation HELAA 56: Warren Farm, Land North of New Mill Lane may harm the heritage and cultural landscape setting. Site 56 is described as lying within the setting of the medieval Spa Ponds nature reserve and Clipstone Peel scheduled monument. Site 56 is said to contain medieval-origin ponds, flood dykes and water meadows associated with the Duke of Portland and royal parkland. Site 56 is noted to provide strategic high-elevation views integral to the defensive function of the Peel enclosure and the wider Sherwood Forest heritage landscape. Housing may undermine the tranquillity, historic interest and recreational character of public footpaths and viewpoints around Spa Ponds. Housing allocation HELAA 56 may conflict with regional planning policy NE6 by proposing development

within the Sherwood Forest Heritage Area. Site 56 is regarded as a surviving element of the district's rural heritage and a key contributor to the landscape character of Sherwood Forest. Housing may diminish the setting of the Beeston Lodge scheduled ancient monument and the medieval Peel enclosure. Site 56 is noted to reflect a heritage landscape shaped since the 12th century under royal ownership.

['1383520', 'Maun Conservation Group', '1384535', '1384455', '1384136', '119', '1384146', '117', '1384550', '22', '197', '1384197', '139', '200', '50', '1383291', '1384479', '49', '1384298', '1384196', '1383266', '1384356', '1384609', '1384163', '1384162', '1384478', '1384153', '1384460', '40']

Other (221 respondents, 90%):

Respondents highlight a range of additional considerations under 'Other'. Prime agricultural land around the site may support high yields and food production that would be lost under development. Appropriate buffer strips and mitigation measures could reduce impact on surrounding habitats, but cannot fully eliminate potential harm, leading to calls for the allocation to be ruled out. Brownfield sites and derelict properties are recommended as more sustainable alternatives to greenfield development. Access to open countryside and the spa ponds nature reserve may provide recreational space and mental health benefits that could be undermined by nearby housing. Transparent consultation and verification of land availability are sought, with questions raised over advertising and landowner intentions. Housing is preferred where employment, services and infrastructure already exist rather than in isolated areas, and there is a call for social housing over unaffordable market homes. Developer motives and the council's approach to local priorities are met with scepticism, with a view that profit may override community benefit. Urban sprawl could merge distinct communities, eroding rural character and identity. Historic mining activity and ground conditions may pose deliverability challenges and unknown costs.

['1383520', '34', '1384336', '1384455', '14', '27', '1384540', '1384195', '119', '207', '1384403', '1383361', '1383369', '1384144', '1384192', '6', '22', '197', '1383415', '24', '13', '1384399', '1384534', '1384438', '1384147', '1384410', 'Environment Agency', '32', '1384177', '60', '1384479', '1384529', '1384135', '1383410', '1384470', '1223032', '1383409', '28', '1220057', '1384530', '1384174', '1384148', '1220326', '1383364', '1384134', '1384354', '1384162', '199', '1383413', '173', '1384258', '1384415', '1384535', '10', '1383476', '93', '1384406', '172', '26', 'Forest Town Heritage Group', '72', '3', '1384140', '1222943', '1383502', '33', '1384159', '1384419', '1384604', '138', '1384463', '139', '200', '37', '83', '30', '46', '1384341', '205', '38', '35', '1384528', '9', '18', '1384198', '1384149', '1383290', '25', '1384451', '1222089', '1384439', '57', '1384420', '1384219', '1384407', '1384204', '2', '986772', '145', '1384298', '1383503', '42', '73', '1384138', '1384163', '1384404', '1179641', '1384422', '4', '54', '1384594', '55', '1384153', '1384460', '169', '1384446', 'Forest Town Nature Conservation Group (FTNCG)', '40', '29', '1384150', 'Maun Conservation Group', '144', '112', '204', '1383360', '62', '1384158', '1384448', '1383292', '1384146', '201', '41', '1384402', '117', '1384411', '1384550', '1383913', '43', '111', '11', '1384175', '1384477', '1384417', '1384214', '1384581', '1384412', '1384337', '1383408', '68', '1384151', '1384610', '1384133', '44', '84', '1384398', '56', '1384142', '19', '1384531', '1383247', '5', '53', '1384589', '1384483', '1384527', '1383359', '49', '1383266', '1383478', '1384609', '1384467', '142', '64', '1338264', '1384247', '1384132', '1384176', '1384409', '1384478', '1384474', '8', '1384155', 'Nottinghamshire County Council', 'Urban Monkey Adventures', '1384136', '1384362', '1383522', '1384421', '1384441', '1384440', '21', '17', '52', '1383363', '1384400', '1384143', '1384197', '7', '69', '12', '1384240', '1384408', '1384178', '1384533', '50', '1384544',

‘1384168’, ‘1383291’, ‘1384539’, ‘1384137’, ‘1384179’, ‘1384196’, ‘1384356’, ‘1219454’, ‘1384239’, ‘1384145’, ‘1384472’, ‘1384173’, ‘1384525’, ‘1384459’, ‘1384141’]

HELAA 58

Number of responses to this policy: 1

Respondents note that the proposed housing development at Fields Farm, Abbott Road may reduce recreational amenity and footpath access. Respondents state that inadequate buffer zones and loss of farmland and hedgerows would harm habitats of flora and fauna, including red-listed species such as skylarks and yellowhammers. They also request clarification on meeting the statutory biodiversity net gain requirement and caution that the allocation could adversely affect the natural environment and quality of life.

Recreational Amenity and Footpath Access (1 respondent, 100%):

Proposed development of thousands of houses at Fields Farm, Abbott Road may reduce the amenity value of adjacent sensitive community assets, compromising calm enjoyment of the natural environment and access to the existing footpath network.

[‘1384166’]

Antisocial Behaviour and Wildlife Disturbance (1 respondent, 100%):

The respondent warns that the policy to allocate HELAA 58: Fields Farm, Abbott Road for thousands of homes adjacent to sensitive community assets could provoke antisocial behaviour and wildlife disturbance. Placing homes next to schools, parks or other community facilities may generate rowdiness, vandalism and littering. Such activity may distress local people and harm wildlife.

[‘1384166’]

Loss of Agricultural Land and Hedgerows (1 respondent, 100%):

The respondent warns that the policy may result in the loss of large areas of responsibly managed agricultural land and hedgerows, destroying habitats of fauna and flora, including red-list species such as skylarks and yellow hammers.

[‘1384166’]

Biodiversity Net Gain Compliance (1 respondent, 100%):

The respondent urges Mendip District Council to clarify how it will implement the statutory biodiversity net gain condition of the Town and Country Planning Act in relation to the planning application for policy HELAA 58: Fields Farm, Abbott Road.

[‘1384166’]

Other (1 respondent, 100%):

The respondent warns that the policy allocation for Fields Farm, Abbott Road may result in adverse effects on the natural environment, biodiversity and quality of life.

['1384166']

HELAA 64

Number of responses to this policy: 2

Respondents request that the local plan details the full range of associated infrastructure improvements.

Traffic congestion management (2 respondents, 100%):

Mansfield Woodhouse and surrounding roads already struggle to cope with existing traffic, with temporary lights or a single collision causing widespread gridlock. The area may not accommodate any additional traffic flow without further mitigation.

['Nottinghamshire County Council', '1384117']

School capacity (1 respondent, 50%):

The respondent states that local schools are already oversubscribed and cannot accommodate any further pupils.

['1384117']

Healthcare capacity (1 respondent, 50%):

The respondent warns that the policy would worsen existing strains on healthcare capacity. Difficulty in securing GP appointments is cited as evidence of current overload. GP practices are described as operating at full capacity and could struggle to accommodate additional patients. Further population growth may exacerbate delays in accessing care.

['1384117']

Green space and biodiversity (1 respondent, 50%):

The respondent emphasises the value of green areas at Pheasant Hill and Highfield Close for exercise, mental health and sustaining wildlife habitats. Development of these areas could displace wildlife and diminish natural habitats.

['1384117']

HELAA 65

Number of responses to this policy: 2

Respondents also recommend retaining a boundary wildlife corridor and hedgerow on the Former Blake Crescent Allotments site to conserve habitats for butterflies,

birds, bats, hedgehogs and other species, and suggest planning department and developer intervention to preserve the natural environment around the site.

Boundary Hedge Management (1 respondent, 50%):

The respondent argues that developers should be encouraged to leave a wildlife corridor along their boundary to retain habitat and maintain the hedge. Boundary hedges may be cut back or entirely removed under the guise of tidying and then presented as a fait accompli with an offer to replace them with a fence.['1384130']

Ecological Habitat Impact (1 respondent, 50%):

The respondent warns that the mature boundary hedge could be cut back or removed under the guise of tidying and replaced with a fence. The site supports British blues, gatekeepers, red admirals, hummingbird hawk moths, bats, dunnocks, blackbirds, sparrows, blue tits, great tits, goldfinches, insects and hedgehogs, all of which may struggle if habitat is lost. Developers could be encouraged to retain a wildlife corridor along the boundary to preserve part of the hedge and habitat. Field development would destroy a vital wildlife habitat in Mansfield, already at a premium following recent construction on land set aside for local allotments.

['1384130']

Wildlife Corridor Provision (1 respondent, 50%):

The respondent suggests that developers should be encouraged to retain a strip of land along their boundary on the Former Blake Crescent Allotments site as a wildlife corridor to preserve existing habitat and hedgerow.

['1384130']

Other (1 respondent, 50%):

The respondent requests intervention by Mansfield Council's planning department and possibly by developers to preserve some of the natural environment around the site.

['1384130']

Respondents include ['Nottinghamshire County Council', '1384130']

HELAA 67

Number of responses to this policy: 63

Respondents highlight severe congestion on Peafield Lane, Leeming Lane, Debdale Lane and the A60, noting potential rat-running on local roads, inadequate junction capacity, poor surface conditions and safety risks for pedestrians and cyclists. They warn that development may harm local wildlife habitats, greenfield landscapes and designated sites, reducing biodiversity, recreational space and flood resilience. Education, healthcare and social care services are described as operating at full capacity, while sewage, water supply and drainage infrastructure could be

overwhelmed, raising flood and pollution risks. Active travel options are limited, public transport is scarce, and respondents call for brownfield prioritisation, infrastructure upgrades and detailed site assessments.

Road network capacity and traffic impact (51 respondents, 82%):

Respondents highlight severe congestion on Peafield Lane (A6075), Leeming Lane, Debdale Lane and the A60 at peak times. The policy at Peafield Lane may add significant traffic to the A6075, the Peafield Lane/A60 junction and linked corridors, compounding delays, noise, vibration and air pollution. Local estate roads such as New Mill Lane, Dennor Drive, Marples Avenue, Sandgate Road, Meden Road and Leas Road may be used as rat-runs and could become unsafe for pedestrians and cyclists at unmarked crossings and blind corners. The Peafield Lane/A60 junction operates at or above capacity, with blocked yellow box markings, limited visibility and conflicts between heavy goods vehicles, commuter cars and school traffic contributing to accident hotspots. Road surfaces are reported to be in poor condition with numerous potholes, while sections of New Mill Lane and Leeming Lane have been the scene of recent collisions, including a fatality. Junction improvements funded through s106 contributions may not have been delivered in a timely or comprehensive manner, and minor incremental changes have failed to mitigate cumulative impacts. A spine connection linking Leeming Lane north and New Mill Lane could offer relief by diverting traffic away from over-capacity junctions, although further modelling may be required to validate its mitigation benefits. Any increase in traffic volumes could erode parking availability, hinder emergency-service response times and exacerbate air quality concerns. The interdependent nature of the A60 and A6075 corridors, coupled with limited resilience to roadworks or flooding, may mean that additional development is beyond the coping capacity of the existing network.

[‘112’, ‘70’, ‘1384321’, ‘123’, ‘1384358’, ‘1383913’, ‘1384359’, ‘1384362’, ‘1384191’, ‘1384477’, ‘204’, ‘1384125’, ‘71’, ‘1384298’, ‘1384602’, ‘1384457’, ‘116’, ‘2’, ‘91’, ‘1384525’, ‘160’, ‘Nottinghamshire County Council’, ‘118’, ‘1384473’, ‘1384198’, ‘1384117’, ‘1384394’, ‘15’, ‘1384609’, ‘1384204’, ‘1384357’, ‘1384476’, ‘1384545’, ‘1384461’, ‘110’, ‘1224109’, ‘42’, ‘1384192’, ‘197’, ‘1384239’, ‘1384479’, ‘61’, ‘1384541’, ‘1383407’, ‘1384446’, ‘1384195’, ‘1384529’, ‘1384453’, ‘1384587’, ‘1384165’, ‘119’]

Wildlife habitat and biodiversity (44 respondents, 71%):

Respondents highlight risks to wildlife habitat and biodiversity posed by the policy. SPA ponds is recognised as a local green space and local wildlife site contributing to Mansfield’s strategic green infrastructure. The farmland and woodland of site 67 support diverse species including ground-nesting birds, deer, foxes, bats, otters and badgers. Development may encroach on wetland habitats, undermining water quality, habitat connectivity and ecological balance. Agricultural land of grade 3a best and most versatile quality lies adjacent to bridleways and open fields that sustain local fauna. The policy may fragment woodland vital for specialist species such as nightjar and woodlark. New housing may compromise tranquility and extend beyond natural settlement boundaries into ecologically sensitive areas. Loss of natural habitat may displace species into residential areas where they face predation risks and human disturbance. Artificial lighting and impervious surfaces may degrade nocturnal habitats, hinder natural drainage, increase flood risk and strain sewer

systems. Proposed green corridors and open spaces may not offset irreversible loss of habitat or broader ecosystem impacts. Ecological surveys and strategic habitat protection are recommended to identify baseline conditions and guide biodiversity net gain. Policy compliance with local plan policies NE1 and NE2 and NPPF biodiversity objectives is questioned.

['70', '1384321', '123', '68', '1384358', '1383913', '1384359', '142', '1384191', '1384125', '71', '1384298', '1384602', '1384457', '116', '62', '91', '1384525', '160', '118', '1384473', '1384198', '1384117', '1384394', '15', '1384204', '1384357', '1384476', '1384542', '1384545', '1384461', '1224109', '1384192', '197', '1384239', '1384479', '61', '1384541', '1384446', '1384195', '1384529', '1383266', '1384165', '119']

Greenfield land and landscape character (44 respondents, 71%):

This summary presents respondents' views on greenfield land and landscape character with respect to the policy Housing allocation HELAA 67: Land at Peafield Lane. Development on greenfield land close to Spa Ponds, Manor Park and areas north and south of Peafield Lane could disturb the peace, cleanliness and beauty of the landscape. Sites lie outside the urban boundary and include Grade 2 and 3a best and most versatile agricultural land. Open fields and woodlands supporting deer, birds, toads and other wildlife could be disrupted, harming biodiversity and landscape character. The site adjoins a designated Site of Importance for Nature Conservation and a strategic green corridor along the Maun Valley long-distance route. The site falls within a 'conserve and reinforce landscape' as defined in the local plan technical paper appendix H, which could be contravened by housing. Policy NE1 protection and enhancement of landscape character, along with NPPF paragraphs 174 and 180, may be breached by loss of high-grade arable land and natural features. Designation of Spa Ponds as a Local Green Space and local wildlife site highlights its recreational and ecological value, which may not be offset by proposed green corridors and open spaces. Expansion beyond the natural settlement boundary risks urban sprawl, altering rural character and eliminating public footpath views over open countryside. Reduction in greenfield areas could diminish recreational opportunities for walking, cycling and dog exercise, as well as compromise local environmental resilience, including flood mitigation and aquifer recharge. Priority for brownfield redevelopment of empty buildings is suggested as an alternative to building on greenfield sites like Site 67.

['70', '1384336', '1384321', '123', '68', '1384358', '1383913', '1384359', '1384191', '204', '1384125', '71', '1384298', '1384602', '116', '62', '91', '1384525', '160', '1384140', '118', '1384473', '1384198', '1384117', '1384394', '1384204', '1384357', '1384476', '1384542', '1384545', '1384461', '42', '1384192', '197', '1384239', '1384479', '61', '1384541', '1384446', '1384195', '1384529', '1384453', '1383266', '1384165']

Education and healthcare capacity (39 respondents, 63%):

Respondents state that housing allocation HELAA 67: Land at Peafield Lane may exacerbate strains on education and healthcare capacity. GP practices and hospitals are described as operating at full capacity, with the sole GP surgery in Mansfield Woodhouse struggling to meet current demand and lacking parking. Pharmacies and dental services are similarly overstretched, forcing residents to travel beyond the area for treatment. Local primary and secondary schools, including Peafield Lane

Academy, St Edmund's, Netherfield, Heatherley and Manor Academy, are reported as oversubscribed, lacking space for expansion and risking increased congestion and safety issues at peak times. Insufficient school and healthcare capacity could compel families to seek services outside the locality, adding to traffic congestion and safety risks. Social care provision at home is said to be under strain, with additional demand potentially intensifying unmet needs. Capacity studies for educational and medical services should be updated and referenced in the plan, with development conditional on demonstrable service expansion.

['70', '1384336', '1384321', '123', '1384358', '1384362', '1384359', '1384191', '204', '1384125', '71', '1384298', '1384602', '1384457', '116', '2', '1384525', '118', '1384198', '1384117', '15', '1384609', '1384204', '1384357', '1384476', '1384545', '1384461', '1224109', '42', '1384192', '1384239', '1384541', '1384446', '1384195', '1384529', '1384453', '1384587', '1384165', '119']

Heritage assets and local amenity (24 respondents, 39%):

Respondents express concerns that development under the policy could harm heritage assets and local amenity around Peafield Lane. The policy site abuts Spa Ponds, designated as Local Green Space, Local Wildlife Site and part of Mansfield's strategic green infrastructure, valued for biodiversity, recreation and historic significance. Historic flood dykes in the area may be undermined, contrary to NPPF paras 194–202 and Local Plan HE1's requirements for preservation and enhancement. Site falls within a 'Conserve and Reinforce' landscape character zone (Local Plan NE1), adjacent to the Maun Valley trail and Sherwood Forest SPA, risking loss of distinctive views, tranquillity and high-grade arable land. Peafield Woods supports deer, bats, skylarks and other protected species which could be disturbed. Public footpaths through Warren Farm, Green Lane bridleway and linking to the Maun Valley trail provide recreational, health and mental wellbeing benefits that would be eroded by increased noise, light pollution and traffic.

['1384336', '1384321', '123', '1384358', '1383913', '142', '1384191', '204', '1384125', '1384298', '1384602', '91', '1384140', '118', '1384198', '1384117', '1384204', '1384357', '1384545', '197', '1384479', '61', '1384541', '1384195']

Flood risk and water management (21 respondents, 34%):

Respondents highlight concerns that development at land at Peafield Lane may overwhelm local sewage infrastructure and increase flood risk. Excessive hard surfacing could reduce rainwater infiltration and exacerbate surface water flooding along arterial roads and downsloping properties behind Wheatfield Crescent. Replacing permeable land with roofs, driveways and roads may intensify runoff into the catchments of the River Maun, River Meden, River Idle and River Trent, mirroring past flood events at Abbott Road. Insufficient soakaways and overloaded sewage treatment works have already led to untreated discharges into the River Maun and may struggle under additional flows. Historic flood dykes in the Peafield Lane area require preservation and enhancement under NPPF paragraphs 194–202 and local plan HE1 and would be undermined by new development. Sustainable drainage systems would need careful design, management and maintenance to mitigate runoff and protect fragile wetland habitats such as the Forest Town spa ponds.

Ample green space and SuDS measures could help manage surface water and avoid compounding existing drainage and water quality issues.

['112', '123', '1384358', '142', '1384191', '1384125', '116', '1384525', '118', '1384198', '1384394', '1384357', '1384542', '1384192', '197', '1384239', '1384479', '1384541', '1384446', '1384195', '1384587']

Sewage, water supply and utilities (12 respondents, 19%):

Respondents express concern that local sewage systems may be overwhelmed by additional housing at land at Peafield Lane. Existing drainage infrastructure may be unable to manage increased runoff, leading to pollution of rivers and waterways and higher flood risk. Impervious surfaces could disrupt natural drainage into the River Maun and impair water catchment for nearby spa ponds fed by underground springs. Soakaways may prove insufficient and dated sewer networks may struggle with extra load. Sewage treatment and water supply systems may fail to meet demand, with Anglian Water and Thames Water capacity constrained and Severn Trent's plant reportedly discharging untreated effluent into the River Maun. Power, gas and water services may already operate at capacity without a sustainable upgrade plan.

['1384525', '1384446', '1384195', '116', '1384587', '1384192', '197', '1384239', '1384479', '1384198', '1384541', '1384394']

Active travel and sustainable access (10 respondents, 16%):

Respondents express that Housing allocation HELAA 67 may worsen active travel and sustainable access. Increased traffic may exacerbate congestion at A60 junctions and on New Mill Lane, raising accident risks and air pollution. Pedestrian crossings on New Mill Lane and Marples Road may feel unsafe due to vehicle speeds and narrow central refuges. Pavements along New Mill Lane sit too close to passing traffic, while the absence of protected cycling paths may render cycling too hazardous for school commutes. Public transport offers only hourly weekday buses and no Sunday service, with no direct links to Sheffield, Derby or Nottingham, limiting sustainable travel options. Loss of public footpaths and green spaces may reduce opportunities for recreational walking and access to nature. The policy may require substantial investment in continuous, safe walking and cycling routes, bus service enhancements and a detailed road infrastructure review to reduce car dependency and support sustainable access.

['2', '1384198', '91', '1384336', '1384476', '1384587', '1384473', '1384125', '1384541', '1384298']

Other (52 respondents, 84%):

Respondents raised a range of additional considerations under the 'Other' theme in relation to the policy. Homeowners may experience reduced property values if the site is allocated. Formal inclusion of oppositional views is argued to be necessary in the Regulation 19 consultation. A petition with 35 signatures is cited as evidence of local concern. Mortgage affordability constraints are highlighted, questioning whether new housing could meet local needs. Requests for transport improvements include direct trains to Sheffield, express services to Nottingham and upgraded links to the M1. A freedom of information request is recommended to obtain records of historic landfill, contamination surveys and related council assessments for the site. Difficulty

in accessing the council's consultation webpage is noted as a barrier to public participation. Interest in alternative brownfield and town-centre regeneration sites such as Berry Hill, Portland Street and Stockwell Gateway is expressed as potentially more sustainable. Calls for additional investment in town-centre regeneration, homeless support and social housing are advanced as priorities over greenfield release. Site selection is described as appearing random, with a call for smaller-scale allocations within the existing urban area. Requests for ongoing updates are emphasised, including details of subsequent plan submissions and developer obligations. A view is expressed that the site should be scored as 'available' in the HELAA assessment in the absence of known development constraints. Concerns are raised that development may be driven by profit rather than long-term community welfare.

['112', '70', '1384336', '123', '68', '1384358', '1383913', '1384359', '1384362', 'Gladman Developments', '142', '1384191', '1384477', '204', '1384125', '71', '1384298', '1384602', '1384457', '116', '62', '2', '91', '1384525', '160', '1384140', 'Nottinghamshire County Council', '118', '1384198', '1384394', '15', '1384204', '1384357', '1384542', '1384545', 'Environment Agency', '1224109', '1384613', '1384192', '197', '42', '1384239', '1384479', '61', '1384541', '1383407', '1384446', '1384195', '1384529', '1384453', '1383266', '1384165']

HELAA 68

Number of responses to this policy: 1

Respondent strongly opposes the development of green spaces and opportunity to play in safe green areas. Wildlife would be affected by building on green spaces. Increase in traffic is of huge concern on overloaded roads. Additional concern for capabilities of local infrastructure such as GP facilities, schools, shops and play areas.

['1384152']

HELAA 71a

Number of responses to this policy: 2

Half of respondents expressed concern that local schools may not be able to accommodate additional pupils, half warned that the existing road network could become congested, and half urged that people's views be taken into account under the policy.

Local school capacity (1 respondent, 50%):

The respondent notes that local schools could be unable to accommodate additional pupils from the development at Site A.

['1384531']

Road network capacity (1 respondent, 50%):

The respondent cautions that the policy for housing allocation HELAA 71a may overwhelm the existing road network, causing congestion and capacity issues.

['1384531']

Other (2 respondents, 100%):

The respondent requests that people's views be taken into account and objects to planning allowed in this area under the policy.

['1384531', '62']

HELAA 71c

Number of responses to this policy: 2

Respondents highlight that existing school capacity cannot accommodate additional pupils and that local roads could be overwhelmed by increased traffic at HELAA 71c: One respondent expects community views to be considered and express concern about permitting planning under the policy in this area.

Education infrastructure capacity (1 respondent, 50%):

The respondent states that schools cannot accommodate additional pupils due to existing capacity limits.

['1384531']

Road network capacity (1 respondent, 50%):The respondent considers that road network capacity could be overwhelmed by the additional traffic generated by the policy at HELAA 71c.

['1384531']

Other (2 respondents, 100%):

The respondent hopes that community views will be taken into account. Planning being permitted under the policy in this area is objected to.

['1384531', '62']

HELAA 72

Number of responses to this policy: 7

Respondents note high demand on football pitches at Clipstone Road West and risks of overuse; they highlight that settlement boundaries could be eroded, risking urban sprawl and weakening local identity; potential amenity impacts near the Toray Textiles IPPC site need assessment; concerns are raised over local school capacity and the need for new educational provision; and respondents suggest mitigation

measures, buffer strips or ruling out allocations may be necessary if harms cannot be fully prevented.

Recreational land use (1 respondent, 14%):

The respondent highlights the recreational role of the existing football pitches at Clipstone Road West in serving residents from some of the most deprived areas of Mansfield district. The pitches are used to their full capacity and remain designated for regular use by girls', boys' and women's teams. Continued high demand could place the pitches at risk of overuse.

['63']

Industrial amenity impacts (1 respondent, 14%):

The respondent considers that amenity impacts of the policy may need to be assessed in relation to the existing permitted active IPPC site BS1988IC, Toray Textiles Europe Limited (Crown Farm Way Dyeworks, Mansfield EPR BS1988IC).

['Environment Agency']

Educational provision (1 respondent, 14%):

The respondent objects to Housing allocation HELAA 72 on the basis that local schools may be at capacity and unable to accommodate additional pupils. Educational provision in the area may already be stretched, with primary and secondary schools lacking space for expansion. Additional housing could intensify demand for school places, requiring significant investment or new facilities.

['1384531']

HELAA 75

Number of responses to this policy: 1

Respondent strongly opposes the development of green spaces and opportunity to play in safe green areas. Wildlife would be affected by building on green spaces. Increase in traffic is of huge concern on overloaded roads. Additional concern for capabilities of local infrastructure such as GP facilities, schools, shops and play areas.

Respondent ['1384152']

HELAA 78

Number of responses to this policy: 3

Concerns include potential strain on GP and school capacity, increased noise disturbance and loss of privacy for nearby residents.

Traffic impact (2 respondents, 67%):

Housing allocation HELAA 78: Land off Bosworth Street may cause extra traffic around Brick Kiln Lane and Bosworth Street.

['1384449']

Healthcare provision (1 respondent, 33%):

The respondent highlights that development of land at Brick Kiln Lane and Bosworth Street (plot 78) may place additional pressure on local GPs. Increased patient numbers could strain existing GP capacity.

['1384449']

School capacity (1 respondent, 33%):

Respondent highlights that development of land between Brick Kiln Lane and Bosworth Street (plot 78) could increase pressure on local school capacity.

['1384449']

['Nottinghamshire County Council']

Noise disturbance (1 respondent, 33%):

The respondent states that development of Housing allocation HELAA 78 could generate noise disturbance in the surrounding area.

['1384449']

Privacy impact (1 respondent, 33%):

The policy's development of land between Brick Kiln Lane and Bosworth Street could remove existing privacy for nearby residents.

['1384449']

HELAA 81

Number of responses to this policy: 1

Respondents note that the proposed housing allocation at Penniment Farm could worsen traffic flow and doubt that developer contributions would address infrastructure shortfalls. They stress that school planning and delivery must precede development to prevent harm to existing pupils' education. Respondents express concern that overstretched GP services—heightened by the closure of Warsop surgery—may struggle to meet increased demand, potentially straining local health facilities.

Traffic flow (1 respondent, 100%):

The respondent states that the proposed policy at Housing allocation HELAA 81: Penniment Farm could adversely affect traffic flow, leading to negative impacts for residents.

['56']

Developer funding arrangements (1 respondent, 100%):

The respondent doubts that requesting payments from developers would address these matters.

['56']

Infrastructure phasing (1 respondent, 100%):

The respondent emphasises that school planning must be undertaken before development commences. Early phasing of education infrastructure could ensure school capacity aligns with Housing allocation HELAA 81: Penniment Farm.

['56']

Education provision (1 respondent, 100%):

Respondent highlights that school planning should be completed before any development begins. New developments could have a detrimental impact on the education of existing pupils. Educational infrastructure needs to be addressed under the policy. The policy could adversely affect residents' access to education.

['56']

Healthcare capacity (1 respondent, 100%):

Healthcare capacity is described as overstretched, particularly since the closure of the Warsop surgery. Local GP services could struggle to meet existing demand.

['56']

Other (1 respondent, 100%):

The respondent warns that housing allocation HELAA 81: Penniment Farm may have an adverse impact on health services for residents. Increased demand from new development could strain local health facilities.

['56']

HELAA 87

Number of responses to this policy: 1

Respondents note insufficient local infrastructure capacity at Welbeck Farm, citing Meden Medical Surgery's inability to absorb patients from Riverbank Medical's closure, potential GP appointment shortages leading to A&E referrals, and limited dental services. They highlight existing schools operating waiting lists and lacking places for additional pupils, indicating that development should await expansions in healthcare and educational capacity. Respondents also flag that building on green belt land could prompt local concern over loss of open space.

Local infrastructure capacity (1 respondent, 100%):

The respondent considers that local infrastructure capacity is insufficient to support development at Welbeck Farm. Development could proceed only once capacity issues at the doctor's surgery and the provision of additional school places are addressed. Securing a GP appointment may be so difficult that residents could be directed to A&E. Meden Medical Surgery cannot cope with the extra patients absorbed from the closure of Riverbank Medical. Existing schools are at capacity and operate waiting lists, leaving no space for additional pupils. Dental services lack capacity to accommodate residents.

['Vibrant']

Primary healthcare provision (1 respondent, 100%):

The respondent highlights that Medden Medical Surgery may be unable to cope with an influx of patients following the closure of Riverbank Medical. Securing gp appointments may prove so difficult that patients are directed to A&E. Dental services may be inaccessible and local schools may operate waiting lists. Development under the policy should await improvements to surgery capacity and additional school places.

['Vibrant']

Educational provision (1 respondent, 100%):

The respondent emphasises that existing local schools have no capacity for additional pupils. Local schools are reported to maintain waiting lists, leaving new residents unable to secure school places. Development under this policy is described as contingent on securing additional school capacity.

['Vibrant']

Green belt land use (1 respondent, 100%):

The respondent warns that development of green belt land may provoke local concern. Development of Welbeck Farm within the green belt may be contested due to loss of open space.

['Vibrant']

HELAA 88

Number of responses to this policy: 2

Respondents indicate that the proposed housing site off Chesterfield Road would require significant road-widening by Nottinghamshire County Council and new infrastructure such as a spine road between Leeming Lane North and New Mill Lane or a bridge over the River Maun to prevent overloading A60 junctions and Woburn Road during peak times. They note that the current private access route lacks direct frontage on a public highway and may still fail to link to the Chesterfield Road North/A617 signals even if adopted. Dependence on a landowner's decision to sell

and the site's remote classification as farmland could further complicate delivery. Requests for further traffic impact modelling and detailed discussions reflect calls for clarity on scope, with suggestions to prioritise less complex sites in the local plan.

Highways Investment Requirement (2 respondents, 100%):

Respondents state that substantial highways investment is essential to support Housing allocation HELAA 88: Land off Chesterfield Road. Constructing a bridge over the River Maun could form part of a spine connection to improve traffic flow around Mansfield Woodhouse and Forest Town. A spine connection road between Leeming Lane North and New Mill Lane could divert vehicles away from over-capacity A60 junctions. Without significant road-widening investment by Nottinghamshire County Council Highways, the allocation may not be viable.

['Nottinghamshire County Council', '1336892']

Road Infrastructure Capacity (2 respondents, 100%):

Respondents identify that current road infrastructure capacity around Land off Chesterfield Road may be inadequate to accommodate additional traffic from the policy without major investment. - Substantial investment by the county highway authority would be required to widen existing roads. - Woburn Road operates at high traffic levels during school pick-up and drop-off times, indicating limited spare capacity. - A proposed new access further along Chesterfield Road could exacerbate congestion and would need extensive planning for suitable infrastructure. - A spine connection between Leeming Lane North and New Mill Lane could help divert traffic away from the over-capacity A60 junctions.

['Nottinghamshire County Council', '1336892']

Spine Road Connection Alignment (2 respondents, 100%):

Respondents argue that extending the spine road further up Chesterfield Road may cause significant traffic problems and require extensive road planning to ensure appropriate infrastructure. The indicative route of the spine connection is shown as a green line on the allocation plan and as a white route on the satellite view.

['Nottinghamshire County Council', '1336892']

Landowner Sale Dependency (1 respondent, 50%):Delivery of policy HELAA 88: Land off Chesterfield Road depends on the landowner's decision to sell. This dependency may introduce complexities that could justify removing the site from the final local plan.

['1336892']

Site Classification and Remoteness (1 respondent, 50%):

The respondent highlights that classification as farmland may limit development potential and that the site's position at the end of a private road could pose access challenges. The land lies as current farmland at the bottom of Woburn Lane and lacks direct frontage onto a public highway.

['1336892']

Vehicular Access Limitations (1 respondent, 50%):

Even if the private road serving the Housing allocation HELAA 88 were adopted, vehicular access to the traffic lights at the Chesterfield Road North/A617 junction may remain unavailable.

['1336892']

Bridge over the River Maun (1 respondent, 50%):

The respondent suggests that a bridge over the River Maun may form part of the spine connection and may enhance traffic movement around Mansfield Woodhouse and Forest Town, aligning with the policy for land off Chesterfield Road.

['Nottinghamshire County Council']

Traffic Impact Modelling (1 respondent, 50%):

The respondent requests further traffic modelling work to validate assumptions regarding the spine connection's benefits.

['Nottinghamshire County Council']

Other (2 respondents, 100%):

Respondents call for further information and in-depth discussion of the Housing allocation HELAA 88: Land off Chesterfield Road proposal to help secure a spine connection in the revised local plan. The scope of improvements, including the spine connection, could be incorporated into the local plan for the larger development. Less complex and lower-impact sites could be considered before progressing this site.

['Nottinghamshire County Council', '1336892']

HELAA 89

Number of responses to this policy: 2

The respondents site concern for development of this site and the impact on the natural surroundings.

Heritage assets (2 respondents, 100%)

The respondent sites there is no reference within the policy to the setting of heritage assets, despite the development of the site will have an impact on the setting of the Grade II Dalesworth House, the adjoining service wing and boundary wall. Recommend that a Heritage Impact Assessment be carried out prior to allocation and that the consideration of these heritage assets should be a policy requirement. Historic England have no significant heritage concerns regarding this proposed allocation, however, note the requirement for a DBA and WSI in relation to archaeology.

Respondents Include ['Natural England', 'Historic England']

HELAA 90

Number of responses to this policy: 1

The respondent proposes increasing the number of dwellings at Land at Berry Hill (HELAA 90) from approximately 1,700 to 2,600. The uplift is intended to optimise the existing urban extension, concentrate development where infrastructure already exists, align with draft policy S2 and NPPF paragraph 110, meet the 2023–2043 housing target for the Mansfield area, and reduce the risk of piecemeal development district-wide.

Housing capacity uplift (1 respondent, 100%):

The respondent proposes that the housing capacity uplift for Land at Berry Hill (policy HELAA 90) should increase the estimated number of dwellings from approximately 1,700 to 2,600.

['The Lindhurst Group']

Infrastructure utilisation (1 respondent, 100%):

The respondent considers that increasing the current dwellings at Berry Hill SUE aligns with the settlement hierarchy by concentrating development where existing infrastructure is in place, in accordance with paragraph 110 of the NPPF.

['The Lindhurst Group']

Piecemeal development prevention (1 respondent, 100%):

The respondent suggests that raising the planned dwellings at the Land at Berry Hill (Lindhurst) policy could reduce the risk of piecemeal development across the district. Increasing the housing allocation may consolidate development within a single large site and limit incremental schemes elsewhere. A higher overall dwelling target could therefore prevent small-scale proposals from fragmenting the urban edge.

['The Lindhurst Group']

Strategic housing target compliance (1 respondent, 100%):

The respondent supports uplifting the dwelling estimate at Berry Hill to around 2,600 to help the council meet its 2023–2043 housing target for the Mansfield urban area. This uplift could also secure development within an existing, sustainable location.

['The Lindhurst Group']

Site optimisation of land at Berry Hill (1 respondent, 100%):

The respondent suggests that the dwelling capacity of the existing Berry Hill sustainable urban extension (policy HELAA 90: Land at Berry Hill (Lindhurst)) be increased from 1,700 to 2,600 to meet additional housing need within the district. The existing site should be fully utilised to support new housing provision. Uplifting capacity could reduce the likelihood of further piecemeal developments elsewhere in the district.

['The Lindhurst Group']

Settlement hierarchy conformity (1 respondent, 100%):

The respondent states that increasing the number of dwellings at Berry Hill (Lindhurst) accords with the settlement hierarchy in draft policy S2. The uplift also aligns with the principle of concentrating development in the most sustainable locations with existing infrastructure, as set out in paragraph 110 of the NPPF.

['The Lindhurst Group']

HELAA 100

Number of responses to this policy: 2

Respondents highlight the need for additional school places as local schools have no spare capacity and healthcare capacity issues at Meden Medical Surgery and local dental services are described as requiring resolution before new housing. Requests are made for further discussion and details on wider infrastructure improvements in Warsop.

Education provision (1 respondent, 50%):

The respondent states that additional school places would be needed before the policy could proceed. Local schools are currently full with no spare capacity.

['Vibrant']

Green Belt impact (1 respondent, 50%):

The respondent expresses concern about developing Green Belt land at Housing allocation HELAA 100: Land at the rear of Cherry Paddocks.

['Vibrant']

Healthcare provision (1 respondent, 50%):

The respondent states that Meden Medical Surgery is struggling to cope with an influx of patients following the closure of Riverbank Medical. Appointment availability is described as overly worrying, with residents often directed to A&E. Local dental care is cited as inaccessible. The policy is said to require primary care capacity to be addressed before proceeding with new housing allocation HELAA 100.

['Vibrant']

Other (2 respondents, 100%):

Respondents request an opportunity to provide further information or discuss the proposal in greater depth to support its inclusion in the revised local plan. Scope of improvements associated with the larger development may require inclusion in the local plan. Insufficient infrastructure in Warsop may limit the policy's viability for new housing at the rear of Cherry Paddocks.

['Nottinghamshire County Council', Vibrant']

HELAA 101

Number of responses to this policy: 1

Respondents note a significant lack of late-evening bus and train services to the area, overstretched GP provision, unsafe cycling routes and pedestrian paths, narrow roads with hazardous pinch points, and rising noise and air emissions from extra traffic. They call for strategic investment in primary healthcare, additional school places, continuous accessible footpaths, dedicated cycle routes, road widening and enforceable traffic management, as well as clearly defined recreational and play areas. They also urge a comprehensive assessment of this policy alongside other local developments.

Public transport accessibility (1 respondent, 100%):

The respondent states that there is a significant lack of public transport provision serving the policy area of HELAA 101. Train and bus services do not operate from Nottingham to Clipstone via Mansfield after 9 pm.

['Kings Clipstone Parish Council']

Healthcare capacity (1 respondent, 100%):The respondent emphasises that future development under the policy must be matched by strategic investment in primary healthcare services to meet the needs of both new and existing residents. Existing GP services at Sherwood Medical Partnership on Crown Farm Way are viewed as overstretched, with patients experiencing difficulty in accessing timely appointments. The policy's proposed expansion may place further strain on these services without additional healthcare capacity.

['Kings Clipstone Parish Council']

Cycling infrastructure (1 respondent, 100%):

The respondent considers cycling infrastructure around Housing allocation HELAA 101 unsafe for cyclists. High vehicle traffic volumes reduce cyclist safety. Absence of adjacent cycle paths increases risk. Narrow road widths in Kings Clipstone restrict safe passage. Hazardous pinch points at pedestrian refuges in Clipstone pose additional danger.

['Kings Clipstone Parish Council']

Environmental impact from traffic (1 respondent, 100%):

The respondent notes that traffic generated by the policy may increase noise pollution and vehicle emissions affecting nearby residents.

['Kings Clipstone Parish Council']

Pedestrian infrastructure (1 respondent, 100%):

The respondent highlights significant deficiencies in pedestrian infrastructure around policy HELAA 101: Clipstone Road East. Existing footpaths may be missing or too narrow to accommodate wheelchairs and pushchairs, hindering safe passage for families, elderly residents and people with mobility challenges. Absence of a

continuous accessible footpath along the B6030 through Kings Clipstone may undermine local connectivity with Sherwood Pines and Clipstone village. Lack of a clear, enforceable traffic management strategy could make the proposed development unsustainable without substantial road improvements, footpath widening and pedestrian safety measures.

['Kings Clipstone Parish Council']

Highway capacity and safety (1 respondent, 100%):

The respondent notes that the narrow stretch of the B6030 through Kings Clipstone cannot accommodate the additional traffic from the policy and lacks a continuous accessible footpath linking Kings Clipstone with Sherwood Pines or Clipstone. The cumulative impact of the policy alongside the new sports facility at the headstocks and two other housing developments places a heavy strain on the B6030 and related infrastructure. Use of the B6030 is deemed unsafe for cyclists due to high vehicle volumes, absence of cycle paths, narrow road widths and hazardous pinch points at pedestrian refuges. The policy may heighten road safety risks for pedestrians and cyclists and could exacerbate congestion, increase travel times and accelerate road deterioration. Reconsideration of the policy by the planning authority is advised in light of significant infrastructure, road safety and community wellbeing risks. A clear, enforceable traffic management strategy – including substantial road improvements, footpath widening and pedestrian safety measures – would be required to render the policy sustainable.

['Kings Clipstone Parish Council']

Educational provision (1 respondent, 100%):

The respondent calls for provisions for additional school places to be planned and secured alongside the policy to ensure local children can access high-quality education. Local schools operate at or near full capacity, and the policy would require proportional investment in educational infrastructure to meet increased demand for school places.

['Kings Clipstone Parish Council']

Recreational and play space provision (1 respondent, 100%):

The respondent states that sufficient recreational provision must be fundamental to the sustainability of the HELAA 101 development. Current plans do not clearly provide for recreational areas or play spaces for children, which may reduce quality of life for families and contribute to increased antisocial behaviour among young people.

['Kings Clipstone Parish Council']

Other (1 respondent, 100%):

The respondent calls for a comprehensive assessment of the combined impacts of the policy with other local developments.

['Kings Clipstone Parish Council']

HELAA 108

Number of responses to this policy: 6

Healthcare infrastructure capacity (3 respondents, 50%):

Respondents highlight that primary care in Mansfield Woodhouse is already overstretched. Urgent referrals to Kingsmill hospital can face waits of up to one year. The sole GP surgery is unable to cope with current patient volumes and reports inadequate parking. Local practitioners may face unsustainable pressure if the policy proceeds.

['1224109', '1384165', '1384321']

Education provision (2 respondents, 33%):

Respondents state that schools and nurseries are operating at capacity and may not accommodate additional pupils arising from the policy. School places are difficult to secure due to existing shortages. Nursery places may become harder to obtain under increased demand.

['1224109', '1384165']

Surface water drainage and flood risk (1 respondent, 17%):

Respondent highlights existing surface water drainage and flooding issues in the vicinity of site HELAA 108.

['1384542']

HELAA 117

Number of responses to this policy: 1

The indicative spine road alignment begins at the existing A-road junction on the site's north-west edge, runs south-east inside the western boundary hedge, curves east north of the central watercourse and crosses farmland before sweeping south-west to meet the B-road carriageway, with minor diversions around mature trees visible on satellite imagery. Respondents recommend integrating transport policy with development phasing to secure junction capacity improvements, pedestrian crossings, footway and cycle extensions, bus service adjustments and developer contributions through planning obligations. A link between Leeming Lane North and New Mill Lane, following the allocation plan route and incorporating a River Maun bridge, is proposed to divert through-traffic from over-capacity A60 junctions. Further information or discussion is suggested to support advancement of this policy in the revised local plan.

Spine Road Alignment (1 respondent, 100%):

The indicative route begins at the existing A-road junction on the site's north-west edge and runs south-east inside the western boundary hedge (shown in green on the allocation plan). It then curves east just north of the central watercourse to avoid

sensitive habitat, crosses the minor farm track and continues south-east across open fields. Before reaching the B-road, it sweeps south-west to align with the existing carriageway. On the satellite view the same alignment is marked in white, with minor diversions around mature tree groups.

['Nottinghamshire County Council']

Local Plan Transport Policy Integration (1 respondent, 100%):

The respondent emphasises that Local Plan transport policy integration should ensure that transport improvements are scoped and delivered alongside the larger development at the Ravensdale Allotment site. Scope of improvements could include junction capacity enhancements on adjacent roads, pedestrian crossings, and extensions to the footway and cycle network linking to existing routes. Bus service frequency and route adjustments could provide sustainable travel options for future residents. Transport policy could secure developer contributions through planning obligations to fund necessary infrastructure. Phasing of development could be aligned with staged delivery of transport measures to mitigate traffic impacts.

['Nottinghamshire County Council']

A60 Junction Mitigation (1 respondent, 100%):

Respondent proposes a spine connection between Leeming Lane North and New Mill Lane, incorporating a bridge over the River Maun to divert traffic from over-capacity A60 junctions.

['Nottinghamshire County Council']

Leeming Lane–New Mill Lane Link (1 respondent, 100%):

The respondent proposes an indicative route for a spine connection road between Leeming Lane North and New Mill Lane. The route follows the green line on the allocation plan and the white line on the satellite view. A bridge over the River Maun could form part of the connection. Traffic pressures on over-capacity A60 junctions could be mitigated by diverting vehicles onto the new link.

['Nottinghamshire County Council']

River Maun Bridge (1 respondent, 100%):

The respondent proposes a spine connection between Leeming Lane North and New Mill Lane, incorporating a bridge over the River Maun to divert traffic away from over-capacity A60 junctions. This may alleviate congestion by removing through-traffic from existing routes.

['Nottinghamshire County Council']

Other (1 respondent, 100%):

Further information or discussion may be needed to support consideration and advancement of this policy in the revised local plan.

['Nottinghamshire County Council']

HELAA 118

Number of responses to this policy: 6

Healthcare Provision (3 respondents, 50%):

Respondents highlight strain on local healthcare provision in relation to the policy HELAA 118: Land and buildings off Debdale Lane. A one-year waiting list for an urgent query at Kingsmill illustrates existing delays. Getting doctors' appointments is described as extremely difficult. The only GP surgery in Mansfield Woodhouse is overstretched, has inadequate parking and would struggle to accommodate additional patients from a new housing development. The policy may exacerbate these pressures and compromise timely access to medical services.

['1384321', '1224109', '1384165']

Education Capacity (2 respondents, 33%):

Respondents report that securing school and nursery places is already incredibly difficult.

['1224109', '1384165']

Flood Risk and Drainage Management (1 respondent, 17%):

The respondent highlights existing drainage and flooding issues in the area around policy HELAA 118: Land and buildings off Debdale Lane.

['1384542']

Housing Affordability (1 respondent, 17%):

The respondent highlights that high mortgage costs render homeownership unaffordable for most households.

['1224109']

HELAA 127

Number of responses to this policy: 1

Respondents emphasise the need to consult environmental health in assessing policy HELAA 127: Former bus station site. They also highlight that planning submissions should assess and remediate any site contamination.

Environmental health assessment (1 respondent, 100%):

The respondent emphasises that environmental health would need to be consulted in assessing policy HELAA 127: Former bus station site.

['Environment Agency']

Site contamination remediation (1 respondent, 100%):

The respondent highlights that, as a former bus station site, planning submissions may need to assess and, where relevant, remediate site contamination.

['Environment Agency']

HELAA 132

Number of responses to this policy: 1

Respondents highlight that the closure of Riverbank Medical has left Meden Medical Surgery unable to take more patients, and local schools have no spare places. Dental services face long waiting lists, and proposed housing at the Former Strand Cinema site would increase strain on these services. Overall infrastructure in Warsop is insufficient without increases in surgery and school capacity. Concern is also raised over green belt development. They note that difficulty in obtaining a doctor's appointment often leads to A&E attendance.

GP surgery capacity (1 respondent, 100%):

The respondent highlights that Meden Medical Surgery is unable to cope with additional patients following the closure of Riverbank Medical. GP surgery capacity would need to be increased before support for Housing allocation HELAA 132: Former Strand cinema policy could be given.

['Vibrant']

School place provision (1 respondent, 100%):

The respondent notes that schools are at capacity with no room to take more pupils. Policy HELAA 132 may require provision of additional school places to secure support.

['Vibrant']

Dental service provision (1 respondent, 100%):

The respondent highlights that dental services have waiting lists that prevent local residents from securing appointments. Housing allocation HELAA 132: Former Strand cinema could further strain dental provision by increasing local demand without corresponding capacity increases.

['Vibrant']

Supporting infrastructure provision (1 respondent, 100%):

The respondent indicates that support for development at the Former Strand Cinema site would require addressing the doctor's surgery capacity and providing additional school places. Insufficient infrastructure exists in Warsop to support new housing.

['Vibrant']

Green Belt land use (1 respondent, 100%):

The respondent observes that development on green belt land is causing local concern.

['Vibrant']

Other (1 respondent, 100%):

The respondent notes that the policy may place additional strain on local healthcare services. Obtaining a doctor's appointment may be excessively difficult, often resulting in advice to attend A&E.

['Vibrant']

HELAA 143

Number of responses to this policy: 4

Respondents noted that local schools may be overstretched by new housing at Crown Farm Industrial Estate (Site A), that nearby roads could struggle with additional traffic from the development, and that community feedback should be given greater weight in planning decisions.

Educational provision capacity (1 respondent, 25%):

The respondent objects to the policy on the basis that local schools may lack capacity to accommodate additional pupils. Existing educational infrastructure may be overstretched. Local schools could not cope with increased demand from new housing at Crown Farm Industrial Estate (Site A).

['1384531']

Transport infrastructure capacity (1 respondent, 25%):

The respondent raises concerns about transport infrastructure capacity at Housing allocation HELAA 143: Crown Farm Industrial Estate (Site A). Local roads could be overwhelmed by additional traffic from the proposed development.

['1384531']

Other (1 respondent, 25%);

The respondent hopes that local views will be taken into account in evaluating the policy. Community feedback may influence the final decision. Consultation responses could be given greater weight in planning discussions.

['1384531']

Respondents include ['1384531', '62', '50', '34'] The latter 3 respondents raised comments on multiple sites that have been captured elsewhere in the report.

HELAA 176

Number of responses to this policy: 1

Respondents note local schools are at capacity with waiting lists; doctor's surgeries lack space to absorb extra patients, often forcing attendance at A&E; dentist service availability is also cited. Concerns are raised about development on green belt land. Overall, existing medical and educational infrastructure is seen as insufficient to support new housing at Moorfield Farm without significant expansion of school places and healthcare facilities.

School place availability (1 respondent, 100%):

The respondent notes local schools are at capacity and may not be able to accommodate additional pupils, with waiting lists already in place. Support for the policy would be conditional on securing additional school places to meet the needs arising from Moorfield Farm.

['Vibrant']

Doctor and Dentist service availability and capacity(1 respondent, 100%):

The respondent warns that existing doctor and dentist surgeries lack capacity to absorb additional patients generated by the policy. Difficulty securing a doctor's appointment or even a register with a dentist forces patients to attend A&E. Support for new development is conditional on increasing capacity for both. Meden Medical Surgery is unable to cope with thousands of extra patients following the closure of Riverbank Medical.

['Vibrant']

Green Belt land impact (1 respondent, 100%):

Housing allocation HELAA 176: Moorfield Farm may prompt local concern about development on green belt land.

['Vibrant']

Supporting infrastructure capacity (1 respondent, 100%):

The respondent argues that existing medical and educational infrastructure would be unable to support new housing at Moorfield Farm without significant expansion. Difficulty securing a GP appointment could force patients to use A&E. Meden Medical Surgery may be unable to cope with both patients displaced by Riverbank Medical's closure and additional residents. Local schools are reported as full and holding waiting lists, leaving no capacity for new pupils. Additional school places would be necessary to accommodate families moving to the site. Infrastructure in Warsop may be insufficient to support development without expanded healthcare and educational facilities.

['Vibrant']

HELAA 186

Number of responses to this policy: 6

Respondents request detailed information on site access arrangements for HELAA 186, including distances between proposed buildings and boundaries and clarification of adoption-standard roads and walkways. Concerns are raised that additional housing could strain GP services and schools already at capacity. Alternative community use of the site is suggested to support nature, health and social activities, while development could harm wildlife, increase flood risk and remove a key accessible green space for those with limited mobility. Queries on separation distances from neighbouring properties, details of the 61-unit phasing from 2026 to 2028 and deliverability timelines underscore the need for further clarity on planning and policy arrangements.

Site Access & Adoption (3 respondents, 50%):Respondents request detailed information on site access and adoption arrangements for Housing allocation HELAA 186: Kirkland Avenue Allotments. Distances between proposed windows, gardens, roads and site boundaries may require clarification. An independent access off Jenford Street could be constructed to an adoption standard. Planned access roads and walkways may require further detail.

['1384251', Urbanwave Limited', 1384253']

Transport Infrastructure (3 respondents, 50%):

Proximity to bus services on Ladybrook Road and Sutton Road, together with local amenities within 800 metres, may support transport connectivity. Independent vehicular access off Jenford Street may be constructed to an adoption standard.

['1384251', Nottinghamshire County Council', Urbanwave Limited']

Infrastructure Capacity (2 respondents, 33%):Respondents express concern that additional housing could strain GP services and local schools already operating at capacity. Additional development may exacerbate pressure on healthcare and education infrastructure.

['1384423']

Land Use Allocation (2 respondents, 33%):

Respondents state that the policy site could be invested as a community space supporting nature, health, children, older people and the wider community. Alternative use may offer broader social and environmental benefits. Housing development could further strain GP services and local schools that are already overstretched. Removal of the policy from the local plan is urged to preserve the green space, as its loss would be irreversible.

['1384423']

Environmental Impact (2 respondents, 33%):

Respondents express concern that development of site 186 under the policy may harm wildlife including bats, foxes, hedgehogs, pheasants and birds of prey. The field supports birds, insects and wildflowers, and building over it could increase local flooding risk by removing boggy ground that absorbs rain.

['1384251', '1384423']

Neighbour Separation & Boundary Impact (2 respondents, 33%):

Respondents raise concerns that the policy may not ensure adequate separation between the proposed development and neighbouring properties. Distance from existing rear boundaries to the site edge is queried. Clarification is sought on separation of windows from private boundaries and on the positioning of roads and access in relation to gardens.

['1384251', '1384253']

Housing Mix & Phasing (2 respondents, 33%):

An indicative master plan for Site 186 shows delivery of 31 units with a range of house types, vehicular access off Jenford Street and pedestrian links into Botany Avenue. Planning application submission is anticipated in autumn 2025, with determination by Q1 2026 and on-site commencement in autumn 2026, followed by phased delivery of 10 units in 2026-27 and 30 units in 2027-28. Specific dwelling types and tenures have not yet been defined and could be confirmed through the planning application.

['1384251', Urbanwave Limited']

Recreational Amenity & Accessibility (1 respondent, 17%):

The respondent emphasises that the field encompassed by policy Housing allocation HELAA 186: Kirkland Avenue Allotments offers one of the only easily accessible green spaces for people with limited mobility, due to its flat terrain, proximity and reachability without a car. The space may be vital for mental health by providing a safe, relaxing environment for dog walking, physical activity and connection with nature. The field may support play for children and families and hosts all-age sessions run by Bettison's Health and Wellbeing Hub, all of which could be lost if the site is developed.

['1384423']

Other (5 respondents, 83%):

Respondents under the 'Other' theme raised concerns about planning details, deliverability, community use and information needs regarding site 186. Planning permission for proposed orange areas behind properties 334 and 186 may significantly affect adjacent properties and requires clarification. The fast-approaching deadline for raising concerns highlights the need for a prompt response on planning arrangements. Clarification is sought on the types of properties likely to be built and on how planning permission would relate to existing allotment plots. The

site may be deliverable within five years without technical or legal impediments, aided by the absence of public rights of way across the land. Initial engagement of an architect, engineers and an ecologist, together with a draft access scheme off Jenford Street, may demonstrate achievability. Ownership by a charity named 'Allotments for the Labouring Poor' suggests that converting the land to a public park or community green space could better align with the charity's founding purpose. Development of the field at 334 could harm the wellbeing, safety and quality of life of community members who rely on that open space. Further discussion on a potential spine connection is offered to support consideration of site inclusion in the revised local plan.

['1384251', 'Nottinghamshire County Council', '1384423', '1384253', 'Urbanwave Limited']

Respondents include ['1384251', 'Nottinghamshire County Council', '1384423', '1384253', 'Urbanwave Limited', '1384152']

HELAA 187

Number of responses to this policy: 189

Respondents emphasise the importance of preserving site 187's open countryside to protect strategic green infrastructure, recreational access, wildlife corridors, landscape character and visual amenity. They highlight risks to biodiversity if housing severs habitats for species including bats, toads, ground-nesting birds and deer, and note that proposed green corridors may not offset irreversible impacts. They flag transport constraints and safety concerns on local roads, and warn of pressure on GP surgeries, schools and emergency services without service expansion. Flooding and drainage issues arise from increased runoff and sewer stress. Heritage assets and high-grade farmland are seen as vulnerable to harm. Additional data on a proposed spine connection is requested.

Strategic green infrastructure and recreational access (127 respondents, 68%):

Housing allocation HELAA 187 forms part of Mansfield's strategic green infrastructure and provides valued recreational access to Spa Ponds and the surrounding countryside. Leaving the site undeveloped is seen as essential to preserve the appearance and character of the landscape visible from public footpaths, including elevated viewpoints. Housing on the policy site could undermine the tranquillity, peacefulness and wildlife habitats of Spa Ponds nature reserve, which is recognised as a local green space, local wildlife site and community open space. Access to open spaces on the site is linked to physical and mental wellbeing through walking, cycling and dog-walking, supporting community health and NHS objectives. Protected routes and links to the Maun Trail, flood dykes and bridal paths are said to support ecological connectivity and recreational networks. Development is considered likely to conflict with the aim of creating well-designed and integrated green infrastructure that delivers social, environmental and health benefits. Preserving the site as countryside is viewed as crucial to maintaining the unique

setting and long-distance views that contribute to residents' enjoyment and sense of place.

['69', '1384398', '119', '1383408', '1383522', '1384150', '1383415', '1384467', '1384239', '4', '1384539', '1384438', '1384192', '44', '1384440', '204', '1384175', '144', '1384162', '1384195', '1384177', '1384415', '1383360', '25', '1384407', '1384298', '72', '68', '1384474', '11', '1384478', '142', '1384420', '93', 'Forest Town Heritage Group', '1384400', '1384125', '1383369', '1384158', '19', '1384534', '1384419', '8', '5', '1384337', '1384149', '52', '1383359', '6', '138', '1384136', '60', '1384473', '1384483', '1384528', '1383476', '1384198', '1384117', '111', '197', '1384476', 'Nottinghamshire Wildlife Trust', '1384418', '1220326', '1384409', '1384448', '1384459', '151', '1179641', '83', '1384341', '3', '1383504', '1384204', '24', '1384134', '50', '41', '38', '49', '1219454', '14', '1384191', '1338264', '84', '173', '1384173', '1383913', '139', '1384178', '1384609', '1384422', '1383361', '1384399', '55', '15', '145', '37', '1383478', '1384336', '1384439', '1383292', '1384153', '1384446', '1383364', '112', '1383409', '70', '1384145', '1384441', '28', '1384176', '1384540', '53', '57', '1384479', '34', '73', '1384154', 'Maun Conservation Group', '32', '1220057', '172', '54', '1222943', 'Urban Monkey Adventures', '1384421']

Biodiversity and wildlife corridors (116 respondents, 62%):

The policy is likely to disrupt key wildlife corridors by severing the green infrastructure that links Peafield Farm land to Spa Ponds nature reserve and the Maun Valley trail. Site 187 lies on a natural route used by common toads, deer, bats, badgers, hedgehogs, foxes and numerous bird species, and housing there could fragment farmland, hedgerow and woodland habitats. Field and hedgerow nesting species such as skylark and lapwing may lose breeding grounds, while ground-nesting birds and reptiles could be cut off from feeding and watering sites. Proposed "green corridors" within the scheme may not fully compensate for irreversible habitat loss or maintain ecological connectivity. Buffer strips and carefully designed corridors could mitigate impacts but would need to link beyond the development to uphold biodiversity net gain aims. Preservation of the site as undeveloped countryside could safeguard movement routes, uphold landscape character in line with policy NE1 and NE2, and maintain ecosystem health.

['69', '1384398', '119', '1384197', '1384150', '1384239', '4', '1384132', '1384539', '1384529', '1384438', '71', '44', '1384440', '144', '1384195', '1384415', '1383360', '25', '1384407', '68', '1384417', '1384474', '11', '1384478', '93', 'Forest Town Heritage Group', '1384400', '117', '1384125', '1384542', '1383369', '1384158', '19', '160', '1384534', '1384419', '8', '1384525', '5', '1384337', '52', '1383359', '6', '138', '1384136', '60', '1383266', '1384483', '1383476', '1384198', '1384117', '1384165', '111', '1384476', 'Nottinghamshire Wildlife Trust', '1384409', '1384448', '151', '1179641', '83', '3', '1384358', '61', '1384457', '24', '1384134', '50', '41', '38', '49', '1219454', '14', '1338264', '84', '173', '1384173', '139', '1384178', '1383361', '1384399', '55', '203', '15', '145', '37', '1383478', '1384439', '1384602', '1383292', '1384153', '1384446', '62', '1383364', '112', '1383409', '70', '1384394', '1384145', '1383247', '1384441', '33', '28', '1384541', '1384176', '53', '57', '34', '32', '1220057', '172', '54', '1222943', 'Urban Monkey Adventures', '1384421', '1384357']

Landscape character and visual amenity (112 respondents, 60%):

Respondents emphasise the landscape character and visual amenity of spa ponds and surrounding farmland in relation to the policy. The landscape is portrayed as a tranquil place valued for scenic views, peace, and wildlife. Site 187 is identified as part of Mansfield's strategic green infrastructure and an extension of open countryside supporting Spa Ponds Nature Reserve. Development on Site 187 could harm the appearance and character of the landscape visible from public footpaths

within and around Spa Ponds, including elevated vantage points offering long-distance views. Housing on Site 187 may result in loss of high-grade agricultural land, reducing biodiversity and impacting wildlife corridors. Introducing urban development into open countryside could undermine the rural character of Mansfield Woodhouse and intrude into ecologically sensitive woodlands and the Maun Valley corridor. The visual setting for recreational routes such as bridleways and long-distance trails could be altered by the visibility of new housing and industrial roofs. Appropriate buffer strips and other mitigation measures may be required to minimise visual intrusion and protect the site's tranquillity. Designation of Site 187 as Local Green Space is suggested to safeguard visual amenity, landscape character, and public access to nature.

['69', '1384398', '1384197', '1384150', '1383415', '1384356', '4', '1384132', '1384539', '1384529', '1384438', '71', '1384192', '44', '1383475', '144', '1384177', '1384415', '1383360', '25', '207', '1384298', '68', '1384474', '11', '1384478', '93', '1384420', 'Forest Town Heritage Group', '1384400', '1384125', '1383369', '1384158', '160', '1384534', '1384530', '1384525', '8', '5', '1384337', '52', '6', '138', '1384136', '1383266', '1384528', '1383476', '111', '1384140', '1384409', '1384448', '1384459', '1384527', '151', '1179641', '83', '1384341', '3', '1383504', '1384358', '42', '1384204', '24', '1384134', '50', '41', '38', '49', '1219454', '14', '1384191', '1338264', '118', '84', '173', '1383913', '139', '1384178', '1384422', '1383361', '1384399', '203', '145', '37', '1383478', '1384439', '1384602', '1383292', '1384153', '62', '1383364', '1383409', '1384145', '1384441', '33', '28', '116', '1384541', '1384176', '53', '57', '34', '198', '1384154', '32', '1383362', '1220057', '172', '54', '1222943', '1384421', '1384357']

Transport infrastructure and road safety (79 respondents, 42%):

Transport infrastructure and road safety are highlighted as significant constraints on the policy. Peafield Lane, New Mill Lane, the A60 and A6075 operate at capacity and could suffer gridlock if additional housing proceeds. Junctions such as the A60/A6075 Peafield Lane interchange, the Sandlands Way mini-roundabouts and the Peafield Lane–Leeming Lane signals are noted as hazardous and prone to long tailbacks. Narrow, winding carriageways and a lack of footways on New Mill Lane are said to elevate collision risks for pedestrians and cyclists. Pothole-riddled surfaces, faded markings and inadequate maintenance regimes would likely face greater strain under higher traffic volumes. Peak-time queuing is reported to impede access for emergency vehicles, school runs and local businesses. Limited public transport provision and few safe walking or cycling routes are thought to reinforce car dependency. Calls are made for a full cumulative traffic assessment, funded junction upgrades, relief roads or dual carriageway sections, and dedicated active-travel infrastructure before housing delivery.

['119', '1383408', '1383522', '1384321', '1384239', '1384529', '1384438', '71', '1384192', '1384440', '1383475', '204', '1384195', '1384177', '207', '1384298', '72', '1384417', '93', '117', '1384125', '1383369', '1384158', '160', '1384362', '1384419', '1384530', '1384525', '1384149', '1383359', '2', '60', '1384473', '1384483', '1384198', '1384165', '1384117', '197', '56', '1384476', '1384581', '1179641', '1384341', '1384358', '1384594', '201', '42', '61', '1384457', '1384204', '1384453', '1384191', '1338264', '1224109', '118', '1383913', '139', '1384609', '1384422', '55', '15', '37', '1384602', '1384446', '112', '70', '1384394', '1384441', '1383407', '116', '1384541', 'Nottinghamshire County Council', '1384479', '73', '1384451', '198', '1384154', '1384421', '1384357']

Community services and facilities capacity (74 respondents, 40%):

Respondents highlight pressure on GP practices and hospitals in relation to site 187. GP practices and hospitals are described as overstretched with full beds at King's Mill Hospital, long waits at A&E and insufficient capacity at the sole Mansfield Woodhouse surgery. Oversubscribed primary and secondary schools, including Peafield Lane Academy and Manor Academy, may worsen parking congestion and safety risks at peak times. Road networks are characterised by congestion, rat-running and inadequate public transport and could deteriorate further. Pharmacy and dental services are at capacity and unlikely to accommodate additional patients. Demand for social care at home is reported as unmet and likely to intensify. Lack of firm commitments to fund or build new medical, dental or educational facilities may leave services unable to meet increased demand. Requirements for updated capacity studies and conditional development based on demonstrable service expansion are identified as essential. Additional housing at site 187 could compromise quality of life and access to essential community services without a credible plan for infrastructure upgrades.

['117', '1384125', '15', '1383369', '1384158', '1384341', '1384398', '203', '119', '1383408', '1383522', '1384321', '1384358', '1384594', '1384362', '1384336', '1384419', '1384525', '1384530', '201', '1384150', '1383415', '1384446', '1384149', '1384239', '1383359', '1384457', '1384480', '1384602', '1384529', '1384438', '112', '1384192', '70', '71', '1384394', '1384441', '1383247', '1384136', '2', '204', '1383407', '1384175', '1384483', '1384541', '116', '1384453', '1384195', '1384177', '1384191', '1384479', '1338264', '1384198', '207', '1384165', '1384117', '1224109', '118', '42', '1384407', '1384298', '1384476', '56', '1384417', '1384178', '1384609', '1384422', '1384581', '1384409', '1384527', '1384421', '1384357', '93', '55']

Flood risk and surface-water drainage (26 respondents, 14%):

Respondents highlight concerns about flood risk and surface-water drainage at the policy site. Paving over arable land could reduce rain absorption and increase localised flooding on existing arterial roads. Hard surfacing and new roofs may heighten surface-water runoff into the River Meden, the River Maun and downstream waterways, risking pollution. Development within flood zones 2 or 3 may require sequential testing and avoidance where possible, with sustainable urban drainage systems needed to mitigate runoff. Preservation and enhancement of historic flood dykes is deemed necessary to maintain existing defences. A higher housing density may strain sewer networks and drainage infrastructure, raising the likelihood of failure during extreme storm events. Provision of green spaces, permeable surfaces and rain gardens is recommended to preserve natural drainage benefits and protect wetland habitats. Runoff directed towards lower-lying gardens and neighbouring properties could result in waterlogging and property damage without proper mitigation.

['1384125', '1384542', '119', '1383408', '1383522', '1384358', 'Sherwood Oak Holdings', '1384446', '1384239', '1383359', '112', '1384192', '1384394', '116', '1384541', 'Environment Agency', '1384195', '1384191', '1384479', '1384198', '73', '197', '72', '1384527', '1384357', '142']

Heritage assets and historic environment (19 respondents, 10%):

Respondents consider that site 187 lies adjacent to multiple heritage assets and historic environments that may be vulnerable to harm from proposed housing

development. Housing on site 187 could harm the peace, tranquillity, recreational value, beauty and wildlife richness of Spa Ponds Nature Reserve, recognised for its historic significance and social-cultural importance. Historic flood dykes and water meadows associated with the Dukeries and the Duke of Portland's landscape may be threatened, undermining features identified for preservation and enhancement under the National Planning Policy Framework (paragraphs 194–202) and local plan policy HE1. The setting of the Beeston Lodge scheduled ancient monument (1006386) may be affected by nearby development, with views from its original defensive position forming part of its heritage context. Proximity to the Maun Trail could disrupt a historic route linked to water meadows and flood dykes, diminishing its heritage value. Regional planning policy NE6 restricts development within the Sherwood Forest Heritage Area, suggesting that site 187 may conflict with such protections. Development could also compromise the rural heritage and character of Mansfield Woodhouse, including narrow lanes, stone cottages and the historic market square, potentially altering the area's farming and mining traditions.

['119', '1384358', '1384594', '1384602', '1383292', '1384153', '1384356', '4', '1384541', '1384479', '1384460', '197', '118', '1384298', '1383913', '1384609', '151', '1384357', '1179641']

Agricultural land quality and food production (18 respondents, 10%):

Concerns centre on the policy's loss of highly productive grade 2 and 3a best and most versatile agricultural land at site 187 and its impact on food production, biodiversity and landscape character. Site 187 lies on greenfield land designated as grade 2 and grade 3a agricultural land underlain by rare bunter sandstone that may support natural aquifers and drainage systems, rendering development likely to cause irreversible damage to this geological formation. Development on this land would reduce capacity to grow crops or raise livestock, undermining the supply of British-grown produce, increasing reliance on imports, pushing up food prices and conflicting with net zero carbon goals. Conversion of arable farmland would harm biodiversity and landscape character given the presence of hedgerows, open fields and green corridors that support wildlife and link to the Maun Valley long-distance route and a designated Site of Importance for Nature Conservation. Permanent loss of productive fields may undermine support for local tenant farmers and their contributions to food sustainability. Historic records indicate that site 187 formed part of an early 14th-century arable enclosure, reinforcing its long-standing agricultural function. Development pressures on site 187 may conflict with policies aimed at protecting high-quality agricultural land, open countryside and the character of the Sherwood area. Focus on brownfield regeneration in Mansfield town centre and Mansfield Woodhouse could provide alternative housing sites without compromising productive farmland.

['1384140', '1384125', '1384541', '1384542', '1384341', '197', '1384453', '160', '1384529', '1384479', '70', '1384394', '1384358', '1384460', '204', '118', '1384357', '42']

Other (179 respondents, 96%):

Respondents emphasise that additional information and further discussion could help secure the proposed spine connection in the revised local plan. The potential

traffic benefits of the spine connection may require further modelling to validate underlying assumptions.

['69', '1384398', '1383408', '1383522', '1384321', '1384197', 'Sherwood Oak Holdings', '1384150', '1383415', '1384467', '1384239', '1384356', 'Forest Town Nature Conservation Group (FTNCG)', '27', '4', '1384132', '1384539', '1384529', '1384438', '71', '1384192', '44', '1384440', '1383475', '204', '1384175', '144', '1384162', '1384195', '1384177', '1384415', '1383360', '25', '207', '1384407', '1384298', '72', '68', '1384417', '1384474', '11', '1384478', '142', '1384420', '93', 'Forest Town Heritage Group', '1384400', '117', '1384125', '1384542', '1383369', '1384158', '19', '160', '1384534', '1384362', '1384419', '1384530', '1384525', '8', '5', '1384337', '1384149', '52', '1383359', '1384480', '6', '138', '1384610', '2', '1384136', '60', '1384473', '1383266', '1384483', '1384528', '1383476', '1384198', '1384165', '111', '197', '56', '1384476', 'Nottinghamshire Wildlife Trust', '1384418', '1220326', '1384581', '1384408', '1384409', '1384448', '1384459', '1384527', '151', '1179641', '83', '1384341', '3', '1383504', '1384358', '1384594', '201', '42', '61', '1384457', '1384204', '24', '1384134', '50', '41', '38', '49', '1219454', '1384453', 'Environment Agency', '14', '1384191', '1338264', '1224109', '118', '173', '84', '1384173', '1384463', '1383913', '139', '1384178', '1384422', '1384139', '1383361', '1384399', '55', '203', '15', '145', '37', '1383478', '1384336', '1384439', '1384602', '1383292', '1384153', '1384446', '62', '1383364', '112', '1383409', '70', '1384394', '1384145', '1383247', '1384441', '33', '1383407', '28', '116', '1384541', '1384176', '1384540', '53', '57', 'Nottinghamshire County Council', '1384479', '34', '1384460', '73', '1384451', '1222574', '1384154', '198', 'Maun Conservation Group', '32', '1383362', '1220057', '172', '54', '1222943', 'Urban Monkey Adventures', '1384421', '1384357

HELAA 188

Number of responses to this policy: 220

Respondents highlight that policy HELAA 188 risks severing green corridors used by toads, deer and other species, fragmenting hedgerows and open fields that support bats, foxes, hares and red-listed birds, undermining Mansfield's biodiversity net-gain aims. They note that development of site 188 could diminish tranquil and accessible green spaces at Warren Farm and Spa Ponds, disrupt footpaths linking Lark Hills and adjacent bridleways, alter scenic views from New Mill Lane and Peafield Lane, and erode the rural buffer between Forest Town and neighbouring settlements. Concerns include increased traffic on New Mill Lane, Sandlands Way and Clipstone Road, compromised junction safety, noise, light pollution and inadequate pedestrian and cycling infrastructure, alongside insufficiencies in GP surgeries, schools, hospital capacity and community facilities. Respondents note that additional impermeable surfaces may exacerbate surface-water runoff into the Rivers Maun and Meden, heightening flood risk without robust drainage solutions, and that loss of high-yield farmland could reduce local food production and carbon sequestration.

Biodiversity and Ecological Connectivity (149 respondents, 68%):

Respondents view the policy as a threat to biodiversity and ecological connectivity. Development of site 188 would sever green corridors used by common toads and deer to reach Spa Ponds nature reserve. Loss of hedgerows and open fields could fragment habitats supporting bats, foxes, hares, badgers, skylarks, yellowhammers and other red-listed species. Housing immediately adjacent to Spa Ponds and the Maun Trail may undermine the reserve's tranquility, recreational and heritage value.

Settlement expansion at this location is at odds with Mansfield District Council's biodiversity net gain supplementary planning document by risking impacts on irreplaceable habitats. Mitigation measures may not maintain functional wildlife routes unless robust buffer strips and internal greenspace links connect to the wider green infrastructure network. Retention of land forming part of Warren Farm is considered essential for preserving landscape character, supporting species movement and sustaining access to nature for well-being benefits.

['140', '1384145', '54', '198', '1383291', '1384136', '1384539', '1383478', '1384159', '203', '1384467', '33', '1384341', '1384439', '1383520', '1384403', '1384178', '1179641', '1384398', '142', '19', '52', '1384148', '1384610', '1384158', '1384417', '197', '201', 'Maun Conservation Group', '144', '1384474', '84', '1384176', '1384214', '1384240', '1384338', '1384409', '1384609', '1384173', '1384419', '1383290', '4', '1223032', '172', '1383503', '1384451', '138', '1383476', '29', '17', '5', '53', '1383369', '1384528', '1383364', '28', '1384198', '1384399', '24', '93', '1219454', '1220326', '111', '1383292', '1220057', '1383522', '44', '1384541', '1384247', '1384447', '8', '145', '1384421', '1384530', '1384298', '73', '1384132', '1384581', '1222943', '1384191', '1384166', '49', '55', '173', '1384135', '1384450', '1383361', '60', '6', '171', '1384438', '32', '11', '1383913', '3', '1383363', '1384407', '83', '1384337', '41', '68', '1338264', '1383360', '51', '1384134', '1384540', '1384400', '1384478', '23', '139', '1384415', '1384529', '1384153', '1383409', '1384155', '1384441', '1384479', '50', 'Forest Town Heritage Group', '1384150', '34', '1384446', '38', '10', '1384154', '1222089', 'Nottinghamshire Wildlife Trust', '69', '25', '1383359', '1384197', '14', '1384534', '1384448', '151', '1384440', '37', '1384177', '1384143', '1384175', '1384414', '40', '64', '175', '57', '1384174', '1384483', '1384117', '1383247']

Recreation and Well-being (141 respondents, 65%):

Land forming part of Warren Farm (site 188) is valued as a tranquil, accessible green space that supports mental and physical wellbeing. Spa Ponds Nature Reserve, adjacent to the site, constitutes a local green heart offering peace and tranquility for walking, cycling, horse riding and wildlife observation. Policy HELAA 188 could cause irreversible loss of this recreational resource, undermining mood enhancement, stress relief and cognitive benefits obtained from nature exposure. Public footpaths linking Lark Hills to Spa Ponds and the surrounding bridal paths may be severed, eliminating safe, traffic-free routes for families, dog walkers and vulnerable users. Housing development would introduce noise, light pollution, traffic and environmental contamination, eroding the area's tranquility and increasing reliance on cars. Views from footpaths, including elevated vantage points, could be significantly altered, diminishing landscape character and visual amenity. Natural habitats for deer, bats and common toads may be destroyed or fragmented, contradicting designations as a local green space, wildlife site and community open space. Loss of farmland and open space would reduce opportunities for local food production, conservation initiatives and free recreational activities, with potential knock-on effects for health services. Experience during the Cov19 pandemic underlined the importance of such spaces for exercise, social distancing and mental health, and mitigation measures may not fully safeguard these functions.

['1384145', '54', '1383291', '1384136', '1384539', '1383478', '203', '33', '1384341', '1384439', '1384149', '1383520', '1384403', '1384138', '169', '1384178', '1384398', '1384336', '30', '19', '52', '1384148', '1384158', '1384417', '197', '201', 'Maun Conservation Group', '84', '1383415', '1384176', '18', '1384214', '1384535', '1384240', '36', '1384338', '1384409', '1384609', '1384419', '1383290', '72', '4', '172', '204', '1384162', '1383503', '1384410', '5', '119', '53', '1383369', '1384418', '1383364', '1384459', '28', '1384198', '1384399', '1384594', '24', '1219454', '1383410', '207', '1220326', '1383292', '1383522', '44', '1384541', '1384204', '1384247', '1384447', '8', '145', '1384421',

‘1384298’, ‘73’, ‘1384132’, ‘1222943’, ‘1384191’, ‘1384166’, ‘49’, ‘55’, ‘173’, ‘1384135’, ‘1384450’, ‘1383361’, ‘60’, ‘6’, ‘1384438’, ‘32’, ‘11’, ‘1383913’, ‘3’, ‘1384407’, ‘83’, ‘1384337’, ‘41’, ‘68’, ‘1338264’, ‘1383360’, ‘51’, ‘1384134’, ‘1384400’, ‘1384478’, ‘23’, ‘1384415’, ‘1384153’, ‘1383409’, ‘1384155’, ‘1384441’, ‘1384479’, ‘50’, ‘1384150’, ‘34’, ‘205’, ‘1384446’, ‘38’, ‘1384154’, ‘69’, ‘25’, ‘200’, ‘1383359’, ‘1383408’, ‘1384197’, ‘14’, ‘1384534’, ‘1384448’, ‘1384422’, ‘151’, ‘1384440’, ‘37’, ‘1384177’, ‘1384143’, ‘1384175’, ‘1384414’, ‘40’, ‘64’, ‘175’, ‘57’, ‘1384483’, ‘1384117’, ‘1383247’]

Landscape Character (120 respondents, 55%):

Respondents highlight that housing development at site 188 could harm the landscape character visible from public footpaths in and around Spa Ponds nature reserve. Site 188 occupies open fields forming part of Mansfield’s strategic green infrastructure and serves as a rural buffer between Forest Town and neighbouring settlements. Uninterrupted views from New Mill Lane, Peafield Lane and other footpaths include elevated viewpoints offering long-distance panoramas that would be compromised by residential construction. The existing tranquility and rural character contribute to recreational value and wildlife corridors that may be eroded by dense housing and infrastructure. Interruption of open countryside and loss of buffer strips could diminish ecological connectivity and affect species such as common toads, deer and birds. Preservation of site 188 is considered essential to safeguard the appearance and character of the landscape as experienced from multiple vantage points. Proposed mitigation, including buffer zones, may not fully prevent harm to landscape character and scenic views.

[‘1384145’, ‘54’, ‘198’, ‘1384136’, ‘1384539’, ‘1383478’, ‘203’, ‘33’, ‘1384341’, ‘1384439’, ‘1383520’, ‘1384403’, ‘169’, ‘1384178’, ‘1179641’, ‘1384398’, ‘30’, ‘1384258’, ‘19’, ‘52’, ‘1384158’, ‘144’, ‘1384474’, ‘84’, ‘1383415’, ‘1384176’, ‘1384133’, ‘1384535’, ‘1384409’, ‘1384173’, ‘72’, ‘4’, ‘1223032’, ‘172’, ‘1383503’, ‘138’, ‘1383476’, ‘5’, ‘53’, ‘1383369’, ‘1384528’, ‘1383364’, ‘28’, ‘1384198’, ‘1384408’, ‘1384399’, ‘24’, ‘93’, ‘1219454’, ‘1383410’, ‘207’, ‘111’, ‘1383292’, ‘1220057’, ‘44’, ‘1384204’, ‘1384447’, ‘8’, ‘145’, ‘1384421’, ‘1384530’, ‘1384298’, ‘7’, ‘1384132’, ‘1222943’, ‘49’, ‘55’, ‘173’, ‘1384135’, ‘1384450’, ‘1383361’, ‘6’, ‘1384438’, ‘32’, ‘11’, ‘1383913’, ‘3’, ‘83’, ‘1384337’, ‘41’, ‘68’, ‘1338264’, ‘1383360’, ‘1384134’, ‘1384400’, ‘1384478’, ‘23’, ‘1384415’, ‘1384529’, ‘1384356’, ‘1384153’, ‘1383409’, ‘1384460’, ‘50’, ‘Forest Town Heritage Group’, ‘1384150’, ‘34’, ‘205’, ‘38’, ‘1384154’, ‘Nottinghamshire Wildlife Trust’, ‘69’, ‘25’, ‘200’, ‘1384197’, ‘14’, ‘1384534’, ‘1384448’, ‘1384422’, ‘151’, ‘64’, ‘37’, ‘1384177’, ‘1384414’, ‘1384175’, ‘40’, ‘175’, ‘57’, ‘73’, ‘1383247’]

Heritage Setting and Strategic Green Infrastructure (100 respondents, 46%):

Respondents emphasise that the Heritage Setting and Strategic Green Infrastructure theme highlights the importance of site 188 as an integral element of Mansfield’s countryside network. Site 188 lies within Mansfield’s strategic green infrastructure and forms a vital countryside buffer that prevents the merging of Forest Town with Woodhouse and Clipstone. Housing on the site would risk fragmenting wildlife corridors used by species such as common toads and deer to access Spa Ponds nature reserve. Spa Ponds enjoys formal designations as a local green space, a local wildlife site and a community open space and has historic links to Sherwood Forest and the Dukeries estates. Development would undermine landscape character, medieval heritage associations, scenic views from public footpaths and the tranquility valued for recreation and well-being. Conversely, inclusion of buffer strips and interspersed greenspace within any policy allocation may offer partial mitigation by maintaining ecological connectivity and preserving key sightlines.

['1384145', '54', '1383291', '1384136', '1384539', '1383478', '33', '1384439', '1384149', '1384178', '1179641', '1384398', '19', '52', '1384610', '1384158', '201', 'Maun Conservation Group', '1384474', '84', '1384176', '1384535', '1384409', '1384609', '1384173', '72', '4', '1223032', '172', '1383503', '138', '1383476', '5', '119', '53', '1383369', '1384528', '1383364', '28', '1384399', '24', '93', '1219454', '207', '111', '1383292', '44', '1384447', '8', '145', '1384421', '1384298', '1384132', '1222943', '1384166', '49', '173', '1384450', '1383361', '6', '1384438', '32', '11', '3', '1384407', '83', '1384337', '41', '68', '1338264', '1383360', '1384134', '1384400', '1384478', '1384415', '1384153', '1383409', '1384479', '50', 'Forest Town Heritage Group', '34', '38', '1384154', 'Nottinghamshire Wildlife Trust', '69', '25', '200', '1384197', '14', '1384534', '1384448', '151', '64', '37', '1384414', '1384143', '40', '175', '57', '73']

Transport and Traffic Impact (78 respondents, 36%):

Respondents raise significant concerns about transport and traffic impact arising from the policy 'Housing allocation HELAA 188: Land forming part of Warren Farm'. New Mill Lane, Sandlands Way and Clipstone Road are already heavily trafficked and would face further congestion and potential gridlock from additional vehicle numbers. Junctions at New Mill Lane with Sandlands Way, Holly Road and Clipstone Road West are described as accident black spots with poor visibility, inadequate capacity and unsafe roundabouts. Narrow country lanes such as New Mill Lane lack footpaths, suffer frequent collisions and may not accommodate construction or additional daily traffic safely. A60, A6075 (Peafield Lane), A6117 and B6030 could experience heightened queueing and delays at peak hours, risking longer journey times and increased noxious fumes. Traffic growth would exacerbate noise and air pollution, raise carbon emissions and diminish amenity for local residents. Pedestrian and cyclist safety may be undermined by increased motorised traffic, with schoolchildren reportedly forced onto roadside verges and exposed to higher collision risk. Existing bus services are considered insufficient to mitigate car dependency, prompting calls for direct services to Nottingham, Derby and Sheffield and for improved local connections. Construction vehicle movements are expected to cause noise and disturbance and further strain the road network without committed infrastructure upgrades. Further traffic modelling is recommended to validate the benefits of proposed spine connections, ring roads or junction improvements before any housing development proceeds.

['1383291', '1384483', '1384531', '1384159', '1384341', 'Nottinghamshire County Council', '1384149', '1179641', '30', '1384158', '1384417', '197', '1384412', '1384133', '1384535', '1384240', '1384609', '1384419', '72', '1223032', '204', '1383503', '1384451', '29', '1383476', '17', '1384410', '119', '1383369', '1384198', '1384594', '93', '1383410', '207', 'Sherwood Oak Holdings', '1383522', '1384541', '1384204', '117', '1384447', '42', '1384530', '1384298', '7', '1384581', '1384191', '55', '1384135', '1384450', '60', '1384438', '1383913', '1384137', '2', '23', '139', '1384529', '1384362', '1384441', '1384479', '1384446', '10', '1384154', '1222089', '1383359', '1383408', '1383475', '1384197', '1384422', '64', '1384440', '37', '1384177', '1384143', '1384414', '1384174', '73', '1384117']

Social Infrastructure Capacity (76 respondents, 35%):

Respondents express concern that local social infrastructure is at capacity and would struggle to deliver adequate education, healthcare and other services if the policy were implemented. Existing GP surgeries operate at full capacity, leading to long waits and difficulty securing appointments. The only GP surgery in Mansfield Woodhouse may be overstrained by additional residents. Local schools are oversubscribed, with split classes and waiting lists for primary and secondary places. Forecasted return to pre-pandemic birth rates could further intensify demand on

school provision. Hospital services, including King's Mill Hospital and A&E departments, operate near full capacity and may resort to premature discharges. Public transport and road networks already face peak-time congestion that could worsen with more housing. Dental practices are not accepting new patients, suggesting further development may limit access to dental care. Social care at home and community facilities such as pharmacies and libraries are viewed as insufficient to support an increased population. No firm commitments to build new schools, GP surgeries, dental practices or community centres accompany the policy.

['42', '1384240', '1384298', '1384530', '7', '1384338', '1384581', '1384362', '1384191', '1384419', '1384609', '1384441', '1383291', '1384479', '1383290', '1384136', '55', '1223032', '1384531', '204', '1384135', '1384450', '1384159', '1384480', '203', '1384150', '1384451', '1384341', '17', '1384410', '1384149', '119', '1384446', '1384438', '1383369', '10', '1384403', '1384198', '1222089', '1384137', '1384178', '1384398', '1384594', '93', '1383359', '1383408', '1383410', '1384336', '207', '1384527', '1383522', '1338264', '1384422', '1384158', '1384417', '64', '1384177', '1384414', '1384175', '1384204', '117', '175', '1384247', '2', '1383415', '139', '1384447', '23', '1384412', '18', '1384133', '1384174', '1384529', '1384483', '1384117', '1383247']

Flood Risk and Surface-Water Management (18 respondents, 8%):

Respondents express concern that policy HELAA 188 would increase impermeable surfaces, leading to greater surface-water runoff into the Rivers Maun and Meden, heightening flood risk and potential pollution. Flooding already occurs regularly in the valley during heavy rainfall, and existing drainage measures such as rain gardens and soakaways are viewed as insufficient to cope with additional runoff. The land's downward slope towards adjacent housing is seen as exacerbating the risk of waterlogging in gardens and local roads. The necessity for sustainable drainage systems with ongoing management and retention of green space is emphasised to mitigate runoff. By contrast, the policy is said to face no technical or legal constraints regarding flood risk.

['1384541', '1383359', '1383408', '142', '17', '1384191', '1384527', 'Sherwood Oak Holdings', '1383522', '1384446', '1384479', '18', '73', '72', '1384198', '197', '1223032', '1222089']

Agricultural Land Use and Carbon Capture (2 respondents, 1%):

Respondents emphasise that the land remains in high-yield British farming and the policy could lead to the loss of current carbon capture benefits. The land is regarded as an important agricultural asset whose development may undermine both food production and carbon sequestration.

['1383290', '1384341']

Other (195 respondents, 89%):

Respondents express strong opposition to the policy. Site 188 lies adjacent to Spa Ponds nature reserve and may harm its ecological integrity. The farmland and woodlands could be lost forever if the greenfield site is concreted over. Infrastructure for sewage, water supply, roads and amenities is currently deemed insufficient to support new housing. Loss of rural open space may exacerbate heatwaves by reducing the natural cooling function of the landscape. Housing on site 188 could threaten protected species such as bats, newts, skylarks and deer. Visual and

heritage settings around a scheduled ancient monument may be undermined by large-scale development. Recreational and educational use of Spa Ponds for wildlife observation and school visits may be disrupted. Air quality and pollution levels may increase with additional traffic from 220 dwellings. Cumulative impacts on wildlife corridors and local green infrastructure may prove irreversible despite proposed buffer zones. Alternative development of brownfield and derelict sites may meet housing needs without encroaching on valued green spaces. The policy could conflict with national and local objectives to prioritise sustainable land use and biodiversity conservation. Initial ecological assessments and infrastructure plans may require significant enhancement before any housing could proceed responsibly. By contrast, exclusion of site 188 from the housing allocation list could preserve the district's environmental and community well-being.

['140', '1384145', '54', '198', '1383291', '1384136', '1384354', '1384539', '1384531', '1383478', '1384480', '1384159', '203', '1384467', '33', '1384341', '1384439', 'Nottinghamshire County Council', '1384149', '1383520', '1384403', '1384138', '169', '1384178', '1179641', '1384398', '1384336', '1384139', '30', '142', '1384258', '19', '52', '1384148', '1384610', '1384158', '1384417', '197', '201', 'Maun Conservation Group', '144', '1384474', '84', '1383415', '1384176', '1384412', '1384133', '1384214', '18', '1384535', '1384240', '1384338', '1384409', '1384173', '1384419', '1383290', '72', '4', '1223032', '172', '204', '1384162', '1383503', '1384451', '138', '1383476', '29', '17', '1384410', '5', '1384167', '53', '1383369', '1384418', '1383364', '1384459', '1384528', '28', '1384198', '1384408', '1384399', '1384594', '24', '93', '1219454', '1383410', '207', '1220326', '111', '1383292', '1384527', 'Sherwood Oak Holdings', '1220057', '1383522', '44', '27', '1384541', '1384204', '1384420', '117', '1384247', '1384447', '1384463', '1384406', '8', '145', '1384421', '42', '1384530', '1383362', '1384298', '7', '73', '1384132', '1222943', '1384191', '1384166', '49', '1384163', '55', '173', '1384135', '1384450', '1383361', '60', '6', '1384438', '56', '32', '11', '1383913', '3', '1384137', '1383363', '1384407', '83', '1384337', '41', '68', '1338264', '1384402', '1383360', '1384134', '1384540', '1384400', '1384478', '2', '139', '1384415', '1384529', '1384356', '1384153', '1222574', '1383409', '1384362', '1384155', '1384441', '1384142', '1384479', '1384460', '50', 'Forest Town Heritage Group', '1384150', '34', '205', '1384446', '38', '10', '1222089', 'Nottinghamshire Wildlife Trust', '69', '25', '200', '1383359', '1383408', '1383475', 'Forest Town Nature Conservation Group (FTNCG)', '1384197', '14', '1384534', '1384448', '1384422', '151', '1384440', '37', '1384414', '1384143', '1384175', '40', '64', '175', '57', '1384174', '1384483', '1383247']

HELAA 189

Number of responses to this policy: 5

Respondents flagged that policy HELAA 189 may exacerbate capacity constraints at local schools and overwhelm the local road network, and asked for residents' opinions to be taken into account.

Education infrastructure provision (1 respondent, 20%):

Policy HELAA 189 may exacerbate capacity constraints at local schools, which cannot accept additional pupils.

['1384531']

Transport network capacity (1 respondent, 20%):

The respondent suggests that policy HELAA 189 may overwhelm the local road network.

['1384531']

Other (1 respondent, 20%):

The respondent requests that residents' opinions be taken into account. Granting planning permission in this area is objected to.

['1384531']

Respondents include ['1384531', 'Historic England', '62', '50', '34'] The latter 3 were in relation to multiple sites and have been picked up elsewhere in this report.

HELAA 190

Number of responses to this policy: 70

Existing road capacity at key A60 junctions and local rat runs on Felton Avenue and the Fairways would struggle under extra traffic without major upgrades, risking delays, safety and air pollution. The Birches site is part of a green infrastructure corridor valued for wildlife habitats, dark skies, farmland and heritage features whose loss could harm biodiversity, flood management, local identity and informal recreation. Health, education and drainage systems operate at full capacity and could not absorb additional demand. Prioritising brownfield sites, funding infrastructure improvements and requiring detailed highway and drainage plans are proposed.

Highways and Traffic Capacity (58 respondents, 83%):

Respondents emphasised that the local road network is already at capacity during peak periods and would struggle to accommodate traffic from Housing allocation HELAA 190: The Birches. The junctions on the A60 at Peafield Lane, the Fairways, Felton Avenue and Park Hall Road are described as existing bottlenecks with queueing delays, poor visibility and tight turns that would be exacerbated by additional vehicles. Felton Avenue and The Fairways currently serve as rat-runs to avoid main road congestion, resulting in speeding, collisions, noise, air pollution and safety risks for pedestrians, cyclists and children. Debdale Lane's narrow bridge and estate roads such as Leeming Lane North and New Mill Lane are considered unsuitable for heavy development traffic, with closures or roadworks causing gridlock. Weight restrictions, a spine connection between Leeming Lane North and New Mill Lane and junction upgrades are proposed but deemed unfeasible without compulsory land purchase or major road widening. Current infrastructure is said to conflict with NPPF requirements for no severe residual cumulative impacts and local plan policy ST1 on safe, convenient access by all modes. Alternative sites with better access to principal routes (A60 and A6075) are cited as more suitable options. Without comprehensive traffic modelling and significant highway improvements, the

allocation is considered likely to worsen congestion, impede emergency vehicles, increase accident risk and degrade local amenity.

['183', 'Nottinghamshire County Council', '104', '1384477', '107', '1384381', '157', '164', '148', '168', '165', '184', '181', '1384541', '1384466', '163', '103', '154', '1384367', '166', '1384321', '190', '1384254', '192', '162', '126', '147', '113', '1384205', '179', '92', '150', '2', '1224109', '124', '99', '143', '100', '196', '1384172', '180', '97', '116', '85', '96', '20', '1383407', '101', '56', '106', '158', '102', '108', '176', '121', '1384170', '1338280', '160']

Biodiversity and Wildlife Habitat Protection (38 respondents, 54%):

Respondents express strong concern that development on site 190, known as The Birches, may undermine biodiversity and destroy wildlife habitats. Introduction of streetlighting adjacent to the Maun Valley green corridor may degrade dark skies and threaten nocturnal species in conflict with policies P7 and NE2. Site 190 comprises farmland supporting bats, hares, owls, deer, newts, lapwings, red kites, buzzards and other wildlife that may not adapt to a built-up environment. Site 190 lies within an IN2-designated strategic green infrastructure corridor and could split a key wildlife corridor, reducing outdoor amenities. Fields backing onto woodland and fishing lakes host protected species including badgers, birds of prey, great crested newts, water voles and egrets whose habitats could be harmed. Permanent loss of agricultural land is viewed as a threat to the rural setting that separates built-up areas, underpins biodiversity, sequesters carbon and provides natural flood defences. Heritage assets such as the original ice house, ha-ha and protected bluebell woods at Park Hall may be harmed by the allocation. Significant development in this position may require ecologist surveys as advised by Nottinghamshire Wildlife Trust to assess potential impacts on wildlife and habitats.

['183', '164', '1384477', '107', '1384381', '157', '168', '148', '165', '181', '1384541', '103', '154', '1384367', '166', '1384321', '192', '1383504', '162', '179', '113', '1384205', '150', '1224109', '100', '1384172', '180', '116', '85', '20', '101', '158', '108', '1384542', '121', '1384170', '1338280', '160']

Health and Medical Service Provision (37 respondents, 53%):

Respondents describe local health and medical services in Mansfield Woodhouse as already overstretched. Only one GP practice is operating at full capacity with limited parking and persistent difficulty in securing appointments. Dental services and pharmacies are reported to lack capacity and hospital waiting lists remain long. The policy could place additional demand on surgeries, pharmacies and hospitals if new facilities are not provided. Past housing developments have not delivered new medical infrastructure. Developers could be required to fund the construction of additional surgeries and pharmacies to prevent further strain. However, without firm commitments to expand health provision, further housing may exacerbate pressure on local health services.

['104', '1384477', '107', '1384381', '157', '164', '148', '168', '165', '1384541', '1384466', '103', '154', '1384367', '166', '1384321', '190', '126', '92', '113', '1384205', '150', '2', '1224109', '97', '116', '85', '94', '96', '20', '101', '56', '106', '102', '108', '121', '1338280']

Open Space, Recreation and Well-being (29 respondents, 41%):

The Birches is valued for its public footpaths, wildlife habitats and informal recreation, and policy development there is seen to undermine these qualities. Open spaces at the site serve as routes for dog walkers, runners and daily commuters and provide a quiet setting for community activities such as yoga and Pilates. Woodland corridors and adjacent fields support diverse species including deer, bats, herons, newts and nesting birds, while public rights of way link to fishing lakes and bluebell woods. Removal of these areas may sever connections to surrounding countryside and fragment a strategic green infrastructure corridor identified in the local plan. Loss of informal sports grounds, playing areas and natural landscapes could reduce opportunities for stress reduction, improved mood and social cohesion. Disruption to established walking routes and countryside views may eliminate cherished daily routines and limit family spaces that offer respite from urban surroundings. Increased housing is expected to intensify pressure on local services, exacerbate parking and road-safety issues during sporting events and worsen flood risk, air quality and water supply demands, further affecting public well-being.

['183', '164', '168', '107', '1384381', '184', '148', '181', '1384541', '103', '154', '1384367', '192', '1383504', '162', '179', '143', '100', '196', '180', '97', '94', '96', '20', '90', '158', '108', '1384170', '1338280']

Education Infrastructure (28 respondents, 40%):

Respondents express concern that local schools will be unable to accommodate additional pupils from site 190. Local primary and secondary schools operate at full capacity with no land for expansion and face teacher shortages. The absence of a new school makes the introduction of extra pupils unviable without expansion of educational provision. The nearest school lies over a kilometre away, which may render site 190 unsustainable in the absence of a bus route that meets highway design standards. Combined development on sites 190 and 376 may exacerbate demand for places at already oversubscribed schools. The planned 500 new homes may generate at least 500 children over time, which could require a new school or force daily crossings of busy roads, increasing traffic risks. School planning needs to precede any development.

['183', '168', '107', '1384381', '148', '165', '181', '1384541', '1384466', '103', '166', '154', '1384367', '190', '162', '126', '1384205', '150', '1224109', '180', '116', '94', '20', '101', '56', '102', '108', '96']

Drainage and Flood Risk (21 respondents, 30%):

Respondents raise concerns that the policy for Housing allocation HELAA 190: The Birches may exacerbate existing drainage issues and flood risks. Site 190 lies on a local flood plain that regularly holds water for months and turns into a temporary river in severe rain events due to insufficient drainage. A natural watercourse along the boundary often causes flooding of adjacent properties. Replacement of permeable fields with roofs and driveways could increase surface water runoff and potentially overwhelm rivers Maun and Meden. Existing sewers and surface water drains have required unblocking and recent upgrades have focused only on existing properties, suggesting limited capacity for additional demand. Combining site 190 with site 376

to deliver over 500 homes may place unsustainable pressure on drainage infrastructure without a detailed, deliverable mitigation plan. Proposed fields also function as natural flood defenses, and their permanent loss could further reduce the land's ability to manage floodwater.

['1384477', '184', '148', '165', '1384541', '1384466', '103', '166', '190', '126', '1384205', '150', '100', '196', '1384172', '97', '116', '85', '108', '1384542', '1384170']

Agricultural Land and Food Security (16 respondents, 23%):

Respondents express concern that Housing allocation HELAA 190: The Birches would permanently remove high-grade agricultural land crucial for food security and environmental health. The policy would eliminate fields that produce staple crops, underpin rural biodiversity, sequester soil carbon and act as natural flood defenses. Agricultural land classed as best and most versatile would be lost, undermining local tenant farmers and reducing domestic food production capacity. Loss of greenfield farmland may increase reliance on imports, boost food miles and elevate carbon emissions, heighten food prices and weaken national resilience. Development would cause irreversible harm to landscape character and wildlife habitats by removing open countryside and historical parkland. Safeguarding best and most versatile land through local plan policies, prioritising previously developed brownfield sites and embedding domestic food production objectives are proposed as mitigations. Allotment co-operatives, regenerative farming, agro-ecology trials and agroforestry corridors on surplus council land are suggested to support local food security and biodiversity.

['85', '164', '1384477', '101', '107', '184', '190', '166', '1384541', '158', '1384542', '97', '1384205', '163', '94', '1338280']

Heritage Assets and Historic Parkland (7 respondents, 10%):

Respondents express concern that Heritage Assets and Historic Parkland would be harmed by the policy. HELAA 190 may harm the original ice house of Park Hall, the original ha-ha and the protected Bluebell Wood under the Wildlife and Countryside Act 1981. The land is described as rich in nature, providing a scenic environment and holding historic value linked to Park Hall. Fields lie adjacent to a local wildlife site, including surrounding woods and a fishing lake, and development could bring new buildings into close proximity to Park Hall Vets, a listed building. Part of Manor Park may be lost as a community resource. HELAA 190 could result in the loss of historic parkland and high-grade agricultural land dating back to 1600, integral to the Park Hall landscape. Development would require removal of part of the manor complex currently used by locals and increase visitor numbers. Remnants of a stone boundary wall, believed to be a variant of a ha-ha, would be destroyed, jeopardising a local heritage asset that links to the historic Park Hall estate and contributes to local identity. The site's proximity to the old Park Hall estate risks damaging the area's character and severing connections to its history.

['164', '101', '168', '143', '196', '1384205', '94']

Other (56 respondents, 80%):

Respondents request measures such as empty dwelling management orders, compulsory purchase orders, council tax premiums and partnerships with housing associations to bring long-term empty homes back into use. Use of brownfield sites including redundant town centre properties and the civic centre is recommended before any greenfield development. Provision of affordable flats on underused commercial sites like former department stores is seen as a way to revitalise the town and reduce pressure on open land. Developer contributions are expected to secure road, rail and drainage infrastructure improvements in tandem with any new housing. Transport links are said to require enhancement through direct train services and express bus routes, alongside footpath, cycling and school-street measures to support active travel. Inclusion of the proposed spine connection and a pedestrian bridge over the River Maun is viewed as necessary to integrate any new development. Air quality monitoring, pollution mitigation and capacity upgrades for sewage systems are cited as prerequisites for expansion. Renovation of empty properties is described as a lower-carbon, cost-effective alternative to large-scale new builds.

['Nottinghamshire County Council', '104', '1384477', '107', '1384381', '157', '164', '148', '184', '165', '181', '1384541', '1384466', '163', '103', '154', '1384367', '166', '105', 'Old Mansfield Woodhouse Society', '190', '159', '1383504', '162', '126', '147', '113', '179', '92', '150', '2', '1224109', '124', '99', '100', '196', '1384172', '180', '97', '116', '85', '96', '1383407', '101', '56', '90', '106', '110', '158', '108', '1384542', 'Mansfield Woodhouse Community Development Group', '176', '1384170', '1338280', '160']

HELAA 191

Number of responses to this policy: 2

Respondents highlight potential amenity impacts from the adjacent EPR facility and advise that the scope and phasing of associated improvements be included in the revised local plan. Concerns are raised about capacity at Heathlands Primary, nearby Rainworth schools and Hill View Surgery in relation to HELAA 191, suggesting assessment of school places and health provision expansion. Respondents emphasise that education and health institutions must support the population growth to maintain Rainworth's role as a service centre.

Amenity impacts from adjacent EPR facility (1 respondent, 50%):

Amenity impacts to the policy may need consideration in relation to the adjacent permitted EPR facility.

['Environment Agency']

Education infrastructure capacity (1 respondent, 50%):

The respondent raises concerns about education infrastructure capacity in relation to HELAA 191: Land rear of Helmsley Road. Heathlands Primary School is currently at capacity and may be unable to expand to serve pupils from the policy. Assessment of nearby schools' capacity could be necessary if expansion proves impractical. HELAA 191 is projected to be developable after year 11, by which time the current surplus of places in Rainworth schools may not be sufficient, risking inadequate provision for new pupils.

['Newark & Sherwood District Council']

Health infrastructure capacity (1 respondent, 50%):

The respondent indicates that Hill View Surgery is currently at capacity. Health infrastructure capacity at Hill View Surgery may require investment to accommodate new patients arising from the policy for HELAA 191: Land rear of Helmsley Road.

['Newark & Sherwood District Council']

Other (1 respondent, 50%):

The respondent highlights that education and health institutions need to support the population increase arising from policy HELAA 191 to ensure Rainworth maintains its role as a service centre.

['Newark & Sherwood District Council']

HELAA 192

Number of responses to this policy: 4

Respondents note that HELAA site 192 at Ashland Farm is landlocked by adjacent draft allocations and housing, with access reliant on rights of way through Ashfield's H1SS allocation or site 58, neither of which has confirmed access arrangements or assessed highway capacity and cumulative impacts. Clarification is needed on discrepancies between the site boundary shown in the Plan of Potential Sites and HELAA Appendix B. The site lies in Flood Zone 1 with minimal surface water risk and is free of environmental or heritage constraints. Respondents highlight its role in maintaining separation between Mansfield and Sutton-in-Ashfield and welcome cross-boundary infrastructure funding discussions to support phased deliverability and alignment with spatial strategy and placemaking objectives.

Landlocked Configuration (3 respondents, 75%):

Respondents highlight that site HELAA 192: Land at Ashland Farm is landlocked by a draft allocation within Ashfield to the west and by residential development on its other boundaries. Site HELAA 192 could secure access through existing rights of way via the adjacent draft Ashfield allocation. Uncertainty remains over whether access through HELAA site 58 (Fields Farm) has been secured as part of its development. Connectivity might be achieved by linking with the neighbouring

scheme delivered under permission ref 20130435ST. Highway capacity and the cumulative impacts of any new access for site HELAA 192 via Ashfield's H1SS have not been assessed. Ashfield's pre-submission Local Plan proposed allocation H1SS did not allow for the incorporation of highway access to site HELAA 192.

['Richborough', '1384389', '1384396']

Highway Access & Capacity (3 respondents, 75%):

Respondents raise concerns about highway access and capacity in relation to the policy. Existing rights of access could secure a more direct link from land to the west, including areas in Ashfield, into Mansfield. Capacity estimates for allocation H1SS (land east of the A6075 Beck Lane, Skegby) did not allow for incorporation of highway access to the policy. Highway capacity and cumulative impacts of any access to the policy via site H1SS in Ashfield have not been assessed. Further traffic modelling may be required to validate assumptions that the spine connection road would improve traffic flow. It is unclear whether access through HELAA 58 (Fields Farm, Abbott Road) to the policy has been secured as part of its development.

['1384389', 'Nottinghamshire County Council', '1384396']

Phasing & Deliverability (2 respondents, 50%):

Respondents note that the Ashfield pre-submission local plan allocation h1ss did not allow for highway access to HELAA site 192 Land at Ashland Farm. The potential for phased growth at HELAA site 192 rests on access through the draft Ashfield site, which could support housing delivery across district boundaries. However, access via HELAA site 58 Fields Farm, Abbott Road remains unconfirmed. Highway capacity and cumulative impacts of any access through site h1ss have not been assessed. The latest HELAA assessment identifies HELAA site 192 as a second development phase, following resolution to grant for the first phase.

['Richborough', '1384389']

Cross-boundary Connectivity & Infrastructure Funding (1 respondent, 25%):

The respondent welcomes further discussions on jointly funding appropriate infrastructure to serve the policy site HELAA 192: Land at Ashland Farm, Skegby Lane and any future allocations of the site.

['1384389']

Site Boundary Definition (1 respondent, 25%):

The respondent highlights inconsistent depiction of the site boundary for Housing allocation HELAA 192: Land at Ashland Farm between the "Plan of Potential Sites" and HELAA Appendix B. Clarification of the site boundary could resolve these discrepancies.

['1384389']

Flood Risk & Drainage (1 respondent, 25%):

The respondent notes that the site lies in Flood Zone 1 and is only minimally affected by surface water flood risk. Surface water risk areas could be left undeveloped to eliminate the need for sequential testing.

['1384396']

Environmental & Urban Separation Considerations (1 respondent, 25%):

The respondent highlights that the policy's assessment omits any reference to the role of the land at Ashland Farm and adjoining parcels in maintaining separation between Mansfield and Sutton-in-Ashfield. The omission may overlook the importance of these sites as green buffers supporting distinct settlement identities. Consideration of their function in preventing urban coalescence could be needed to safeguard local landscape character.

['1384389']

Other (3 respondents, 75%):

Respondents emphasise that Housing allocation HELAA 192: Land at Ashland Farm remains available, suitable and deliverable and could help meet Mansfield's growing housing needs. Site 192 may be identified for allocation in the forthcoming Regulation 19 plan. Cross-boundary issues need to be addressed to ensure integration with neighbouring areas. Discrepancies between the mapping and the assessment text could warrant boundary clarification. The site is said not to contain and is not near any designated environmental or heritage assets. Its location may be highly sustainable, as demonstrated by neighbouring approvals. It is unclear whether the site has been reasonably assessed as an alternative option. The land is unconstrained and adjoins parcels that are allocated, proposed or under delivery. The site may align with the council's spatial strategy and placemaking policy objectives while meeting cross-boundary requirements.

['Richborough', 1384389', 1384396']

HELAA 193

Number of responses to this policy: 2

Development near Sites of Special Scientific Interest is said to risk biodiversity and ecosystem services; local education infrastructure is deemed unable to absorb additional pupils; housing allocation HELAA 193 is expected to drive urban sprawl, merge settlements, remove countryside buffer zones and undermine rural character and settlement boundaries in conflict with National Planning Policy Framework principles; local road capacity is considered insufficient for extra traffic; respondents also urge that community views be fully taken into account.

Proximity to SSSIs and biodiversity (1 respondent, 50%):

The respondent warns that development of the policy in close proximity to or within the impact range of Sites of Special Scientific Interest may pose a serious risk to biodiversity, ecosystem services and the integrity of nationally protected habitats.

['62']

Education infrastructure capacity (1 respondent, 50%):

The respondent states that local education infrastructure cannot accommodate any additional pupils generated by the policy.

['1384531']

Urban sprawl and settlement coalescence (1 respondent, 50%):

The respondent considers that the policy would significantly contribute to urban sprawl by merging distinct settlements into a single conurbation and would undermine local identity and community cohesion.

['62']

Countryside buffer zones (1 respondent, 50%):

The respondent states that the proposed allocation could eliminate vital countryside buffer zones between Clipstone, Forest Town and Mansfield Woodhouse. This removal would eradicate essential visual and ecological breaks and potentially undermine the area's primarily rural character.

['62']

Settlement boundary maintenance (1 respondent, 50%):

The respondent contends that the allocation conflicts with the National Planning Policy Framework's sustainable development principles, which require protection of green infrastructure and maintenance of settlement boundaries. The allocation may drive urban sprawl by merging separate settlements into a single conurbation, undermining local identity and community cohesion.

['62']

Highway capacity and traffic impact (1 respondent, 50%):

The respondent states that local road capacity may be insufficient to accommodate additional traffic generated by Housing allocation HELAA 193: Land off Clipstone Drive.

['1384531']

Other (1 respondent, 50%):The respondent calls for people's views to be taken into account. Planning development may not be acceptable in this area.

['1384531']

HELAA 204

Number of responses to this policy: 1

Respondents noted that existing schools are at capacity and cannot accommodate additional pupils. They highlighted that Meden Medical Surgery has been stretched since Riverbank Medical's closure, leading to long waits and referrals to A&E. Concerns were raised about green belt land loss and Warsop's limited infrastructure for housing allocation HELAA 204: Elkesley House. Respondents also described dental services as unable to meet local demand and stated that satisfactory GP surgery provision would be needed for the proposed HELAA 204 development.

School place provision (1 respondent, 100%):

The respondent notes that additional school places are needed but existing schools are already full and have no room to take more pupils.

['Vibrant']

GP surgery capacity (1 respondent, 100%):

The respondent highlights that Meden Medical Surgery has absorbed so many patients from the closure of Riverbank Medical that it may not cope with the additional thousands. Appointment availability is described as excessively worrying, leading to residents being advised to attend A&E.

['Vibrant']

Green belt land impact (1 respondent, 100%):

The respondent expresses local concern regarding development on green belt land in relation to Housing allocation HELAA 204: Elkesley House.

['Vibrant']

Infrastructure capacity (1 respondent, 100%):

The respondent states that Warsop has insufficient infrastructure capacity to support the new housing under HELAA 204: Elkesley House.

['Vibrant']

Dental service provision (1 respondent, 100%):

The respondent highlights that locals are unable to see a dentist. Dental service provision for the policy may therefore be inadequate.

['Vibrant']

Other (1 respondent, 100%):

The respondent indicates that support for the proposed development at HELAA 204 may be contingent on ensuring that the doctor's surgery provision is satisfactorily addressed.

['Vibrant']

HELAA 205

Number of responses to this policy: 1

Respondents note that housing at Land off Cuckney Hill could impact the green belt; Meden Medical Surgery and dental practices are struggling to meet current demand following the closure of Riverbank Medical, and extra residents could worsen appointment delays or increase accident and emergency attendance; local schools are full and need additional places before they can accept new pupils; and infrastructure in Warsop may not support the proposed housing.

Green belt land impact (1 respondent, 100%):The respondent warns that Housing allocation HELAA 205: Land off Cuckney Hill may raise local concern if it involves developing green belt land.

['Vibrant']

Healthcare service infrastructure (1 respondent, 100%):

The respondent notes that Meden Medical Surgery is unable to cope with extra patients following the closure of Riverbank Medical. Difficulty obtaining GP appointments may be exacerbated by any further population increase, and directing patients to A&E could be inappropriate. Dental services also appear insufficient to meet current local demand. Policy HELAA 205 may need to ensure enhanced GP and dental capacity before any development proceeds.

['Vibrant']

Education infrastructure capacity (1 respondent, 100%):

The respondent highlights that local schools are operating at capacity and have no room to accommodate pupils from the policy. The policy should only proceed once additional school places are provided.

['Vibrant']

Dental service provision (1 respondent, 100%):

The respondent notes that local dental services are currently unable to meet demand, with residents unable to secure appointments. Insufficient dental capacity may be exacerbated by the policy at HELAA 205, risking further strain on provision for existing and new residents.

['Vibrant']

Other (1 respondent, 100%):

Under the 'Other' theme, the respondent highlights that infrastructure capacity in Warsop may be insufficient to support new housing under the policy.

['Vibrant']

HELAA 206

Number of responses to this policy: 1

Respondents highlight insufficient capacity in local infrastructure and services to support new housing at HELAA 206. Meden Medical Surgery is overstretched following the closure of Riverbank Medical, with routine appointments scarce, dental services unavailable and patients directed to A&E. Local primary schools are full and have waiting lists that prevent additional pupils. The release of green belt land may undermine its open character and environmental protections and reduce recreational access and biodiversity. Respondents warn it could set a precedent for further sprawl and cause landscape and habitat impacts that are hard to mitigate.

Local infrastructure capacity (1 respondent, 100%):

The respondent identifies insufficient local infrastructure capacity to support new housing at policy HELAA 206: Land North of Laurel Avenue.

['Vibrant']

Green belt land impact (1 respondent, 100%):

The respondent argues that policy Housing allocation HELAA 206: Land North of Laurel Avenue may undermine the open character of the green belt and erode local environmental protections. Green belt release could reduce public access to recreational space and diminish biodiversity sustained by farmland. Development on the urban edge may set a precedent for further sprawl beyond the current boundary. Adverse impacts on landscape character and wildlife habitats may be difficult to offset through mitigation measures.

['Vibrant']

Healthcare facility provision (1 respondent, 100%):

The respondent states that Meden Medical Surgery is overstretched after absorbing patients from the closure of Riverbank Medical and could not accommodate thousands of additional patients from the policy. Meden Medical Surgery struggles to offer routine appointments, leading residents to be directed to A&E. Residents are unable to access dental services. Development support for the policy should only proceed once GP surgery capacity is increased.

['Vibrant']

Primary education capacity (1 respondent, 100%):

The respondent states that local primary schools are full and have waiting lists that prevent them from taking additional pupils. Development support should be contingent on the provision of additional primary school places.

['Vibrant']

HELAA 207

Number of responses to this policy: 4

Respondents highlight that site HELAA 207 extends beyond the existing urban boundary into active agricultural land, breaches the railway's natural edge and alters the area's rural landscape. They note that housing here may disrupt local visual coherence and convert valued farmland into development. Additional pressure on full-capacity schools, GP and dental services and the need for effective drainage to manage field runoff are also identified. Concerns include steep site access routes hindering construction, potential harm to wildlife habitats and the importance of respecting green infrastructure designations and landscape character policies.

Settlement boundary and urban form (4 respondents, 100%):

Respondents express concerns about settlement boundary and urban form in relation to Housing allocation HELAA 207: Land North of Lime Crescent/Birch Street. Site 207 lies outside the current urban boundary and beyond the existing urban edge. It would drastically extend the built boundary of Warsop District into agricultural areas and breach the railway line's natural limit to the built-up area. Local concern arises over development encroaching on green belt land. Site 207 would not align with existing development patterns in the surrounding area

['1187152', '1384445', 'Vibrant', 'Warsop Footpaths & Countryside Group']

Landscape and visual impact (3 respondents, 75%):

Respondents note that policy HELAA 207 occupies agricultural land visible from miles away and may significantly alter the area's landscape character. The landscape possesses aesthetic value and contributes to views across the parish. Housing may not integrate with the scale and style of surrounding development, potentially disrupting local visual coherence.

['1187152', '1384445', 'Warsop Footpaths & Countryside Group']

Agricultural land use (2 respondents, 50%):

Policy HELAA 207 would convert agricultural land into housing, extending the built boundary of Warsop district beyond the railway line's natural limit. Site 207 lies in active agricultural use and its development may alter the landscape visible from miles away, comparable to the solar farm in Meden Vale.

['1187152', '1384445']

Education capacity (2 respondents, 50%):

Policy HELAA 207 may place additional pressure on local schools, which are reported to be at full capacity and have existing waiting lists. Support for new housing under this policy may be conditional on the provision of extra school places, but schools may have no room to accommodate more pupils.

['1187152', 'Vibrant']

Healthcare capacity (2 respondents, 50%):

Local GP surgery capacity may be insufficient to support additional housing from policy HELAA 207: Land North of Lime Crescent/Birch Street. The Meden Medical Surgery struggles to cope with patients absorbed from the closure of Riverbank Medical and may force residents to attend A&E due to difficulty securing appointments. Dental practices may also lack capacity to meet local demand.

['1187152', 'Vibrant']

Flood risk and drainage (1 respondent, 25%):

The respondent states that flooding issues arise from run-off across the fields, so effective Sustainable Urban Drainage Systems would be required prior to any development of the policy.

['Warsop Footpaths & Countryside Group']

Site access and connectivity (1 respondent, 25%):

The respondent raises concerns about site access and connectivity to the policy. A steep drop along Vermont Close could hinder access. Construction vehicles may lack a suitable route to the site, potentially impeding development operations.

['1187152']

Biodiversity and habitat (1 respondent, 25%):

The respondent warns that the policy could harm local wildlife and diminish natural habitats. The policy may lead to habitat loss and a decline in biodiversity.

['1187152']

Other (2 respondents, 50%):

Respondents note that Warsop lacks the infrastructure required to accommodate new housing. The allocation lies within an area of strategic green infrastructure as defined by policy IN2. The site forms part of a gateway to the Mansfield district and development could affect the tourism potential of the Sherwood Forest area. Support for development could be conditional on addressing capacity at the local doctor's surgery. The land is classified as 'conserve' within a landscape character policy zone (policy NE1).

['Vibrant', 'Warsop Footpaths & Countryside Group']

HELAA 208

Number of responses to this policy: 1

Existing schools are full with waiting lists and need extra places for pupils from Housing allocation HELAA 208. Medical facilities, including GP surgeries after closure of Riverbank Medical, lack capacity and may force patients to A&E, while dental services cannot meet current demand. Allocating land off Netherfield Lane

risks undermining green belt protection, and development should proceed only after GP surgery capacity is addressed.

School place provision (1 respondent, 100%):

The respondent states that additional school places would be required to serve pupils arising from Housing allocation HELAA 208: Land off Netherfield Lane. Existing schools are full, have no capacity and maintain waiting lists.

['Vibrant']

Local infrastructure capacity (1 respondent, 100%):

The respondent asserts that local medical facilities lack capacity to absorb additional patients from the closure of Riverbank Medical. GP surgeries may be unable to meet growing demand, forcing patients to seek treatment at A&E. Dental services appear insufficient to serve the existing population. Existing schools are full, with no room for extra pupils and active waiting lists, making additional school places necessary. Warsop lacks the infrastructure capacity required to support new housing on the policy.

['Vibrant']

General practice capacity (1 respondent, 100%):

The respondent states that Meden Medical Surgery cannot cope with the extra patients absorbed from the closure of Riverbank Medical. Residents find it worrying to secure a doctor's appointment and should not have to be told to go to A&E.

['Vibrant']

Dental services provision (1 respondent, 100%):

The respondent notes that dental services provision is inadequate for existing demand, resulting in locals being unable to see a dentist.

['Vibrant']

Green belt land protection (1 respondent, 100%):

The respondent is concerned that allocating land off Netherfield Lane (policy HELAA 208) for housing could undermine the green belt's protective function.

['Vibrant']

Other (1 respondent, 100%): Development should proceed only after the issue of the doctor's surgery is addressed.

['Vibrant']

HELAA 210

Number of responses to this policy: 1

Respondents note that Warsop lacks the infrastructure capacity to support housing at the former Meden Vale Village Hall. They warn that building on green belt land could weaken its role in preventing urban sprawl and harm the open character and visual amenity of the countryside, making boundaries more vulnerable if sites are released without clear justification. Additional school places are needed as existing schools have waiting lists and insufficient space for more pupils. Respondents highlight that Meden Medical Surgery may struggle to cope with extra patients after the closure of Riverbank Medical, that appointment availability is poor, dental care access is limited, and that medical services would need strengthening before the proposals proceed.

Infrastructure capacity (1 respondent, 100%):

The respondent states that Warsop currently has no infrastructure capacity to accommodate the proposed housing allocation HELAA 210: Former Meden Vale Village Hall.

['Vibrant']

Green belt land impact (1 respondent, 100%):

The respondent warns that development on green belt land could weaken its essential role in preventing urban sprawl. The policy for former Meden Vale Village Hall may risk eroding the open character and visual amenity of surrounding countryside. Green belt boundaries could become more vulnerable if sites are released without clear justification. Maintaining green belt integrity is considered vital for preserving local environmental quality and preventing unchecked expansion.

['Vibrant']

School place provision (1 respondent, 100%):

The respondent states that additional school places must be provided because existing schools have waiting lists and lack capacity to admit further pupils.

['Vibrant']

Medical services capacity (1 respondent, 100%):

The respondent highlights that Meden Medical Surgery may be unable to cope with the additional patients resulting from the closure of Riverbank Medical. Appointment availability is poor, creating concern that patients could be directed to A&E. Dental care access is limited by existing waiting lists. Medical provisions would need strengthening before supporting the policy.

['Vibrant']

HELAA 219

Number of responses to this policy: 4

Respondents note that the Clipstone Headstocks regeneration scheme will revitalise the former colliery site at Clipstone Football Ground by providing enhanced sporting facilities that offset previous losses and create a new home for local teams. Respondents say that the proposed dwellings are integral to the scheme and may extend benefits across all parts of Clipstone despite its Newark & Sherwood location. Respondents also consider that the housing allocation, though currently assessed as deliverable after year 11, could be brought forward earlier due to its pivotal role in delivering the regeneration.

Healthcare Infrastructure (1 respondent, 100%):The respondent emphasises that any development at Housing allocation HELAA 218: Land off Forest Road must be matched by strategic investment in primary healthcare services to meet the needs of both new and existing residents. Local GP services, particularly Sherwood Medical Partnership on Crown Farm Way, are currently overstretched. Additional demand from the policy could risk further decline in service provision.

['Kings Clipstone Parish Council']

Traffic Management and Highway Condition (1 respondent, 100%):

The respondent raises concerns about traffic management and highway condition in relation to development at policy HELAA 218: Land off Forest Road. The site lies on roads already in poor repair with narrow widths and lack of adjacent cycle paths, creating hazardous pinch points at pedestrian refuges and making cycling unsafe amid high traffic volumes. Development under the policy could accelerate road deterioration and increase traffic on the B6030, leading to congestion and longer travel times. Road safety risks for pedestrians and cyclists may be heightened without a clear and enforceable traffic management strategy that includes substantial infrastructure improvements, footpath widening and pedestrian safety measures. A comprehensive assessment of cumulative impacts alongside other developments is needed due to the existing strain on the B6030 and related infrastructure.

['Kings Clipstone Parish Council']

Cycling Infrastructure (1 respondent, 100%):

The respondent states that existing road conditions around policy HELAA 218 may be unsafe for cyclists due to high vehicular traffic volumes, lack of adjacent cycle paths, narrow carriageways in Kings Clipstone and hazardous pinch points at pedestrian refuges in Clipstone.

['Kings Clipstone Parish Council']

Education Infrastructure (1 respondent, 100%):

The respondent notes that local schools are operating at or near full capacity and any population increase from development under the HELAA 219 policy must be met

with proportional investment in education infrastructure, including additional school places.

['Kings Clipstone Parish Council']

Sporting facilities provision (1 respondent, 25%):

The respondent states that the Clipstone Headstocks regeneration scheme will revitalise the former colliery site at Clipstone Football Ground by creating enhanced sporting facilities that provide a new home for local sports teams, more than compensating for the facilities lost on this site. The project may boost community sports provision through upgraded pitches and amenities that offset previous losses.

['Newark & Sherwood District Council']

Spatial distribution of benefits (1 respondent, 25%):

The respondent states that the policy's proposed dwellings on Clipstone Football Ground are integral to delivering the Clipstone Headstocks regeneration scheme. The regeneration scheme may benefit all parts of Clipstone despite being located in Newark & Sherwood.

['Newark & Sherwood District Council']

Delivery timetable and phasing (1 respondent, 25%):

The respondent considers that although Housing allocation HELAA 219: Clipstone Football Ground is currently assessed as deliverable after year 11, its role within the regeneration scheme could enable earlier delivery.

['Newark & Sherwood District Council']

Pedestrian Infrastructure (1 respondent, 100%):

The respondent asserts that pedestrian infrastructure around policy HELAA 218: Land off Forest Road is inadequate and undermines local connectivity and safety. A clear and enforceable traffic management strategy may be required, including substantial road infrastructure upgrades, footpath widening and pedestrian safety measures, for the development to be sustainable. Existing footpaths in several locations are missing or too narrow to accommodate wheelchairs or pushchairs. The lack of continuous or fully accessible pedestrian routes between Kings Clipstone, Sherwood Pines and Clipstone could make safe passage difficult for families, elderly residents and individuals with mobility challenges. The absence of safe and inclusive pedestrian access may raise safety concerns given the area's popularity with walkers, cyclists and visitors to Sherwood Forest, Sherwood Pines, Vicar Water and surrounding green spaces. Mansfield District Council may need to reconsider the proposal unless accessible and safe pedestrian routes are fully assessed and addressed.

['Kings Clipstone Parish Council']

Residential development integration (1 respondent, 25%):

The respondent states that the proposed dwellings on Clipstone Football Ground are integral to delivering the Clipstone Headstocks regeneration scheme, which lies in Newark & Sherwood but could benefit all parts of Clipstone.

['Newark & Sherwood District Council']

Respondents include ['Newark and Sherwood District Council', 'Kings Clipstone Parish Council', 'Nottinghamshire County Council', '1384204'] The latter 2 of these covered multiple sites and has been picked up elsewhere in this report.

HELAA 245

Number of responses to this policy: 1

Respondents urged establishment of buffer zones and green corridors around the Old Sports Ground Warsop Vale (HELAA 245) to shield adjacent SSSI and Local Wildlife Site habitats from edge effects and disturbance. They emphasised the site's role in ecological network continuity supporting rare and scarce species and called for strict biodiversity safeguards. Environmental and landscape concerns were highlighted regarding the proposed traveller site allocation given the site's proximity to Hills & Holes and Sookholme Brook SSSIs and its inclusion within the local wildlife site.

Buffer Zone Provision (1 respondent, 100%):The respondent calls for buffer zones and green corridors around the Old Sports Ground Warsop Vale. Such provision may protect adjacent SSSI and LWS habitats from edge effects and disturbance.

['Nottinghamshire Wildlife Trust']

SSSI Interface Management (1 respondent, 100%):

The respondent calls for buffer zones and green corridors to be established around policy HELAA 245: Old Sports Ground Warsop Vale to protect adjacent SSSI and Local Wildlife Site habitats from edge effects and disturbance.

['Nottinghamshire Wildlife Trust']

Local Wildlife Site Protection (1 respondent, 100%):

The respondent calls for strict safeguards for the Warsop Vale sports ground Local Wildlife Site. Buffer zones and green corridors may be required to reduce disturbance and edge effects on adjacent SSSI and LWS habitats. A presumption against development may be applied to all sites of local biodiversity value. The site is presented as a crucial link in an ecological network supporting rare and scarce species and should be protected from development.

['Nottinghamshire Wildlife Trust']

Ecological Network Continuity (1 respondent, 100%):

The respondent emphasises the role of the Old Sports Ground, Warsop Vale (HELAA 245) in maintaining ecological network continuity. Ecological network continuity may support rare and scarce species, indicating that the site must be safeguarded from development. Establishment of buffer zones and green corridors around the site could protect adjacent SSSI and LWS habitats from edge effects and disturbance.

['Nottinghamshire Wildlife Trust']

Other (1 respondent, 100%):

The respondent objects to the policy to allocate site 245 as a traveller site on environmental and landscape grounds. The eastern boundary abuts Hills & Holes and the Sookholme Brook SSSI. The majority of the site lies within the Warsop Vale Sports Ground local wildlife site (LWS).

['Nottinghamshire Wildlife Trust']

HELAA 266

Number of responses to this policy: 10

Respondents note that the proposed development would remove the only nearby green spaces where families exercise, children play and community groups meet, with few local alternatives. Loss of fields off Bernard Road and along Wainwright Avenue could restrict access to safe outdoor recreation for all ages and conflict with the site's charitable designation for community open space. Concerns include reduced biodiversity, increased flood risk, higher traffic congestion and air pollution, and added pressure on GP services and schools. Suggestions include reclassifying the land to community open space, retaining existing play facilities and providing a spine connection bridge with further transport modelling.

Community Health and Wellbeing (8 respondents, 80%):

Policy HELAA 266: Land off Bernard Road may undermine community health and wellbeing by removing vital green space for exercise, social interaction and mental restoration. The park on Wainwright Avenue is described as the only nearby area where children regularly play football with their parents. Loss of green fields could eliminate local spaces for dog walking, outdoor play and fresh air. Limited alternative recreational sites in the vicinity may worsen access to outdoor exercise, with heavy industrial zones in the West Midlands noted to offer more space for sports. Requests for alternative locations where families can exercise reflect concerns that development would contravene government recommendations on open space provision. The Wainwright Avenue and 15 Abbot Road football fields function as valued settings for walking, picnics and community activities. Outdoor play is presented as vital for children's physical and mental health, and complete development of the green spaces could deprive residents of safe, local areas for

nature connection. Policy 266 may remove a green space crucial for accessible recreation and health hub sessions, limiting outdoor access for those with limited mobility and community wellbeing initiatives.

['1384423', '1384171', '1384211', '65', '1384392', '1384605', '1384164', '972387']

Recreational Amenity Provision (8 respondents, 80%):

Respondents stress the value of existing recreational amenities around site 266, highlighting their role in providing safe, local spaces for children's play, sports, dog walking and socialising. Playground equipment on Wainwright Avenue was removed years ago for safety reasons and remains unreplaced, reducing local play provision. The Orlits playing field and the football pitches on Wainwright Avenue and Abbot Road serve as community hubs, including sessions run by a local health and wellbeing centre. Loss of these spaces could diminish opportunities for exercise, informal sports and connection with nature, with potential impacts on physical and mental health. Provision of safe access without road crossings is highlighted as essential for young children and older family members. No alternative location offers the freely accessible football goal posts and informal play areas currently available. The policy would remove the only remaining open space for many nearby families, raising concerns over the sufficiency of recreational amenity provision.

['1384423', '1384171', '1384211', '65', '1384392', '1384605', '1384164', '972387']

Accessibility and Social Inclusion (4 respondents, 40%):

Respondents emphasise that the housing allocation policy could reduce access to essential local green space and undermine opportunities for inclusive community activities. Land off Bernard Road currently provides a safe venue for walking, picnicking, sports and wildlife observation without requiring children or carers to cross major roads. Use by a health and well-being hub for adult and child sessions could be lost if the site is developed. Existing losses of open space around Abbott Road and Beck Lane generate a sense of enclosure and further restrict accessibility. Loss of this space could eliminate the only nearby green area suitable for children's play and for older residents with limited mobility.

['1384605', '65', '1384423', '972387']

Land Designation and Planning Compliance (3 respondents, 30%):

Land off Bernard Road's designation within the policy may conflict with its charitable purpose as allotments for the labouring poor. Protective reclassification to community open space could align the site with its original intent and comply with charitable obligations. Inclusion of a spine connection route and related infrastructure improvements could be detailed within the revised local plan to ensure planning compliance. Retention of the existing open space/play area around Mellors Road and Wainwright Avenue may maintain recreational provision. Maintaining goal posts and other play facilities could complement proposed development on the former school field (reference 20) and uphold community use.

['Nottinghamshire County Council', 65', 1384423']

Traffic Impact and Air Quality (2 respondents, 20%):

Respondents express concern that the policy for Housing allocation HELAA 266: Land off Bernard Road may exacerbate road congestion and air pollution. Additional vehicle movements may elevate pollutant concentrations. Unsafe conditions around Wainwright Avenue park may result from higher traffic volumes, reducing children's ability to play outdoors safely.

['1384164', '1384171']

Biodiversity and Ecology (2 respondents, 20%):

Respondents emphasise the importance of biodiversity and ecology in relation to the policy. The policy may support habitats for birds, insects and wildflowers, so impacts on wildlife may require careful consideration. Covering the field with buildings and hard surfaces could increase the risk of local flooding.

['1384423', '1384164']

Transport Connectivity and Mitigation (1 respondent, 10%):

The respondent highlights that the policy would require a bridge over the River Maun to deliver the proposed spine connection. Provision of a link between Leeming Lane North and New Mill Lane could mitigate traffic impacts at the over-capacity A60 junctions. Additional modelling may be required to validate assumptions about the connection's traffic benefits.

['Nottinghamshire County Council']

Service Infrastructure Capacity (1 respondent, 10%):

The respondent asserts that the policy allocation HELAA 266: Land off Bernard Road would exacerbate capacity pressures on GP services and local schools. GP services are already operating at full capacity and local schools lack the space to accommodate additional pupils.

['1384423']

Other (7 respondents, 70%):

Respondents express strong opposition to building on site 266. Removal of green spaces would leave residents completely surrounded by housing. Absence of alternative green spaces on this side of town is highlighted. Further housing development on Brick Kiln Lane and recent construction on Abbott Road are noted as evidence of ongoing encroachment. A request urges reconsideration of the proposal and removal of small green areas from the plan in favour of other locations. The council's planning approach may treat people as areas on a map rather than individuals. An indicative spine connection route appears as a green corridor on the allocation plan but is shown in white on satellite imagery, suggesting the need for further review. Late notification of the proposal has prompted concern about insufficient early engagement.

['1384171', '1384392', '1384193', 'Nottinghamshire County Council', '1384605', '1384164', '972387']

HELAA 269

Number of responses to this policy: 3

Respondents noted that local healthcare and dental services lack capacity, with Meden Medical Surgery potentially unable to absorb patients after Riverbank Medical closes, which could increase A&E demand. Local schools are full and have waiting lists, indicating a need for more places. The HELAA 269 site lies outside the urban boundary and may encroach on green belt land. Financial viability may be undermined by costs for sustainable drainage systems and s106 contributions. Respondents also flagged potential biodiversity impacts, flood-risk management challenges and broader infrastructure insufficiencies.

Healthcare capacity (2 respondents, 67%):

Healthcare capacity has been identified as a key concern for the policy. Meden Medical Surgery has absorbed so many patients that it may be unable to cope with additional demand following the closure of Riverbank Medical. Support for the policy could be conditional on addressing capacity at the local GP surgery. Difficulty obtaining GP appointments may force patients to seek care at A&E. Local dental services may also lack capacity to meet current demand. The existing GP surgery may not have capacity to serve the new development under the policy.

['Vibrant', '1187152']

Land designation (2 respondents, 67%):

Land designation is highlighted by respondents as a key issue for HELAA 269: Land to the North of 100 Wood Lane. Concern focuses on encroachment of protected green belt land. The site lies outside the existing urban boundary.

['Vibrant', '1187152']

Education capacity (2 respondents, 67%):

Respondents note that local schools are currently full and unable to accommodate additional pupils. Support for the policy's proposed development may be contingent on creating additional school places. Waiting lists suggest that existing capacity could be insufficient to serve new development under the policy.

['Vibrant', '1187152']

Viability and contributions (1 respondent, 33%):

The respondent highlights concerns over financial viability and planning contributions related to the policy. Development costs may undermine the delivery of s106 contributions. The requirement to provide sustainable drainage systems (SUDS) could threaten overall viability.

['1187152']

Biodiversity impact (1 respondent, 33%):

The respondent states that development of the policy may harm wildlife populations.

['1187152']

Flood risk management (1 respondent, 33%):

The respondent notes that the viability of Housing allocation HELAA 269: Land to the North of 100 Wood Lane may be threatened by the requirement for sustainable drainage systems. Requirement for SUDS may impose additional infrastructure costs and technical challenges that could undermine site delivery.

['1187152']

Other (1 respondent, 33%):

The respondent suggests that Warsop's existing infrastructure may be insufficient to accommodate the additional housing proposed by the policy.

['Vibrant']

Respondents include ['Nottinghamshire County Council', 'Vibrant', '1187152'] The comment from NCC covered multiple sites and had been addressed elsewhere in this report.

HELAA 287

Number of responses to this policy: 2

Respondents state that local schools, the Meden Medical Surgery and dental services lack capacity for additional residents without upgrades, and warn that housing at Melville Court would encroach on green belt land.

School Provision (1 respondent, 50%):

The respondent states that local schools are at capacity and would be unable to accommodate additional pupils from new housing under policy HELAA 287: Melville Court.

['Vibrant']

Healthcare Provision (1 respondent, 50%):

The Meden Medical Surgery is described as already overloaded after absorbing patients from the closure of the Riverbank Medical practice. Appointment availability may be limited, forcing patients to attend A&E for non-emergency care. Local dental services may lack capacity, leaving residents unable to access routine treatment. Support for further housing development may be conditional on upgrading capacity at the surgery.

['Vibrant']

Bridge over River Maun (1 respondent, 50%):

The respondent notes that the proposed spine connection would require a bridge over the River Maun. It could significantly improve traffic movement around Mansfield Woodhouse and Forest Town. However, further modelling may be needed to validate these assumptions.

['Nottinghamshire County Council']

Green Belt Impact (1 respondent, 50%):

The respondent warns that developing Housing allocation HELAA 287: Melville Court would encroach on designated green belt land and may undermine its openness and protective function.

['Vibrant']

Spine Road Infrastructure (1 respondent, 50%):

Spine road infrastructure for policy HELAA 287: Melville Court may include a connection between Leeming Lane North and New Mill Lane. This could divert traffic away from the already overcapacity A60 junctions.

['Nottinghamshire County Council']

Other (2 respondents, 100%):

Respondents request further information or discussion to consider a spine-connection concept and secure it within the revised local plan. The scope of spine-connection improvements in connection with the larger development should be included in the local plan. Insufficient infrastructure may hinder new housing in Warsop.

['Nottinghamshire County Council', 'Vibrant']

HELAA 298

Number of responses to this policy: 1

Potential loss of green belt land threatens openness, rural character and national aims to prevent urban sprawl and may set a precedent for further development. Insufficient dental service capacity and a lack of GP provision at Meden Medical Surgery following the closure of Riverbank Medical may lead to patient anxiety and referrals to A&E. Warsop's supporting infrastructure is inadequate for the proposed housing allocation and existing schools are at full capacity, indicating a need for additional places.

Green Belt Land Impact (1 respondent, 100%):

The respondent warns that the policy Housing allocation HELAA 298: Football Ground Church Warsop Miners Phase 2 may result in loss of green belt land. Development could undermine the openness and rural character of the landscape. Removal of green belt status may conflict with national aims to prevent unrestricted urban sprawl. Such encroachment could set a precedent for further green belt development. Local concern is raised regarding the impact on landscape character and environmental quality.

['Vibrant']

Dental Services Provision (1 respondent, 100%):

The respondent notes that local residents are unable to access dental care due to insufficient service capacity.

['Vibrant']

Supporting Infrastructure Provision (1 respondent, 100%):

Warsop lacks sufficient infrastructure to cope with the housing allocation policy HELAA 298: Football Ground Church Warsop Miners Phase 2.

['Vibrant']

GP Surgery Capacity (1 respondent, 100%):

The respondent states that Meden Medical Surgery has absorbed so many patients from the closure of Riverbank Medical that it cannot cope with the extra demand. Difficulty securing GP appointments may cause undue anxiety for patients. Residents may be directed to A&E when unable to see a GP.

['Vibrant']

School Place Availability (1 respondent, 100%):

The respondent highlights that support for the policy may be conditional on provision of additional school places. Existing schools are described as at full capacity with no space to admit further pupils.

['Vibrant']

HELAA 323

Number of responses to this policy: 4

A northern access off Helmsley Road could serve HELAA 323, a site deemed suitable, available and achievable for around 150–168 dwellings (total 313 units over two references) with policy-compliant affordable housing. Rainworth's location within the main urban area and its services and public transport links underpin its sustainability credentials, though Heathlands Primary School and Hill View Surgery are at capacity and may need expansion to support the combined 397 dwellings across this and other sites. A delivery timeframe beyond eleven years could affect school capacity despite contractual arrangements indicating possible completion within five years. Developing HELAA 323 is viewed as a logical settlement extension that could aid land-use efficiency and bolster the five-year housing land supply, subject to mitigating amenity impacts on the adjacent EPR site and detailing necessary infrastructure improvements.

Access Arrangements (2 respondents, 50%):

Access to the proposed development off Helmsley Road may be taken from its northern boundary.

['Woodall Homes', 'Nottinghamshire County Council']

Location Sustainability Credentials (2 respondents, 50%):

Location sustainability credentials centre on Rainworth's position within the main urban area and at the top of the settlement hierarchy, backed by extensive services, facilities, employment and public transport links. However, education and healthcare capacity may need improvement to accommodate population increase from land off Helmsley Road (HELAA 323) and maintain the settlement's role as a service centre.

['Woodall Homes', 'Newark & Sherwood District Council']

Site Deliverability (2 respondents, 50%):

Site deliverability in relation to HELAA 323: Land off Helmsley Road is considered suitable, available and achievable for residential development. Evidence of nearby successful schemes may support compliance with the NPPF deliverability definition. Appendix B of the HELAA findings report (May 2025) indicates a delivery timeframe of over 11 years, whereas current contractual arrangements could enable completion within five years. The HELAA findings report appears to misrepresent the site boundary by omitting an existing property scheduled for demolition. A developable date beyond year 11 may raise concerns about Rainworth schools retaining sufficient capacity to accommodate additional pupils.

['Woodall Homes', 'Newark & Sherwood District Council']

Settlement Integration (1 respondent, 25%):

The respondent considers that developing HELAA 323 could enable the council to make efficient use of land and maximise housing delivery for the plan period. HELAA 323 could form a well-related and logical extension to the existing settlement on a well-contained parcel of land.

['Woodall Homes']

Housing Yield and Mix (1 respondent, 25%):

The respondent advocates allocating a variety of site sizes and types across the district to offer market choice and ensure headroom for meeting objectively assessed housing requirements and supporting economic growth aspirations. Land off Helmsley Road (HELAA 323) could accommodate around 150 units with access from its northern boundary. Appendix B of the HELAA findings report (May 2025) lists the site twice under references 191 and 323 with suggested yields of 145 and 168 units, equating to 313 units in total.

['Woodall Homes']

Affordable Housing Provision (1 respondent, 25%):

The respondent considers that development of the policy HELAA 323 could deliver policy-compliant affordable housing to meet local needs.

['Woodall Homes']

Social Infrastructure Capacity (1 respondent, 25%):

The respondent highlights potential pressures on education and healthcare capacity resulting from future development of policy HELAA 323: Land off Helmsley Road. Rainworth schools may lack sufficient capacity to accommodate increased pupil numbers beyond year 11. Heathlands Primary School is at capacity according to the 2018 Mansfield Infrastructure Delivery Plan and may require expansion to serve the policy's population increase. If expansion proves unviable, nearby schools may need assessment for additional pupil intake. Education and healthcare institutions must support the rising population to ensure Rainworth retains its role as a service centre. The combined capacity of 397 dwellings across this and two other sites could strain adjacent school and healthcare facilities. Hill View Surgery is at capacity and may require investment to serve patients arising from the policy's development.

['Newark & Sherwood District Council']

Other (3 respondents, 75%):

Respondents highlight that development of the policy could make a significant contribution to meeting the district's need for new housing and sustaining a five-year housing land supply. Further information and discussion may support its inclusion in the revised local plan. Amenity impacts on the adjacent EPR site would need consideration in relation to the existing permitted development. The local plan may need to include the scope of improvements associated with the wider development.

['Environment Agency', 'Woodall Homes', 'Nottinghamshire County Council']

HELAA 324

Number of responses to this policy: 7

Respondents noted that in Flood Zone 1 and outside designated ecological areas the site could deliver up to 300 homes under single ownership with on-site drainage and Section 106-funded highway improvements, yet development would permanently remove rare green space, wildlife habitats and established allotments with no replacement plots. Mixed views on highways access highlighted available frontage to Ridgeway Lane but narrow roads and an unsuitable Ridgeway Terrace junction could increase traffic on the A60. Existing healthcare and school provision is at capacity, indicating a need for expanded services. Proximity to the town centre, public transport links and pedestrian and cycle routes may support reduced car use. A policy-compliant mix of house types, affordable homes and green infrastructure may be deliverable without encroaching on protected countryside.

Environmental and Ecological Impacts (6 respondents, 86%):

Policy HELAA 324: Land off Ridgeway Lane may be physically suitable for housing yet could cause substantial ecological harm. The site lies within existing residential surroundings, lacks statutory landscape or ecological designations and is neither in nor adjacent to a conservation area. Topography and drainage patterns may support

a sustainable drainage system and habitat creation, with the entire site in Flood Zone 1 and early assessments indicating manageable on-site drainage. However, development would lead to permanent loss of rare green space that currently provides wildlife habitats, allotment space and mental and physical wellbeing benefits. Biodiversity, pollinator habitats and urban greening could be destroyed, valuable soil carbon sinks might be removed and flood risk potentially increased, causing irreversible environmental damage. Development on green belt land may encroach on protected countryside. Smaller housing clusters could reduce countryside intrusion.

['45', 'Vibrant', '1383254', 'Obsidian Strategic', '1384590', '1187152']

Allotment Provision (5 respondents, 71%):

The policy is seen to threaten established allotment provision valued for mental well-being, community cohesion and food cultivation, while plots have also been described as vacant and surplus following lease surrender. The policy may result in the loss of green space and personal safe spaces that support mental health. The site's allotments may supply fruit and vegetables to local families and offer educational opportunities about food production. These allotments have existed for many years and may embody a historic community tradition. Access proposals could eliminate current plots without any alternative land to secure replacement provision. No equivalent plots have been offered, potentially leaving waiting lists oversubscribed and failing to meet obligations under the Small Holdings and Allotments Act 1908. Town End Allotments occupy around a quarter of the site, have been largely vacant since late 2024 following lease surrender, and former tenants have been accommodated elsewhere. An allotment assessment may be prepared with the local authority to inform any de-allocation. Removal of Town End Allotments from policy IN5 and redevelopment of the land could be offset by creation of a community orchard and green infrastructure to retain community growing.

['45', '1383254', 'Obsidian Strategic', '1384590', '1187152']

Highways Access and Traffic (5 respondents, 71%):

Respondents offered mixed views on highways access and traffic implications of Housing allocation HELAA 324 off Ridgeway Lane. No known technical or infrastructure barriers could hinder development and necessary improvements at Mansfield Road, Ridgeway Lane and Oakfield Lane may be secured through a Section 106 agreement. Frontage to Ridgeway Lane may provide sufficient room for vehicular access in line with local highway capacity and safety requirements. The junction to Ridgeway Terrace off the A60 is not suitable for construction traffic, and all roads connected to the site are described as having access issues. Further traffic modelling may be required to validate assumptions associated with the proposed spine connection road linking Leeming Lane North and New Mill Lane. Existing infrastructure may not cope with additional housing, with concerns that development could increase traffic on the busy A60 and Ridgeway Lane, which is already used as a cut-through. Construction of the spine connection road could require a bridge over the River Maun but may offer relief to over-capacity junctions and improved traffic movement around Mansfield Woodhouse and Forest Town.

['Nottinghamshire County Council', '45', '1383254', 'Obsidian Strategic', '1187152']

Site Deliverability and Suitability (4 respondents, 57%):

Land off Ridgeway Lane is considered capable of delivering new homes within the first five years of plan adoption. Viability appraisals demonstrate no constraints to delivering the site in line with policy requirements and building regulations. The site is available immediately, under single ownership and free of legal impediments, and a scheme of up to 300 homes could be completed within the plan period. No technical or infrastructure barriers have been identified, with necessary highway improvements at Mansfield Road, Ridgeway Lane and Oakfield Lane able to be secured through a Section 106 agreement. However, the junction of Ridgeway Terrace with the A60 may be unsuitable for construction traffic, and narrow roads and overall highway capacity may require additional upgrades. Existing healthcare and school provision is described as at capacity, indicating a need for expanded services before development. Further evidence is suggested to confirm that sites without planning permission can be delivered within the plan period. The site lies within Market Warsop's settlement limit and within easy walking and cycling distance of the town centre. Existing public transport links and town-centre proximity could reduce future residents' car dependence and enhance connectivity via cycle and pedestrian routes. Surrounding residential development, absence of statutory landscape or ecological designations and location outside any conservation area are viewed as supportive of housing development. Topography and drainage patterns appear suitable for sustainable drainage systems and habitat creation, with the entire site in Flood Zone 1. Site frontage to Ridgeway Lane provides sufficient room for vehicular access, and the scale allows a balanced mix of house types and tenures, including affordable housing, together with green infrastructure for play and recreation. Development would not extend the settlement footprint or encroach into the countryside.

['45', 'Obsidian Strategic', '1187152', 'Vibrant']

Healthcare Facilities Capacity (3 respondents, 43%):

The policy may exacerbate existing strain on local healthcare facilities. Development support may be conditional on addressing doctor's surgery capacity. Residents may face difficulty obtaining routine appointments or may be directed to A&E in the absence of expanded capacity. Meden Medical Surgery is reported to lack capacity to cope with increased patient numbers following the closure of Riverbank Medical. Healthcare services are reported to be hard to access at present, prior to any additional housing. GP surgeries may lack capacity to cope with additional residents. Dental services are reported to be inaccessible to residents.

['45', '1187152', 'Vibrant']

Education Capacity (3 respondents, 43%):

Respondents express concern that local schools lack capacity to accommodate additional pupils arising from Housing allocation HELAA 324: Land off Ridgeway

Lane. Local schools are described as already full and over subscribed, with waiting lists preventing further intake. Development support may be conditional on securing additional school places and expanding education infrastructure. Without extra capacity, education services could be incapable of coping with increased demand if the policy proceeds.

['45', '1187152', 'Vibrant']

Housing Mix and Green Infrastructure (2 respondents, 29%):

Respondents highlight that the size and scale of the land off Ridgeway Lane (HELAA site 324) could accommodate a balanced mix of house types and tenures, including affordable housing in line with policy requirements, alongside green infrastructure for play and recreation to support community health. The land's existing use as allotments could lead to the loss of local allotment provision without an identified alternative site.

['Obsidian Strategic', '1187152']

Sustainable Transport Connectivity (1 respondent, 14%):

The respondent highlights that the policy's location off Ridgeway Lane benefits from existing public transport links and proximity to the town centre, offering opportunities to reduce car dependence and enhance cycle and pedestrian connectivity to Ridgeway Lane, Oakfield Lane and surrounding streets. The site may support sustainable travel by facilitating walking and cycling to local amenities, potentially benefiting both new and existing residents.

['Obsidian Strategic']

Other (3 respondents, 43%):

The policy may help address concerns about low town centre footfall and insufficient population to sustain shops, GP services and public transport. An indicative route for the spine connection road appears as a green line on the allocation plan and as a white line on the satellite view. Additional information or further discussion may be required to secure the spine connection proposal in the revised local plan. Loss of the allotment site may result in irreversible impacts on its community and environmental roles and could justify rejection of the planning application. The local plan may need to explicitly include the scope of spine connection improvements in connection with the wider development between Leeming Lane North and New Mill Lane.

['Nottinghamshire County Council', '1383254', 'Obsidian Strategic']

HELAA 325

Number of responses to this policy: 30

Respondents noted that road capacity around the A6075 and A60 is already overloaded, raising accident and air quality concerns, and that development on prime agricultural land at Peafield Lane could damage hedgerows, wildlife corridors and habitats. They pointed out that local GP services and Kingsmill Hospital run at capacity, and that nearby schools have no expansion space, adding to peak-time traffic and safety risks for children. They warned that increased hard surfacing could heighten surface water flood risk and overwhelm drainage systems, and that sewage and water infrastructure may not cope with extra demand. They also observed that public transport and active travel links are limited and that consultation processes and developer contributions lack clarity.

Highway capacity and traffic management (23 respondents, 79%):

Road infrastructure is inadequate with congested roads and numerous potholes; developing the policy would exacerbate congestion and increase the need for costly repairs. The A6075 and A60 are already heavily congested and likely to worsen with additional traffic from the policy. The A60–Peafield Lane junction suffers from queuing and a faded yellow box, and the policy would increase delays at this already overburdened junction. Felton Avenue and local estate roads such as Denner Drive, Marples Avenue, Wheatfield Crescent, Sandringham Road, Sandgate Road, Meden Road and Leas Road are being used as cut-throughs, raising safety and amenity concerns that additional through-traffic would intensify. Additional traffic may increase accident risks, heighten air pollution and make pedestrian and vehicular travel hazardous, with recent fatalities on New Mill Lane cited as evidence of existing dangers. School drop-offs and pick-ups at Peafield Lane Academy at peak times contribute to congestion and parking pressures, and insufficient school places would force students to travel further, adding to traffic and safety issues. Links to the M1 via local routes are in need of improvement, the A6191 may require a dual carriageway upgrade, and ring roads could be necessary to divert traffic off the A60. A proposed spine connection to link Leeming Lane North and New Mill Lane may mitigate some traffic impacts, but further modelling is required to validate its benefits. Developer contributions are unlikely to fully mitigate adverse impacts on traffic flow, and road network fragility demonstrated by closures such as Debdale Lane suggests limited resilience to additional demand.

[‘1384358’, ‘2’, ‘1384198’, ‘42’, ‘1224109’, ‘1384357’, ‘Nottinghamshire County Council’, ‘1384195’, ‘1384192’, ‘112’, ‘1384541’, ‘1384394’, ‘1383407’, ‘110’, ‘1384191’, ‘56’, ‘1384321’, ‘118’, ‘1384239’, ‘15’, ‘1384165’, ‘160’, ‘116’]

Biodiversity and habitat protection (20 respondents, 69%):

Respondents raise concerns that Housing allocation HELAA 325: Land off Peafield Lane would harm biodiversity and destroy habitats on and around the site. Site 325 comprises part grade 3a best and most versatile agricultural land adjacent to a bridleway and open fields where legally protected mammals, priority birds (including lapwings, skylarks, woodlarks, nightjars and barn owls) and pollinating insects have

been recorded. Hedgerows, field margins and a green corridor linking to the Maun Valley create essential wildlife habitat and foraging routes that may be severed by development and new streetlighting, risking dark skies and nocturnal habitats. Development could displace deer, foxes and hedgerow and field birds into residential areas, weakening ecological networks and reducing survival prospects. Extensive ecological surveys and mitigation would be required under the Wildlife and Countryside Act, the Habitats Regulations, NPPF paragraphs 174 and 180, and Local Plan policy NE2 to avoid conflict with biodiversity and geodiversity objectives.

['68', '1384358', '1384198', '1224109', '1384357', '1384195', '1384192', '112', '1384541', '1384394', '1384191', '1384321', '118', '1384239', '15', '1383504', '1384542', '1384165', '160', '116']

Healthcare and community services (19 respondents, 66%):Respondents indicate that Mansfield Woodhouse currently lacks sufficient healthcare and community infrastructure to support additional housing at HELAA 325. GP practices operate at capacity and wait times are excessive. The sole GP surgery in Mansfield Woodhouse has inadequate parking and limited appointments, which may be further strained by new residents from HELAA 325. Kingsmill Hospital is reported to have urgent waiting lists of up to a year. Social care services are experiencing unmet demand, with home care provision under pressure. Automation and triaging of GP services may disadvantage older patients less familiar with digital systems. Developer contributions are unlikely to mitigate impacts on health services in the absence of firm commitments to fund new surgeries or pharmacies.

['1384358', '2', '1384198', '42', '1384336', '1224109', '1384357', '1384195', '1384192', '112', '1384541', '1384394', '1384191', '56', '1384321', '118', '1384239', '1384165', '116']

Education infrastructure and child safety (15 respondents, 52%):

Respondents raise concerns that Housing allocation HELAA 325 as a policy would strain education infrastructure and compromise child safety. The policy may exacerbate shortages of school and nursery places, potentially forcing students to travel beyond the area and worsening congestion and risks at peak times. The policy would place further pressure on local schools including Peafield Lane Academy, St Edmunds, Netherfield, Heatherley and Manor Academy, all reported to be at or near capacity with no scope for expansion. Traffic volumes associated with the policy may create serious road safety hazards for children, as cars often park over the crossing at the bottom of Peafield Lane and fill yellow box junctions, forcing pupils to weave through traffic and dash across two busy roads. Exposure to vehicle emissions on walking routes to Manor School may pose a significant health risk. Teaching assistant redundancies in Nottinghamshire County Council schools could hinder pupil attainment if no additional support staff are provided. The local plan could consider a Sustrans School Streets scheme to improve air quality and student health outcomes.

['1384357', '118', '1384239', '1384195', '160', '1384192', '112', '1384358', '1384541', '1384198', '1384394', '15', '42', '1384165', '1224109']

Surface water flooding and drainage (11 respondents, 38%):

Respondents express concern that extensive tarmacing and concreting of the policy site would reduce rainwater absorption and increase the risk of surface water flooding. Covering healthy soil with impermeable surfaces could heighten flood frequency on arterial roads and trigger runoff into downhill properties on Wheathfield Crescent. Increased runoff may overburden existing sewers and drainage systems, especially during more frequent extreme weather events such as “once in a hundred years” storms. Loss of infiltration benefits from the underlying bunter sandstone geology and historic flood dykes would be unacceptable, and those features require preservation and enhancement. Recent flooding at the Abbott Road development is cited as evidence that new housing must incorporate sustainable drainage measures, generous green space and limits on hard surfacing to manage surface water effectively.

[‘1384357’, ‘1384239’, ‘1384191’, ‘1384195’, ‘1384192’, ‘112’, ‘1384541’, ‘1384198’, ‘1384394’, ‘1384542’, ‘116’]

Loss of high-grade agricultural land (9 respondents, 31%):

Respondents warn that the policy would result in permanent loss of valuable grade 2 and grade 3a best and most versatile agricultural land. Site 325 comprises open arable fields underlain by bunter sandstone and supports wildlife along Green Lane bridleway, and its development could harm biodiversity and landscape character. Loss of high-grade farmland may reduce local food supply, increase food prices and worsen food poverty. Irreversible removal of prime arable land could undermine tenant farmers’ livelihoods and weaken local food security.

[‘1384357’, ‘1384321’, ‘118’, ‘1384358’, ‘1384541’, ‘1384394’, ‘42’, ‘1384542’, ‘160’]

Sewage and water supply infrastructure (8 respondents, 28%):

Respondents warn that sewage and water supply infrastructure is already operating beyond capacity and may be incapable of serving the new dwellings proposed under the policy for Land off Peafield Lane. Existing utilities are reported to have suffered failures, indicating an inability to cope with further demand. Severn Trent’s treatment plant on Old Mill Lane is said to discharge untreated sewage into the River Maun, highlighting the risk of unmanaged effluent. Local sewage systems may be overwhelmed by increased development, potentially exacerbating pollution of rivers and waterways. Frequent surface water flooding is noted in the area, and replacing permeable land with hard surfacing could intensify downstream flood risk, disrupt wetland biodiversity and place extra strain on drainage systems, possibly negating natural infiltration benefits of the underlying Bunter sandstone geology.

[‘1384239’, ‘1384195’, ‘1384192’, ‘112’, ‘1384541’, ‘1384198’, ‘1384394’, ‘116’]

Public transport and active travel connectivity (3 respondents, 10%):

Concerns about public transport and active travel connectivity have been raised in relation to Housing allocation HELAA 325: Land off Peafield Lane. Direct trains from Mansfield to Sheffield could be introduced alongside express services to Nottingham. Direct bus links from Mansfield bus station to Sheffield, Derby and

Nottingham could be established. Active travel infrastructure would need to be delivered to encourage cycling and walking before the local plan period ends in 2033. Consideration could be given to the Sustrans School Streets scheme to improve air quality and health outcomes for students. Current site positioning is said to encourage car use due to nearby amenities and the absence of active travel routes.

['160', '1384541', '2']

Other (25 respondents, 86%):

Respondents under the "Other" theme highlight issues around consultation processes, developer contributions and broader housing strategy. Consultation platform access is described as overly complex and potentially discouraging engagement and undermining transparency. A request for objections to be formally included in the publication draft consultation is repeated guidance. Calls for developers to be legally bound to fund necessary infrastructure improvements accompany suggestions for explicit inclusion of scope and timing of road, rail and school proposals. Mortgage affordability is portrayed as tight, and existing empty homes are deemed a more sustainable resource than building new dwellings. A focus on the right housing mix is advised, with prioritisation of affordable homes in town centre locations. Framing development as an extension beyond council land ownership boundaries is criticised. Proposals for protest actions indicate a willingness to escalate opposition if the policy proceeds. A suggestion that the policy may fail to provide benefits to local residents under current market conditions is noted. Guidance that alternative transport options must accompany any disincentives to car use is advanced.

['68', '1384358', '2', '1384198', '42', '1384336', '1224109', '1384357', 'Nottinghamshire County Council', '1384195', '1384192', '112', '1384541', '1384394', '1383407', '110', '1384191', '56', '118', '1384239', '15', '1383504', '1384542', '160', '116']

HELAA 327

Number of responses to this policy: 13

Respondents indicate that policy HELAA 327 could harm biodiversity and wildlife habitat by reducing open fields, undermining flood attenuation and carbon storage, and forcing fauna into unsuitable areas; raise concerns that local roads operate near capacity, with narrow carriageways, visibility constraints and collision records suggesting increased congestion, safety risks and poorer air quality; note that GP practices, hospitals and schools already face capacity constraints, likely to extend travel distances; caution that increased paved areas may elevate flood risk and strain existing drainage; stress that loss of public open space would diminish recreation opportunities and community well-being; warn that best and most versatile agricultural land and landscape character would be lost; and observe that sewage systems may be unable to cope with extra demand.

Biodiversity and Wildlife Habitat (11 respondents, 85%):

Respondents highlight that policy HELAA 327 could harm biodiversity and wildlife habitat. Planned development around Manor Park, spa ponds and areas adjacent to Peafield Lane would reduce countryside used for recreation and compromise flood attenuation, carbon storage and habitat provision. Loss of ecosystems could force deer, foxes, hedgerow and field birds into residential streets and gardens where they lack suitable shelter and feeding opportunities. Construction and ongoing human activity near spa ponds may drive local fauna towards farmland or other developments where survival chances are reduced. Frequent sightings of deer, along with kingfishers, herons, stoats and otters, indicate the site's role in supporting diverse wildlife. Presence of a green lane bridleway and grade 3a best and most versatile agricultural land underlines the area's ecological and landscape value. Policy HELA 327 would remove open fields that serve as green corridors and contribute to community mental well-being.

['1384239', '1384165', '1384198', '1384192', '118', '15', '1224109', '1384195', '1384321', '1384191', '1384542']

Highway Capacity and Traffic Safety (10 respondents, 77%):

Respondents raise concerns about highway capacity and traffic safety in relation to the policy. Existing roads in Mansfield Woodhouse currently operate near capacity, often crawling with traffic and exhibiting frequent congestion at A60 junctions. Local estate roads such as Meden Road, Sandgate Road, Sandringham Road and Marples Avenue serve as cut-throughs and could struggle to cope with increased through-traffic. Infrastructure quality is degraded by potholes and narrow carriageways, which may incur additional repair costs if traffic volumes rise. Collision records, including a recent fatality on New Mill Lane, indicate that accident risk could escalate with additional vehicle movements. Visibility constraints, a steep incline and a bend on Peafield Lane could heighten safety risks if traffic levels increase. Parking over the pedestrian crossing at the foot of Peafield Lane forces schoolchildren to weave through traffic, potentially compromising pedestrian safety. Air quality may deteriorate due to increased vehicle emissions, posing health implications and making active travel on local roads unpleasant and hazardous. Insufficient local educational capacity may compel students to travel further afield, potentially exacerbating peak-time congestion and safety issues. Incomplete monitoring of traffic flows between the A60 and Peafield Lane suggests that transport assessments may not capture the full extent of highway impacts. Current congestion during roadworks and closures on New Mill Lane demonstrates how quickly traffic conditions could worsen under additional pressure.

['1384239', '1384165', '1384198', '1384192', '118', '15', '1224109', '1384195', '1384321', '1384191']

Healthcare Infrastructure Capacity (9 respondents, 69%):

Respondents express concerns that the capacity of existing healthcare infrastructure may be insufficient to serve additional residents from the policy HELAA 327. GP practices and hospitals are described as already under immense pressure, with an increasing and unmet need for social care at home. The only GP surgery in

Mansfield Woodhouse is characterised as overstretched, with inadequate parking and limited staffing constraining appointments. Existing healthcare services are portrayed as difficult to access, evidenced by reports of a one-year waiting list at Kingsmill for urgent queries. Efforts to automate or triage appointments are viewed as potentially detrimental to older patients who struggle with the required technology.

['1384239', '1384165', '1384198', '1384192', '118', '1224109', '1384195', '1384321', '1384191']

Education and School Places (8 respondents, 62%):

Respondents highlight that Housing allocation HELAA 327 may exacerbate shortfalls in school places amid projected population growth. Insufficient capacity could force pupils to travel beyond the area, increasing traffic congestion and safety risks at peak times. Local schools, including Peafield Lane Academy, are already operating at or near capacity. Pressure on school places and children's attainment may intensify if teaching assistants are made redundant without additional support staff.

['1384239', '1384165', '1384198', '1384192', '118', '15', '1224109', '1384195']

Flood Risk and Surface Water Drainage (7 respondents, 54%):

Concerns focus on flood risk and surface water drainage at Housing allocation HELAA 327: Land north and east of Crimea Farm, off Peafield Lane. Tarmacing and concreting over healthy soil reduces rain absorption and may increase surface water flooding on arterial roads, which already flood several times per year. Any new development must be planned with ample green space for drainage rather than extensive paved areas. New developments' small gardens and additional parking could increase paved surfacing and flood risk in the Mansfield Woodhouse valley. The land slope north of Peafield Lane towards Wheathfield Crescent could channel run-off from a heavily paved estate onto downhill properties. Historic flood dykes would require preservation and enhancement in line with NPPF paras 194–202 and local plan HE1. Existing drainage and flooding issues in the area raise concerns about surface water management for the policy.

['1384239', '118', '1384198', '1384192', '1384195', '1384191', '1384542']

Recreation and Public Open Space Amenity (6 respondents, 46%):

Housing allocation HELAA 327: Land north and east of Crimea Farm, off Peafield Lane may result in the loss of green space valued for recreation and public open space amenity. Access to nature could boost mental and physical wellbeing for those who cycle, jog, walk or walk dogs, and allocating the land for housing may force such activities onto traffic-busy roads that can be hazardous and polluted. Countryside around Manor Park, Spa Ponds and adjacent to Peafield Lane may provide flood alleviation, wildlife habitat and carbon sequestration, all of which could be compromised by development. Frequent sightings of wild deer underscore the role of the site in supporting local biodiversity and community wellbeing. Spa Ponds is regarded as a distinctive area of natural beauty used for outdoor exercise and recreation, and housing nearby could risk disturbance to its tranquillity and environmental quality.

['1384239', '1384198', '1384192', '15', '1384195', '1384191']

Sewage and Wastewater Infrastructure (4 respondents, 31%):

Respondents caution that increased development under Housing allocation HELAA 327 may overwhelm existing sewage systems and wastewater infrastructure, leading to pollution of rivers and waterways.

['1384195', '1384239', '1384198', '1384192']

Agricultural Land Quality and Landscape Character (4 respondents, 31%):

Respondents highlight that the site comprises valued agricultural land partly classified as grade 3a best and most versatile farmland, adjacent to a green lane bridleway and open fields that support wildlife. The policy is predicted to harm biodiversity and landscape character, contrary to NPPF paragraphs 174 and 180 and Local Plan policy NE1. Valuable green spaces, including land around Manor Park, Spa Ponds and areas to the north and south of Peafield Lane outside the urban boundary, are described as open countryside, making speculative development inappropriate under the policy.

['1384321', '1384239', '118', '1384192']

Other (10 respondents, 77%):

Infrastructure in Mansfield Woodhouse is considered insufficient to support large-scale development. A deliverable five-year housing land supply of circa 2,830 dwellings, equating to 5.4 years with a 5 % buffer, is cited as negating any urgent need to release further greenfield sites. The policy is said to conflict with the NPPF and local plan due to unacceptable impacts on highways, education, healthcare, environment and heritage. Valuable green spaces in Manor Park, Spa Ponds and areas north and south of Peafield Lane are described as open countryside outside the urban boundary and inappropriate for development under the policy. Objections lodged under Regulation 18 are requested to form part of the Regulation 19 consultation. More suitable locations are proposed that could lessen impacts on the natural surroundings and residents. Difficulty accessing the consultation webpage may have prevented wider engagement. Development on the land north and east of Crimea Farm under the policy is characterised as speculative and unlikely to benefit local residents given tight mortgage affordability. Requests are made for all feedback to be taken into account at the next planning stage.

['1384239', '118', '1384198', '1384192', '15', '1224109', '1384195', '1384321', '1384191', '1384542']

HELAA 328

Number of responses to this policy: 1

Respondents highlight concerns that development on green belt land at site HELAA 328 may exceed existing infrastructure capacity. Local schools are full with waiting lists and have no space for more pupils. Dental services are already stretched, leaving residents unable to secure appointments. Difficulties obtaining routine GP appointments at Meden Medical Surgery, made worse by Riverbank Medical's

closure, could force residents to use A&E for non-urgent care. Insufficient healthcare and education capacity is seen as a barrier to new housing at this site.

Green Belt Land Impact (1 respondent, 100%):

Local concern is expressed regarding development on green belt land in the context of site HELAA 328: Land south-east of Southgate Road.

['Vibrant']

School Place Availability (1 respondent, 100%):

The respondent notes schools are full and have waiting lists, indicating no available places for additional pupils. Support for the policy may depend on provision of extra school capacity.

['Vibrant']

Dental Service Provision (1 respondent, 100%):

Dental service provision may be insufficient to meet local need, as residents are unable to secure appointments.

['Vibrant']

Emergency Healthcare Demand (1 respondent, 100%):

The respondent contends that housing delivered under the policy may exacerbate difficulties in obtaining a routine doctor's appointment. Difficulty accessing primary care could cause undue worry. Residents could be directed to A&E when alternative services may be more appropriate.

['Vibrant']

Infrastructure Capacity (1 respondent, 100%):

The respondent considers support for Housing allocation HELAA 328: Land south-east of Southgate Road contingent on addressing the capacity of the doctor's surgery and providing additional school places. Meden Medical Surgery may struggle to accommodate the extra patients inherited after the closure of Riverbank Medical, leading to difficulties securing GP appointments. Residents may be diverted to A&E due to lack of GP access. Local schools are described as full, with waiting lists and no capacity for additional pupils. Dental services may also be overstretched, leaving residents unable to secure appointments. Insufficient healthcare and educational infrastructure in Warsop is cited as a barrier to new housing at the allocation.

['Vibrant']

GP Surgery Capacity (1 respondent, 100%):

Adequate GP surgery capacity is required before the policy can be supported. GP appointment waiting times should not cause distress nor force residents to attend A&E due to lack of availability. Meden Medical Surgery may be unable to cope with the influx of patients resulting from Riverbank Medical's closure.

['Vibrant']

HELAA 330

Number of responses to this policy: 2

Detailed transport and technical information should define access improvements, flood risk mitigation and protection measures for Rainworth Lakes SSSI within the Local Plan.

Traffic modelling validation (2 respondents, 100%):

The impact of the policy development off Blidworth Lane (HELAA 330) and adjoining land south of the A617 and west of Blidworth Lane on Rainworth's local highway network may require further traffic modelling. Additional modelling may be required to validate assumptions that a proposed spine connection would deliver the anticipated traffic improvements.

['Nottinghamshire County Council', 'Newark & Sherwood District Council']

Highway network capacity (2 respondents, 100%):

Respondents highlight capacity constraints on the highway network in and around Rainworth resulting from the policy Housing allocation HELAA 330: Land off Blidworth Lane, Mansfield, which spans 27.76 ha in Mansfield and 145.28 ha in Newark and Sherwood. Impact assessments may be needed to understand traffic implications on local roads and junctions.

['Nottinghamshire County Council', 'Newark & Sherwood District Council']

Local Plan allocation scope (2 respondents, 100%):

Detailed requirements for access improvements, flood risk mitigation and protection of Rainworth Lakes SSSI should be incorporated into the Local Plan for any future allocation of Land off Blidworth Lane. The Plan should define the scope of these measures to ensure they are delivered in conjunction with the wider development.

['Nottinghamshire County Council', 'Newark & Sherwood District Council']

Allocation information requirements (2 respondents, 100%):

Respondents note that allocation of land off Blidworth Lane (HELAA 330) and adjoining land south of the A617 and west of Blidworth Lane may require detailed transport and technical information. Impact on the local highway network in and around Rainworth may require comprehensive assessment of traffic generated by development on land off Blidworth Lane and adjoining land south of the A617 and west of Blidworth Lane. Confirmation may be required on whether additional details or discussion are needed to advance the spine connection proposal into the revised local plan. Involvement in discussions on access, flood risk and implications for the Rainworth Lakes SSSI may be necessary if the sites progress to allocation. Further modelling work may be required to validate assumptions about traffic improvements from the proposed spine connection.

['Nottinghamshire County Council', 'Newark & Sherwood District Council']

Flood risk and environmental constraints (1 respondent, 50%):

The respondent requests involvement in discussions on access, flood risk and the Rainworth Lakes SSSI if the policy progresses to allocation. Early engagement may help identify flood risk mitigation measures. Proximity to the SSSI may impose environmental constraints requiring careful assessment. Ongoing dialogue could help ensure compliance with habitat protection requirements.

['Newark & Sherwood District Council']

Landowner site promotion (1 respondent, 50%):

The respondent calls for landowners of Housing allocation HELAA 330: Land off Blidworth Lane, Mansfield to be able to promote their land as part of the Strategic Housing and Employment Land Availability Assessment at the 'call for sites' stage.

['Newark & Sherwood District Council']

River Maun bridge (1 respondent, 50%):

The respondent observes that the policy may require a bridge over the River Maun to facilitate the spine connection. The bridge could significantly improve traffic movement around Mansfield Woodhouse and Forest Town.

['Nottinghamshire County Council']

HELAA 331

Number of responses to this policy: 7

Respondents express concern that development may fragment key conservation areas and harm local wildlife sites including a Site of Special Scientific Interest and protected bird areas, urging detailed ecological assessments and required biodiversity net gain measures. They note narrow local roads, congestion, potholes and accident hotspots on New Mill Lane, Sandlands Way and the B6030, suggesting a new spine link over the River Maun could ease traffic. Adequate recreational open space and safe pedestrian and cycle routes are seen as vital to maintain greenery and connectivity. Local schools and the Sherwood Medical Partnership require capacity upgrades. Development in Flood Zones 2 and 3 should be avoided or subject to the sequential test, with strategic access and phasing set out alongside cumulative impact assessments.

Ecology and biodiversity (4 respondents, 57%):

Respondents express concern that development of the policy site may create a residential wedge surrounded by key nature conservation designations. Development may have adverse impacts on three local wildlife sites—including Vicar Water Country Park—an SSSI and adjacent important bird areas forming part of the Peak District and South Pennine SPA. Ecological enhancements at Vicar Water

Country Park may deliver biodiversity benefits alongside development. Assessment should consider site-specific ecological features and potential community access benefits to open spaces. The policy site encompasses farmland at Warren Farm and Peafield Farm and woodlands at Spa Ponds, Snake Hill and Garibaldi, which serve as crucial wildlife habitats requiring protection. Policy-compliant delivery may incorporate statutory biodiversity net gain requirements. Assurances are sought on integration of local infrastructure provision with wildlife and biodiversity needs.

['Persimmon Homes', '1383363', 'Newark & Sherwood District Council', '1384204']

Highway capacity and traffic flow (4 respondents, 57%):

Respondents highlight significant concerns about highway capacity and traffic flow in relation to the policy. The narrow commuter route through Kings Clipstone to the A1 is poorly equipped to accommodate additional traffic. Existing potholes and an accident hotspot at the mini roundabout where New Mill Lane meets Sandlands Way and Holly Road demonstrate that local roads near the policy are operating at capacity. Increased volumes could lead to longer journey times, greater congestion and accelerated road deterioration. Roads around the policy were not designed to support multiple new housing thoroughfares, with development expected to spill traffic onto New Mill Lane, Sandlands Way and Peafield Lane and to exacerbate the accident hotspot at the junction of New Mill Lane and the B6030. Peak-time congestion on the B6030 overwhelms current capacity, with nearby projects—a sports facility at the Headstocks and housing off the B6030 adjacent to Crown Medical—already placing a heavy strain on the main road and related infrastructure. A spine connection between Leeming Lane North and New Mill Lane is proposed to mitigate impacts and divert traffic from overburdened A60 junctions, but would require a bridge over the River Maun and further modelling to validate any benefits. The policy site would require a highway access point, which is not expected to be significantly time-consuming or onerous to provide.

['Nottinghamshire County Council', 'Persimmon Homes', 'Kings Clipstone Parish Council', '1384204']

Recreational and public open space (4 respondents, 57%):

Respondents emphasise the need for adequate recreational provision and the value of existing public open space at the policy site. Uncertainty exists over whether current and proposed development plans would provide sufficient play areas for children, with concerns over reduced quality of life and potential rises in anti-social behaviour. Ensuring sufficient recreational space is framed as fundamental to sustainable development. The land is valued as accessible nature and relaxation and is opposed to further urbanisation that could remove uninterrupted views over fields, Warren Farm, Spa Ponds and the Maun Valley with associated loss of fresh air and cooling effects. Lack of safe, inclusive pedestrian access is highlighted, undermining local connectivity and raising safety concerns for walkers, cyclists and visitors to Sherwood Forest, Sherwood Pines, Vicar Water and adjacent green spaces. Protected walking routes are noted as daily public amenities that should be preserved for enjoyment. Site assessment is advised to account for ecological benefits and community access to open spaces that could accrue from any development. Proposed dwellings are seen as integral to delivering the Clipstone

Headstocks regeneration scheme, which would revitalise the former colliery and provide enhanced sporting facilities that may compensate for those lost on the site.

['Persimmon Homes', 'Kings Clipstone Parish Council', 'Newark & Sherwood District Council', '1384204']

Education capacity (2 respondents, 29%):

Local schools are already operating at or near full capacity, so new housing must be matched by proportional investment in educational infrastructure. Samuel Barlow Primary, John T Rice Primary and Newlands Primary may require updated capacity assessments to determine their ability to accommodate additional pupils arising from the policy. Provision for additional school places must be planned and secured alongside housing growth to ensure children can access high-quality education locally. An update on Garibaldi Secondary School's capacity may be needed to assess its ability to serve pupils from the potential 315 dwellings proposed under the policy.

['Kings Clipstone Parish Council', 'Newark & Sherwood District Council']

Healthcare provision (2 respondents, 29%):

Respondents highlight difficulties accessing timely appointments at Sherwood Medical Partnership on Crown Farm Way and warn that additional housing under the policy could worsen health service provision. An update is requested on Sherwood Medical Partnership's capacity to manage any population increase arising from HELAA site 331. Future development should be matched by strategic investment in primary healthcare services to meet the needs of new and existing residents.

['Kings Clipstone Parish Council', 'Newark & Sherwood District Council']

Flood risk management (2 respondents, 29%):

Respondents emphasise that development within Flood Zones 2 and 3 should be avoided where possible under the policy. The policy would need to follow the sequential test. However, if development occurs within Flood Zones 2 or 3, appropriate mitigation could be required. The policy is capable of delivery without development in Flood Zones 2 or 3.

['Environment Agency', 'Persimmon Homes']

Site access and strategic connections (2 respondents, 29%):

Respondents highlight the need for strategic access improvements and a spine connection to serve site 331. The spine connection would require a bridge over the River Maun but could significantly improve traffic movement around Mansfield Woodhouse and Forest Town. Including the scope of these spine connection improvements in the local plan may be necessary. An indicative route is shown on the allocation plan (green) and on the satellite view (white) for consideration. Further modelling work may be needed to validate assumptions about its benefits. Site 331 may require a new link into the highway network, with no evidence that this would be significantly time-consuming or onerous.

['Nottinghamshire County Council', 'Persimmon Homes']

Pedestrian and cycle connectivity (1 respondent, 14%):

The respondent emphasises deficiencies in pedestrian and cycle connectivity with respect to the policy Housing allocation HELAA 331: Land south of Clipstone Road East – East of Crown Farm Way. Roads present hazards for cyclists owing to high traffic volumes, absence of adjacent cycle paths, narrow sections in Kings Clipstone and pinch points at pedestrian refuges. Footpaths are missing or too narrow to accommodate wheelchairs or pushchairs, hindering safe passage for families, elderly residents and people with mobility challenges. The absence of safe and inclusive pedestrian routes undermines local connectivity and poses risks to walkers, cyclists and visitors to Sherwood Forest, Sherwood Pines, Vicar Water and surrounding green spaces. No continuous or fully accessible pedestrian footpath connects Kings Clipstone with Sherwood Pines or Clipstone. Further development may be unsustainable without a clear, enforceable traffic management strategy and substantial investment in road infrastructure improvements, footpath widening and pedestrian safety measures.

['Kings Clipstone Parish Council']

Other (6 respondents, 86%):

Council obligations, development phasing, deliverability, community support and cumulative impact assessment are raised. The council is urged to act in residents' best interests by not approving the policy. Alternative site selection could delay development on plots 56 and 188 to reduce human encroachment. Development phasing might prioritise sites 331 and 341 before other areas, reflecting the nature of existing redevelopment. Planning authorities should reconsider proposals for sites 218, 341, 13, 101 and the policy. The policy could be brought forward sooner than post–year 11 within the regeneration scheme. The vision document indicates that the policy can be delivered sensitively to secure environmental and social benefits. Lack of community support for urbanising the policy area could warrant its protection for nature and community enjoyment. A comprehensive assessment of cumulative impacts from existing and proposed developments is needed. The site should follow the sequential test, and If development is pursued appropriate mitigation will need to be provided.

['1383363', '1384204', 'Kings Clipstone Parish Council', 'Newark & Sherwood District Council', 'Persimmon Homes', 'Environment Agency']

HELAA 334

Number of responses to this policy: 11

Respondents emphasised the need to retain the only green space north of Jenford Street, noting its role in supporting wildlife habitats, mitigating floods and promoting wellbeing. Seventy per cent of comments argued that the environmental impact assessment understates harm to bats, hedgehogs, birds of prey and local

biodiversity. Sixty per cent raised concerns about transport links, traffic congestion, noise and strain on schools and healthcare without planned spine road connections. Thirty per cent mentioned increased flood risk from more hard surfaces, high-density housing altering neighbourhood character and potential alternative uses such as parks, orchards or leisure facilities. Respondents also called for a full environmental impact assessment, an independent infrastructure capacity review and clearer consultation to meet national biodiversity and planning standards.

Green space retention (8 respondents, 73%):

Green space retention is seen as essential for wildlife habitats, community wellbeing and flood mitigation. Building on green spaces would negatively affect wildlife. However, policy HELAA 334 would consume the only green area within a large catchment. No alternative green spaces offer equivalent proximity, biodiversity or open visibility. Impermeable surfaces could increase runoff and raise flood risk to adjacent homes on slopes. Development may displace bats, foxes, hedgehogs, pheasants and birds of prey from a fragile habitat with no suitable local alternative. The field offers vital space for dog walking, play and wellbeing sessions run by a local health hub. Its loss could deprive people with limited mobility, elderly residents, families and dog owners of an accessible, safe and relaxing environment. The land holds significant public, environmental, health and economic value that may outweigh residential benefits. Once lost, green space would be irreplaceable. Policy HELAA 334's environmental impact assessment may understate effects of green space reduction and harm to local wildlife.

['1384152', '185', '187', '1384423', '1384251', '1287730', '1384469', 139']

Ecological and biodiversity value (8 respondents, 73%):

The land north of Jenford Street supports a functioning ecosystem and green infrastructure that could be eroded by the policy, posing risks to local wildlife and undermining biodiversity objectives. The environmental impact assessment may be inadequate in addressing green space reduction and impacts on species such as bats, foxes, hedgehogs, pheasants and birds of prey. The site is one of the only significant green spaces in the area with no comparable alternative nearby. Development could displace wildlife and erase habitats vital for a low-carbon future. Proposals could incorporate wildflower meadows and ponds to boost pollinators and achieve biodiversity net gain rather than housing. Redevelopment as a biodiversity-rich leisure and wellbeing park could align better with national nature recovery and urban biodiversity frameworks.

['1384152', '185', '187', '1384423', '1384251', '1287730', '1384469', '129']

Environmental assessment and sustainability (7 respondents, 64%):

Respondents raise environmental assessment and sustainability concerns regarding the policy Housing allocation HELAA 334: Land north of Jenford Street. Building on green space would harm birds, insects, wildflowers, bats, foxes, hedgehogs, pheasants and birds of prey. Current environmental impact assessment is considered insufficient in addressing green space reduction, biodiversity net gain,

wildlife protection and local flooding risks. Risk of increased local flooding may rise as boggy ground that currently absorbs rain would be lost under buildings and hard surfaces. Heat disparity index of 0.97 °C indicates vulnerability to urban heat stress which could worsen through reduced canopy cover. Site falls within an LSOA with only 9 percent tree canopy cover against a recommended 30 percent, suggesting a need for native woodland planting, wildflower meadows, ponds and sustainable urban drainage systems. Proposal is viewed as conflicting with the Clean Air Strategy (2019), the UK National Biodiversity Strategy and Action Plan (2025) and Towards 2030 – A Strategy for Mansfield by removing green infrastructure vital for clean air, climate resilience and local nature recovery. Covering the field would eliminate the only green space for a large area and remove a functioning ecosystem crucial for a low-carbon future. At minimum, a full environmental impact assessment and an independent infrastructure capacity review are deemed necessary before any development proceeds. Redevelopment into a biodiversity-rich leisure and wellbeing park is suggested to support multiple environmental and health objectives and reduce energy use and climate impacts.

['1384152', '185', '187', '1384423', '1384251', '1287730', '1384469']

Transport connectivity (6 respondents, 55%):

Respondents emphasised transport connectivity in relation to the policy. Road infrastructure may not support increased traffic, noise and pollution arising from the development. Traffic congestion and fire hazards could intensify in an already constrained area, raising safety concerns. Recent developments on Abbott Road have added to local traffic, which the policy would add to. Details of access roads and walkways/pavements associated with the site have been requested.

['1384152', '185', '187', 'Nottinghamshire County Council', '1384251', '1384469']

Infrastructure capacity (6 respondents, 55%):

Respondents express concerns that infrastructure capacity may be inadequate to support Housing allocation HELAA 334: Land north of Jenford Street policy. The development may lack any meaningful plan to mitigate pressures on local services and facilities. Road infrastructure could struggle to accommodate increased traffic volumes, noise and pollution, especially given contributions from recent nearby developments and the absence of a proposed spine connection between Leeming Lane North and New Mill Lane to relieve A60 junctions. Additional housing may exacerbate strain on overstretched GP services, NHS dental provision and schools operating at or near capacity. No forward planning appears to exist for expanding healthcare facilities, schools, shops or play areas. An environmental impact assessment and an independent infrastructure capacity review are considered necessary. The proposal may also fail to prioritise brownfield reuse or guarantee biodiversity net gain.

['1384152', '185', '187', 'Nottinghamshire County Council', '1384423', '1384469']

Flood risk management (4 respondents, 36%):

Respondents highlight flood risk management as a key concern regarding the policy. Covering the field with impermeable surfaces and developing the boggy ground could increase runoff, remove natural absorption and raise flood risk to neighbouring homes. Incorporation of sustainable urban drainage systems may mitigate winter bogginess as an alternative to housing development.

['1384423', '1287730', '187', '129']

Density and neighbourhood character (4 respondents, 36%):

Respondents consider that the proposed high-density development at Land north of Jenford Street, including its scale, would conflict with the existing neighbourhood character. Development may disrupt peaceful, natural views that enhance the existing home environment. High-density housing directly behind existing homes could alter outlooks and create a sense of enclosure and overcrowding. Development may result in loss of privacy in adjacent gardens. High levels of antisocial behaviour in the area could be exacerbated by more housing. Vulnerable older residents would be significantly affected by increased antisocial behaviour.

['185', '187', '1384469', '129']

Alternative community uses (3 respondents, 27%):

Redevelopment into a biodiversity-rich leisure and wellbeing park could support multiple strategic objectives while housing may detract from them. The site could include a community orchard and expanded allotments to boost food security and wellbeing. A community hub building could provide a café, activity centre, room hire and gym equipment, with potential to relocate Ladybrook Library. Transforming the field into a community wellbeing and nature hub may deliver long-term benefits exceeding housing development gains. Outdoor sports facilities for football, cricket and tennis could be provided. Investment in a community space could benefit nature, health, children, older people and all age groups. Land owned by a charity named Allotments for the Labouring Poor could be used as parkland or community green space. Plans for the allotments directly behind the property were also requested.

['1384423', '1384253', '1287730']

Other (9 respondents, 82%):

Respondents highlight the need for additional scrutiny of the policy's preparation, more detailed information provision and further consultation to ensure transparency and robustness. Policy preparation may require a more thorough review to demonstrate soundness. Detailed data could be provided on distances between new development elements—such as windows, gardens, roads and site boundaries—and existing properties. Further informal and formal consultation may be needed to meet proper planning consultation and transparency requirements. Map keys labelled "constant" and "variable" could be clarified to facilitate informed feedback. The selection process may benefit from sharing reasonable alternatives, precise allocation methodologies and wider stakeholder input to bolster the local plan's robustness. Alternative solutions could better balance housing need with

preservation of community quality of life. Enhanced green and social infrastructure may support community cohesion, youth engagement, civic pride and intergenerational wellbeing through walking trails, sports facilities, age-friendly design and dementia-friendly layouts. Access to nature and low-cost leisure could contribute to improved mental health, reduced pressure on the NHS and local economic support, with potential funding from organisations such as Sport England, DEFRA and the National Lottery Community Fund. High levels of income, employment and health deprivation may underscore the critical importance of accessible public assets. However, potential noise pollution and environmental changes could risk reduced property values for existing homeowners.

['Persimmon Homes', '1384152', '185', '187', 'Nottinghamshire County Council', '1384253', '1384251', '1287730', '1384469']

HELAA 335

Number of responses to this policy: 3

Respondents emphasised that HELAA 335 should be allocated as a sustainable infill site following the sequential test to prioritise previously developed land. They noted an indicative spine road on allocation plans whose inclusion would address highways capacity and improve traffic flows, potentially via a bridge over the River Maun, to serve around 3,000 new homes. One respondent underlined compliance with sequential test requirements and another confirmed deliverability under single-developer control by Bellway, suggesting prompt commencement. Flood risk feedback called for avoidance of zones 2 and 3 or implementation of mitigation measures with an 8 m minimum buffer (20 m preferred) from the River Maun. Additional comments proposed adding HELAA 335 to the housing allocations list as a reasonable alternative, pending further information.

Sustainable infill development (2 respondents, 67%):

Respondents state that Housing allocation HELAA 335 should follow the sequential test to prioritise previously developed land ahead of greenfield alternatives. The site could present a sustainable infill opportunity that delivers logical residential development contributing to Melton District Council's housing requirement and strategic objectives.

['Environment Agency', 'Bellway Homes']

Plan allocation and infrastructure scope (2 respondents, 67%):

An outline of an indicative spine connection road is depicted in green on the allocation plan and in white on the satellite view. The scope of these infrastructure improvements could be incorporated into the local plan. Highways capacity and deliverability would no longer justify omitting HELAA 335 as a housing allocation.

['Nottinghamshire County Council', 'Bellway Homes']

Transportation infrastructure provision (1 respondent, 33%):

The respondent suggests that the spine connection may require a bridge over the River Maun but could greatly improve traffic movement around Mansfield Woodhouse and Forest Town. The development of approximately 3,000 new houses between Leeming Lane North and New Mill Lane would incorporate this connection to divert traffic from the over-capacity A60 junctions. An indicative route appears as a green line on the policy allocation plan and as a white line on a satellite view.

['Nottinghamshire County Council']

Sequential test compliance (1 respondent, 33%):

Policy HELAA 335 should comply with sequential test requirements.

['Environment Agency']

Site deliverability and land control (1 respondent, 33%):

Housing allocation HELAA 335 is deliverable under the control of a single developer, Bellway. Initial assessment work indicates that the site could be delivered. Planning strategy support may allow commencement at the earliest opportunity.

['Bellway Homes']

Flood risk mitigation and buffer zones (1 respondent, 33%):

The respondent considers that development within flood zones 2 and 3 should be avoided where possible at Housing allocation HELAA 335: Land north of Old Mill Lane. A minimum buffer of 8 m from the top of the bank of the Environment Agency-maintained River Maun would be required, with a preference for a 20 m buffer. However, any development pursued within flood zones 2 or 3 would need to include appropriate mitigation measures.

['Environment Agency']

Other (2 respondents, 67%):

Respondents argue that land north of Old Mill Lane (HELAA 335) should be added to the housing allocations list, as it is listed as a reasonable alternative in the HELAA and featured in a draft allocation. Further information could facilitate detailed consideration and secure its inclusion in the revised local plan.

['Nottinghamshire County Council', Bellway Homes']

HELAA 338

Number of responses to this policy: 10

Respondents noted that highway access via a spine connection and Mansfield Road could improve traffic flow if bridge works and further modelling address safety and congestion risks, while also warning that development might worsen local congestion without mitigation. They raised concerns that Site 338 would extend the urban edge

into the buffer between Warsop, Spion Kop and Market Warsop, potentially linking settlements and affecting their distinct identities. Respondents observed that the policy's 10 percent biodiversity net gain and green infrastructure measures must address impacts on wildlife corridors, protected habitats and landscape character. Insufficient local school and GP capacity and flood risk in the site's natural low-lying area were highlighted as infrastructure constraints. Economic feedback noted potential gains for local trades and spending alongside caution that on-site retail and commercial uses could draw business away from the high street. The site is viewed as available and deliverable for mixed market and affordable housing from 2026–27, subject to viability. Other matters include medical and dental access, spine road delivery timing, proximity to historic landfill, and wider infrastructure investment needs.

Highway Access and Capacity (5 respondents, 50%):

Respondents highlighted that highway access and capacity for the policy involve both benefits and challenges. The proposed spine connection would require a bridge over the River Maun but could significantly improve traffic movement around Mansfield Woodhouse and Forest Town. Site access off Mansfield Road could introduce safety and congestion issues on this busy route. No technical impediments are identified for providing access onto Mansfield Road. Additional traffic modelling would be required to validate assumptions about the spine connection's improvements. Development may worsen local traffic congestion without suitable mitigation. The spine connection could link Leeming Lane North to New Mill Lane and divert vehicles away from over-capacity A60 junctions. The adjacent main road was not designed for traffic volumes that such development could generate.

['Nottinghamshire County Council', '1187152', '133', 'NorthCountry Homes', '1383512']

Settlement Separation and Cohesion (5 respondents, 50%):

Respondents express concern that Site 338 could diminish settlement separation and cohesion by breaching established boundaries and extending the urban edge. Site 338 breaches the railway line's natural boundary of the built-up area. Housing could join Warsop and Spion Kop, harming local character by physically linking the two settlements. The land lies on the existing area of separation between Spion Kop and Market Warsop that maintains their distinct identities. Development would push Warsop's borders towards Spion Kop, potentially leading to perceived or physical coalescence and absorption of the smaller village. The site may also connect isolated properties along the A60 to Warsop, undermining the rural buffer.

['Warsop Footpaths & Countryside Group', '1187152', '133', '1384590', '1384445']

Biodiversity and Landscape Character (5 respondents, 50%):

Respondents question whether the policy can satisfactorily protect biodiversity and landscape character alongside development on HELAA 338: Land south east of Mansfield Road. The policy includes a commitment to achieve a 10% biodiversity net gain. The policy proposes integration of formal and informal green and blue infrastructure to benefit both new and existing residents. Mitigation measures may

protect the adjacent local wildlife site and Warsop sand quarry local wildlife site, subject to assessment and mitigation of impacts. Development could harm local wildlife, damage a wildlife corridor along the railway embankment, and threaten protected habitats and endangered species safeguarded under the Wildlife & Countryside Act 1981 and Section 41 of the NERC Act, suggesting a need for compliance with policy H1 on flood risk, landscape and character. The site lies within an area of separation between Warsop and Spion Kop that provides visual, ecological and agricultural benefits and maintains local identities, and development may join up the settlements and harm this character. The policy may fail to meet policy 3.3 of S3 on safeguarding or enhancing landscape appearance and character given the presence of a long-established hedgerow, an old sand quarry with ponds, a byway flanked by fields and woodlands, and a railway embankment supporting diverse flora.

['Warsop Footpaths & Countryside Group', '1187152', 'NorthCountry Homes', '1384590', '1383512']

Community Infrastructure Provision (4 respondents, 40%):

Respondents raise concerns about community infrastructure provision in relation to the policy. Local school capacity is described as currently insufficient to accommodate additional pupils, indicating a need for additional school places. Primary care capacity at the local GP surgery may be overextended by the policy, suggesting that provision of additional healthcare facilities would be necessary. Public electric vehicle charging facilities are proposed to be provided for general public use.

['1187152', '1383512', 'Vibrant', 'NorthCountry Homes']

Flood Risk and Drainage (2 respondents, 20%):

Respondents highlight significant flood risk and drainage concerns at Housing allocation HELAA 338: Land south east of Mansfield Road. The site features a natural dip that becomes boggy and waterlogged during wet months. Development could exacerbate existing flood risk in surrounding areas. A large-scale scheme may not adequately safeguard or enhance the site's drainage capacity.

['1384590', '1383512']

Economic and Employment Impacts (2 respondents, 20%):

Respondents highlight potential economic and employment impacts of Housing allocation HELAA 338: Land south east of Mansfield Road. Local trades such as carpet fitters and gardeners may benefit from providing services to new residents. New residents may boost spending at existing local facilities in Warsop, supporting the local economy. Mixed development with additional commercial businesses may undermine the Warsop high street, causing closures of local shops. Large retailers may be better situated away from the town centre, for example at the intersection of Forest Road and Peafield Lane where commercial activity already exists. Commercial uses may generate approximately 125 jobs post-occupation, which could be taken up by local people. Housing and commercial elements may yield rate income for the council to reinvest in local services. Permanent jobs created by the

commercial element may largely be filled by Warsop residents. Mixed-use development may create significant employment during the construction phase.

['133', 'NorthCountry Homes']

On-Site Mixed-Use Facilities (2 respondents, 20%):

Respondents support the inclusion of on-site mixed-use facilities within Housing allocation HELAA 338: Land south east of Mansfield Road. A full planning application may incorporate market and affordable housing alongside public open space, play areas and cycle and footpath connections to the wider network. Convenience retail facilities such as a supermarket, petrol filling station with kiosk and a drive-through coffee shop could meet main food shopping needs and introduce coffee and food outlets currently absent in Warsop. On-site convenience retail may reduce motorised trips for both new and existing residents and provide everyday meeting and social spaces. However, an influx of commercial businesses could significantly impact the Warsop high street and risk closure of local shops.

['133', 'NorthCountry Homes']

Housing Mix, Affordability and Deliverability (1 respondent, 10%):

The respondent states that the policy site is available, suitable and potentially achievable, with delivery expected later in the plan period. Delivery of housing and commercial components could commence in 2026–27 without legal impediments and within the first five years of the plan. The site may meet the Framework's definitions of deliverability and developability. A mixed-use proposal is envisaged, comprising market housing, affordable housing, public open space, play areas, cycle and footpath links, a supermarket, petrol filling station with kiosk and a drive-through coffee shop. Market housing would predominantly consist of starter homes for first-time buyers alongside a range of house types. A policy-compliant level of affordable housing would be integrated with market homes, and site viability is confirmed.

['NorthCountry Homes']

Other (9 respondents, 90%):

Respondents raise a range of other matters concerning local services, infrastructure, commercial provision and site context. Difficulty obtaining GP appointments may be causing local patients to attend A&E. The local medical surgery may be unable to cope with significant additional patient numbers following the closure of Riverbank Medical. School waiting lists and limited access to dental services may affect families in the area. Inclusion of commercial uses may reduce travel demand for new and existing residents. Absence of clear proposals for business types may limit confidence in the development. A concentration of vape stores and similar outlets may be considered detrimental to the town's rural character. Inadequate existing infrastructure may require further investment to support new development. Scope and timing of proposed spine connection road improvements may need inclusion in the local plan. A previously provided indicative route for the spine connection road could inform future planning. Proximity to historic landfill on the eastern boundary may require site remediation. Location outside the urban boundary in a lower-value

area adjacent to a railway line may affect viability. Lack of integration with existing buildings and proximity to higher-value cottages may lead to concerns over property devaluation. Requests for early objection registration and confirmation of earmarking status indicate local interest in the planning process. Redistribution of housing to other villages and use of brownfield sites could reduce pressure on green belt areas.

['Nottinghamshire County Council', 'Warsop Footpaths & Countryside Group', '1187152', '133', 'NorthCountry Homes', '1384590', '1383512', 'Environment Agency', 'Vibrant']

HELAA 340

Number of responses to this policy: 2

Respondents emphasised the need for detailed assessments of the local highway network around Rainworth, including validation of traffic modelling for the proposed spine connection and analysis of flows at key junctions. They requested involvement in flood risk management and site access discussions, along with measures to protect the ecological integrity of the Rainworth Lakes SSSI.

Traffic modelling validation (2 respondents, 100%):

A detailed assessment of the impact on the local highway network in and around Rainworth may be needed to support the policy.

['Nottinghamshire County Council', 'Newark & Sherwood District Council']

Highway network impact assessment (2 respondents, 100%):

Respondents request a detailed assessment of the impact on the local highway network in and around Rainworth arising from the policy for Housing allocation HELAA 340: Land south of the A617 and west of Blidworth Lane. A comprehensive impact assessment could examine traffic flows at key junctions and the capacity of existing roads.

['Nottinghamshire County Council', 'Newark & Sherwood District Council']

Flood risk management (1 respondent, 50%):

Respondent requests involvement in flood risk management discussions should Policy HELAA 340 progress to allocation.

['Newark & Sherwood District Council']

Site access arrangements (1 respondent, 50%):

The respondent requests involvement in any discussions concerning site access arrangements should Housing allocation HELAA 340 progress to allocation.

['Newark & Sherwood District Council']

Ecological protection (Rainworth Lakes SSSI) (1 respondent, 50%):

The respondent requests involvement in discussions on access arrangements, flood risk management and measures to safeguard the ecological integrity of the Rainworth Lakes SSSI should policy HELAA 340 progress to allocation.

['Newark & Sherwood District Council']

HELAA 341

Number of responses to this policy: 7

Respondents cite concerns about highway capacity and congestion, including potential traffic increases on the B6030, longer travel times, accelerated road wear and safety risks, and call for a spine connection between Leeming Lane North and New Mill Lane, a bridge over the River Maun and enforceable traffic-management measures. They note that local schools are operating at or near capacity and that primary healthcare services are overstretched, requiring proportional investment in educational and healthcare facilities. They highlight limited public transport beyond 9 pm and absence of continuous pedestrian or cycle routes between Kings Clipstone, Sherwood Pines and Clipstone, underscoring the need for footpath widening, cycle-path provision and pedestrian safety improvements. They express uncertainty over recreational and play space provision and urge a comprehensive cumulative impact assessment encompassing existing sports and housing developments alongside the site allocation.

Highway Capacity and Congestion Management (3 respondents, 43%):

Respondents raise concerns about highway capacity and congestion management in relation to the policy Housing allocation HELAA 341: Bridleways Guest House & Holiday Homes. Further traffic modelling may be required to validate assumptions about traffic movement improvements around Mansfield Woodhouse and Forest Town. An increase in traffic volumes along the B6030 (Mansfield Road through Clipstone and Kings Clipstone) from development at the site could cause increased congestion, longer travel times, accelerated road deterioration, heightened risks to road safety, and greater exposure to noise pollution and vehicle emissions. The narrow stretch of road running through Kings Clipstone, forming part of a commuter route to the A1, is poorly equipped to accommodate additional traffic. A comprehensive assessment of the cumulative impact of the sports facility at the Headstocks and two significant housing developments within Clipstone alongside the site is urgently needed due to strain on the B6030 and related infrastructure. Provision of a spine connection between Leeming Lane North and New Mill Lane is advised to mitigate traffic at nearby A60 junctions. A clear and enforceable traffic management strategy, including substantial improvements to road infrastructure, footpath widening, and pedestrian safety measures, is essential for sustainable development at the site.

['Kings Clipstone Parish Council', 'Nottinghamshire County Council', '1384531']

Educational Infrastructure Provision (2 respondents, 29%):

Respondents highlight that local schools are operating at or near full capacity. Local schools cannot take any more students. Any population increase arising from the Housing allocation HELAA 341: Bridleways Guest House & Holiday Homes policy would require proportional investment in educational infrastructure.

['Kings Clipstone Parish Council', '1384531']

Pedestrian and Cycle Infrastructure (1 respondent, 14%):The respondent argues that a clear and enforceable traffic management strategy may be essential, including substantial improvements to road infrastructure, footpath widening and pedestrian safety measures, to render development under the policy sustainable. Road use may be particularly unsafe for cyclists due to high volumes of vehicular traffic, absence of adjacent cycle paths, narrow road widths in Kings Clipstone and hazardous pinch points at pedestrian refuges, which would be exacerbated by the policy. Substantial investment in transport infrastructure, education, healthcare and community facilities, including accessible and safe pedestrian routes, could be required before accommodating growth under the policy to ensure sustainable development and protect quality of life. No continuous or fully accessible pedestrian footpath currently connects Kings Clipstone with Sherwood Pines or Clipstone, making safe passage through the villages difficult for families, elderly residents or those with mobility challenges should the policy proceed.

['Kings Clipstone Parish Council']

Primary Healthcare Capacity (1 respondent, 14%):

The respondent highlights that primary healthcare services, including the Sherwood Medical Partnership on Crown Farm Way, are currently overstretched. Development at site 341 could worsen capacity constraints unless matched by strategic investment in local healthcare.

['Kings Clipstone Parish Council']

Cumulative Infrastructure Impact Assessment (1 respondent, 14%):

A comprehensive assessment of the cumulative impact is urgently needed. Existing proposals such as the sports facility at the Headstocks, two housing developments in Clipstone and development at area 341 may place heavy strain on the B6030 and related infrastructure.

['Kings Clipstone Parish Council']

Spine Road Link and Bridge Requirement (1 respondent, 14%):

The respondent states that the proposed spine road link would require a bridge over the River Maun.

['Nottinghamshire County Council']

Public Transport Provision (1 respondent, 14%):

The respondent highlights that existing services cease after 9pm, leaving no viable connections from Nottingham to Clipstone via Mansfield. Housing development at area 341 may exacerbate this shortfall in public transport provision.

['Kings Clipstone Parish Council']

Recreational and Open Space Provision (1 respondent, 14%):

The respondent raises uncertainty over whether current and proposed development plans for area 341 will adequately provide recreational areas or play spaces for children. Inadequate provision may diminish families' quality of life and could increase antisocial behaviour among young people.

['Kings Clipstone Parish Council']

Other (4 respondents, 57%):

Respondents object to planning being permitted in the area under the First Town project. Reassurance is sought that developers and the council will consider local infrastructure and wildlife needs in relation to the policy. Plots 331 and 341 could be developed before other areas to reduce impact on land already built opposite. Public opinion is requested to be taken into account. Plots 56 and 188 could be developed last to limit human encroachment on a valued landscape. Further information is offered to support a detailed discussion of a spine connection route for inclusion in the local plan. Mansfield District Council may need to reconsider the policy for HELAA 341 given cumulative impacts and the lack of necessary infrastructure improvements. The scope of spine connection improvements could be incorporated into the local plan. An indicative route for the spine connection road is outlined as a green route on the allocation plan and a white route on a satellite view.

['Kings Clipstone Parish Council', 'Nottinghamshire County Council', '1383363', '1384531']

Respondents include ['Kings Clipstone Parish Council', 'Nottinghamshire County Council', '1383363', '1384531', 'ID62', '50', '34'] The latter 3 comments covered a number of sites and have been picked up elsewhere in this report.

HELAA 376

Number of responses to this policy: 78

This policy would generate additional traffic on narrow local roads, worsening congestion, noise and air pollution while parking remains constrained and emergency access limited. Local schools and healthcare facilities already lack spare capacity, requiring new or expanded provision funded by developers. Pavements are narrow, active-travel infrastructure is lacking and public transport services are unreliable, increasing car reliance. The site lies on a floodplain with inadequate drainage and sewer capacity and permanent housing would reduce infiltration, requiring substantial sustainable drainage measures. Allocating the land would fragment a green-infrastructure corridor and harm protected species, veteran trees

and heritage assets, although boundary planting and on-site ponds could deliver some biodiversity net gain.

Highway capacity and traffic impact (65 respondents, 83%):

Respondents express concern that policy HELAA 376 would generate further traffic on an already overloaded local road network. Felton Avenue is characterised as a narrow rat run with speeding traffic, noise pollution and surface deterioration that could worsen with extra vehicles. The Fairways and Park Hall Road form busy alternative routes to avoid queues on the A60 and A6075, carrying heavy goods vehicles and buses on roads deemed unsuitable for such use. Junctions at Felton Avenue/A60, Peafield Lane/A60 and Park Hall Road/Fairways experience long queues, limited visibility and tight geometry that would be exacerbated by new housing traffic. Closure of Debdale Lane during works caused village-wide gridlock, highlighting network fragility and limited resilience to further traffic increases. Insufficient on-street parking is increasing localised congestion and hampering emergency-vehicle access. Air and noise pollution are expected to rise, posing risks to pedestrians and schoolchildren along congested routes. A spine road linking Leeming Lane North to New Mill Lane may mitigate through-traffic but requires further modelling, funding and land acquisition. No specific highway upgrades or funding commitments accompany the policy, prompting calls for transport statements to demonstrate acceptable impacts. Alternative sites with direct access to primary routes are suggested as more suitable for housing growth with lower traffic impact.

['96', '176', '122', '148', '154', '114', '124', '160', '183', '1384165', '1187152', '113', '1384477', '2', '168', '1384541', '110', '116', '163', '164', '127', '196', '1384172', '82', '1338280', '1384205', '106', '165', '1384381', '190', '102', 'Nottinghamshire County Council', '1384367', '1384170', '108', '1384466', '126', '184', '56', '143', '128', '157', '166', '181', '1384254', '1224109', '103', '92', '180', '100', '1384321', '147', '150', '192', '152', '20', '112', '162', '1383407', '107', '158', '97', '101', '159', '99']

Accessibility, sustainable transport and connectivity (52 respondents, 67%):

Respondents express a range of concerns and observations on accessibility, sustainable transport and connectivity in relation to Housing allocation HELAA 376: Land East of Park Hall Road/North of The Fairways. Development would increase vehicular traffic on the A60, A6075, Felton Avenue, the Fairways, Park Hall Road, Peafield Lane, Ley Lane, Leas Road and Meden Road, which are narrow, potholed and already operating at or near capacity. Congestion during peak hours, diversions or roadworks may result in gridlock and raise safety and amenity risks, particularly for pedestrians and cyclists on narrow pavements. Pavement parking on Park Hall Road and heavy vehicle use on Felton Avenue could heighten collision risks. Site accessibility benefits from proximity to existing bus stops, community facilities and employment locations, which could support housing growth if reliable public transport services were secured. However, the absence of a viable bus route and distances of over one kilometre to shops, schools and medical services could increase reliance on private cars. A proposed spine road crossing the River Maun may improve connectivity, but no firm delivery plans or funding commitments are evident. The public footpath through the site provides important access to green space and would need to be retained to maintain recreational links. Active travel infrastructure is currently lacking, and measures such as cycle lanes, wider pavements or school

streets schemes may be required to encourage walking and cycling. Air quality monitoring at key junctions could inform mitigation strategies. Delivery of development may depend on road widening, dual carriageways, relief roads or ring roads, supported by developer contributions to address highway capacity and safety concerns.

['96', '122', '148', '154', '114', '160', '183', '1384165', '1187152', '113', '1384477', '2', '168', '1384541', '110', '163', '164', '127', '196', '82', '1384205', '106', '1384381', '190', '102', 'Nottinghamshire County Council', '104', '1384367', '1384170', '184', '1384466', '126', '143', 'Avant Homes', '128', '157', '166', '181', '1224109', '103', '92', '180', '1384321', '150', '152', '112', '162', '1383407', '107', '97', '99', '101']

Education and healthcare capacity (47 respondents, 60%):

Respondents highlight that existing education and healthcare services in Mansfield Woodhouse operate at or beyond capacity. Primary schools such as Peafield Lane Academy, St Edmund's, Netherfield and Heatherley plus the sole secondary school have no spare places, with one primary at 125 % capacity. Oakwood Surgery, the only GP practice in the village, faces waiting lists exceeding six weeks, limited parking and staffing shortfalls. Kings Mill Hospital carries long waiting lists. Additional pupils from the policy would need to travel outside the village, increasing traffic congestion and safety risks. Dental and pharmacy services are unable to accommodate extra demand. No new schools or GP surgeries have accompanied recent housing schemes. A new primary school and doctors' surgery would be required before development proceeds. Developer contributions would need to fund these facilities to avoid worsening access to education and healthcare.

['96', '122', '148', '154', '94', '183', '1384165', '1187152', '113', '1384477', '2', '168', '1384541', '110', '116', '164', '127', '196', '1338280', '1384205', '106', '165', '1384381', '190', '102', '104', '1384367', '1384170', '108', '1384466', '126', '56', '128', '157', '166', '1224109', '103', '92', '1384321', '150', '152', '20', '112', '97', '107', '158', '101']

Biodiversity and ecological networks (47 respondents, 60%):

Respondents convey that policy HELAA 376 would severely damage local biodiversity and ecological networks. Housing allocation HELAA 376 would fragment a strategic green infrastructure corridor, interrupting wildlife movement between woodland and the Maun Valley. The site supports a variety of protected and red-listed species, including skylarks, lapwings, barn owls, bats, great crested newts, kingfishers, water voles, egrets and herons. The adjoining watercourse and private fishing lakes serve as feeding grounds and breeding sites for amphibians, birds and invertebrates. Woodland edges and hedgerows around the site provide important dark-sky habitats for nocturnal species and roosting sites for bats and owls. Agricultural fields act as seasonal corridors for deer, badgers, hares and toads migrating to breeding ponds. The area sequesters soil carbon, supports staple crop production and offers natural flood defence functions. Introduction of streetlighting and drainage works could degrade riparian habitats and disrupt foraging routes. Development would result in the permanent loss of veteran trees, bluebell woodland and native wildflower corridors that cannot be replicated through off-site biodiversity offsetting. However, public open space provision, boundary planting and on-site attenuation ponds could deliver some biodiversity net gain if designed to buffer existing wildlife sites.

['122', '148', '154', '105', '160', '1384165', '1187152', '113', '1384477', '168', '1384541', '62', '116', '164', '127', '1384542', '196', '1384172', '82', '1338280', '1384205', '165', '1384381', '1384367', '1384170', '108', '1384466', '56', 'Avant Homes', '157', '166', '181', '1224109', '103', '180', '100', '1384321', '192', '150', '152', '20', '188', '112', '162', '107', '158', '101']

Public open space and recreational amenity (36 respondents, 46%):

Respondents highlight the value of the open fields and woodland around Park Hall Road and The Fairways for wildlife, informal recreation and mental wellbeing. The site supports abundant wildlife, including badgers, rabbits, newts, deer, skylarks, barn owls, geese, martins and other bird species. The woodland edge attracts seasonal visitors to view snowdrops and bluebells and serves as a valued daily walking route. Public footpaths provide access for walking, dog walking, running, cycling, horse riding and informal sports. The green corridor forms part of the in2-designated strategic green infrastructure in the local plan, linking settlements and offering a rural backdrop. Removal of open space would sever informal routes and views, degrade green infrastructure and reduce outdoor opportunities close to home. Loss of access to nature is said to threaten mental and physical wellbeing by forcing exercise onto hazardous roads and increasing reliance on transport. Damage to drainage and existing flooding issues in nearby parks is expected to worsen if new housing increases surface water run-off. The site is considered capable of delivering new areas of public open space, landscaping buffers and biodiversity net gain through boundary planting and drainage attenuation. Alternative proposals include quiet community activities or a golf course to preserve tranquillity, wildlife habitat and existing recreational amenities such as fishing lakes and Park Hall Vets.

['96', '148', '154', '114', '94', '183', '168', '1384541', '164', '196', '1384172', '82', '1384381', '1384367', '1384170', '108', '1384466', '56', 'Avant Homes', '157', '128', '181', '103', '92', '180', '100', '192', '152', '20', '188', '112', '162', '107', '90', '158', '97']

Drainage, flood risk and sewerage infrastructure (26 respondents, 33%):

Concerns about drainage, flood risk and sewerage infrastructure have been raised in relation to Housing allocation HELAA 376: Land East of Park Hall Road/North of The Fairways. The site lies on a recognised flood plain with natural watercourses and a high water table that regularly causes standing water for months, particularly in winter. Part of the land falls within Flood Zone 2 along its eastern boundary, as shown on Environment Agency maps. Surface water flooding is evident on adjacent roads and private gardens, with the fields effectively becoming a temporary river during heavy rainfall. Introduction of over 500 dwellings would replace permeable soil with roofs, roads and driveways, reducing natural infiltration and potentially overwhelming existing drainage systems during extreme events. Development at the lower end of the site could worsen localised inundation where natural springs emerge and ground permeability is poor. Sewage treatment and sewer capacity are judged inadequate for increased population, posing risks of pipe blockages, pollution events and overflow into nearby waterways. Substantial drainage works—including on-site attenuation ponds, basins, landscaping buffers and enhanced SuDS—would be required to mitigate flood risk, with some suggestion that new road infrastructure linking the A60 and Peafield Lane could access better-drained sections. Any

development within flood zones should retain minimum river-bank buffers and implement sustainable drainage in line with policy CC2 and CC3.

['148', '105', '1187152', '1384541', '116', 'Environment Agency', '1384542', '196', '1384172', '82', '1384205', '165', '190', '1384170', '108', '1384466', '126', '184', 'Avant Homes', '166', '103', '100', '150', '188', '112', '97']

Agricultural land and food security (24 respondents, 31%):

Respondents highlight that Site 376 comprises active agricultural land supporting staple crops, trees, plants and habitats for local wildlife, underpinned by moisture-retentive soils that could provide climate resilience during drought and natural flood mitigation. Permanent development would eliminate best and most versatile farmland, sequester soil carbon and undermine local crop and livestock production, potentially increasing reliance on imports, food prices and carbon emissions. The land currently forms part of the rural setting separating built-up areas and sustaining biodiversity through woodlands, agroforestry corridors and open countryside. Designation of grade 3a farmland around Mansfield Woodhouse as safeguarded agricultural land in line with NPPF §170 may help preserve soil functions and community food security. Embedding domestic food production as a core local plan objective, alongside initiatives such as allotment co-operatives, regenerative farming and agro-ecology trials on council-owned land, could support local yield and supply chains while guarding against permanent loss of agricultural capacity.

['114', '94', '1187152', '1384477', '110', '163', '1384541', '1384542', '196', '82', '1338280', '1384205', '165', '190', '184', '166', '181', '180', '152', '188', '97', '107', '158', '101']

Heritage assets and landscape character (22 respondents, 28%):

Respondents raise concerns about the effect of site 376 on heritage assets and landscape character. Construction on site 376 could remove valued woodland, fields and parkland that currently provide informal walking routes and a rural backdrop. Housing on site 376 could damage unprotected heritage features such as the original ice house and ha-ha variant stone boundary wall from the historic Park Hall estate. Development could bring new buildings into close proximity to Park Hall Stables and Park Hall Vets, both listed buildings, reducing their setting. Loss of high-grade agricultural land within a 'conserve and reinforce' landscape designation could undermine the rural buffer between built-up areas and harm local biodiversity. Extending the urban area into the strategic Maun Valley green corridor adjacent to a designated site of importance for nature conservation could contravene policy NE1 of the adopted local plan. Site 376 is described as an open agricultural landscape bounded by woodland supporting native bluebells and daffodils, with green spaces valued as visual and ecological breaks preserving rural character. However, landscape planting, buffers and an existing tree belt may mitigate impacts on the setting of the Grade II listed Park Hall Stables and reduce heritage constraints.

['105', '160', '1187152', '1384477', '168', '1384541', '62', '116', '164', '196', '82', '1338280', '1384205', '190', '1384170', '143', 'Avant Homes', '166', 'Mansfield Woodhouse Community Development Group', '150', '152', '158']

Other (57 respondents, 73%):

Respondents raised a range of issues under the 'Other' theme in relation to the policy. Retrofitting existing empty homes may offer a more sustainable and cost-effective route to social or affordable housing than greenfield development. Brownfield-first development could revitalise Mansfield town centre, for example through redevelopment of the Beales department store site and better use of the civic centre. Compulsory purchase powers and collaboration with housing associations could bring vacant properties back into use, reducing reliance on new-build estates. Direct and indirect job creation is cited as a potential benefit of site allocation, supporting both construction and local economic activity. Settlement merging is seen as a threat to local identity and community cohesion, potentially eroding the village character of Mansfield Woodhouse. Consultation documents may be overly technical and guidance is lacking in local libraries, limiting public participation. Protection of land serving the Manor complex is urged to preserve a growing community resource. Adequate car parking and civic amenities are viewed as prerequisites before any housing delivery can proceed. Safety concerns include potential risks associated with demographic changes and impacts on local wildlife and pets.

['96', '176', '148', '154', '114', '160', '1384165', '1187152', '113', '1384477', '2', '1384541', '110', '116', '163', '164', '62', 'Environment Agency', '1384542', '196', '1384172', '1338280', 'Old Mansfield Woodhouse Society', '106', '165', '1384381', '190', 'Nottinghamshire County Council', '104', '1384367', '184', '108', '1384466', '126', '143', 'Avant Homes', 'Mansfield Woodhouse Community Development Group', '157', '166', '181', '1224109', '103', '92', '180', '100', '147', '192', '150', '152', '90', '97', '162', '1383407', '107', '158', '99', '101']

HELAA 382

Number of responses to this policy: 71

Respondents highlight that the plan would reduce open space and mature trees in Manor Park. They warn it would harm biodiversity and recreation. They warn that narrow residential roads and busy junctions, already at capacity, would face extra congestion and parking pressure. They cite increased risk to emergency access without promised transport improvements. They note existing drainage, sewer, medical and school services are overstretched. This increases flood risk from a high water table and poor storm-water runoff. Approving the site may set a precedent for further protected park loss. Legal access constraints and a single cul-de-sac entry could also hinder deliverability. Respondents view housing yield as low compared to the access, infrastructure and legal work needed. Proposals include alternative parkland uses such as education or leisure facilities. They suggest enhanced cycle and bus links and development on brownfield sites to preserve community value and environmental resilience.

Green Space Loss and Recreational Amenity (43 respondents, 61%):

Respondents raise concerns that Housing allocation HELA 382: Land at Hereford Avenue would diminish green space and recreational amenities. The policy would

result in the loss of part of Manor Park, a popular green area offering quiet picnic spots, children's play areas, sports facilities, dog walking routes and community events such as park runs and summer festivals. Loss of mature trees, shrubs and wildlife habitat including badgers, rabbits, newts and birdlife may harm biodiversity and disrupt an in2-designated strategic green infrastructure corridor. Removal of open space is viewed as detrimental to physical and mental well-being, reducing opportunities for exercise, reflection and family recreation. Allowing residential development in this area may set a precedent for further encroachments on valued public open spaces.

['1383504', '177', '183', '107', '1384170', '101', '159', '190', '166', '48', '16', '162', '114', '146', '149', '1384205', '120', '178', '92', '75', '113', '1384248', '181', '97', '1384239', '180', '77', '195', '100', '127', '165', '192', '158', '94', '103', '184', '76', '189', '86', '128', '110', '109', 1384169']

Traffic Congestion and Highway Safety (35 respondents, 49%):

Respondents raise concerns that traffic congestion and highway safety could be significantly impacted by the policy. Traffic on Felton Avenue and Hereford Avenue is described as already severe, with narrow feeder roads operating at or beyond capacity and frequent on-street parking causing access and turning difficulties. A development generating around 43 additional cars would exacerbate congestion on dead-end Hereford Avenue and estate roads, impeding emergency vehicle access. Junctions onto Park Hall Road and the A60 are cited as hazardous, with recent incidents on New Mill Lane illustrating heightened accident risk. The closure of Debdale Lane is highlighted as causing widespread delays, and event traffic around Manor Park is said to intensify peak-time gridlock. Drainage alterations and construction vehicles are expected to add to congestion during the build-out phase. Lack of local road improvements and absence of promised public transport and cycling measures are viewed as failures to mitigate traffic growth. Proposals for a new spine connection between Leeming Lane North and New Mill Lane, a link road between the A60 and Peafield Lane, and ring roads diverting traffic from the A60 are advanced as potential relief measures. Dual carriageway capacity on the A6191 and further traffic modelling for relief routes are suggested to address current infrastructure at capacity. Ongoing speeding and "rat-run" usage of residential streets underlines concerns for pedestrian and cyclist safety, particularly for children and pets.

['177', '183', '102', '107', '1384170', '116', '194', '48', '193', '124', '99', '106', '114', '146', '149', '1384205', '2', '92', '75', 'Nottinghamshire County Council', '1384248', '97', '1384466', '1384239', '77', '100', '192', '1224109', '184', '76', '128', '1384321', '109', '1384169', '98']

Infrastructure and Service Capacity (30 respondents, 42%):

Respondents highlight that the policy may exacerbate existing limitations in road capacity, utility services and social infrastructure. Building on this site may increase congestion on narrow feeder roads, cul-de-sacs and junctions already at capacity and prone to safety hazards. Limited parking, inadequate carriageway width and on-street parking constrain traffic flow and pose challenges for emergency access. Existing drainage and sewer systems may be unable to manage additional surface water, raising flood risks at the cul-de-sac. Healthcare provision is overstretched,

with the sole GP surgery operating at capacity, no additional doctors or pharmacies committed, and long waits for appointments. School places are fully allocated, with waiting lists and no guarantee of new facilities, potentially forcing pupils to travel beyond the parish at peak times. Utility supplies (water, gas, electricity) lack clarity on connection capacity for further development. Public transport is deemed insufficient, prompting calls for direct bus and rail services to regional centres. Legal obligations on developers to fund road improvements, relief routes, educational and medical infrastructure are viewed as essential to mitigate impacts. Conversely, committed investment in key transport infrastructure alongside housing could enable growth if secured within the development plan.

['177', '183', '102', '107', '116', '104', '194', '48', '99', '106', '114', '146', '149', '2', '92', '75', '1384542', 'Nottinghamshire County Council', '97', '1384466', '1384239', '158', '94', '103', '1224109', '184', '76', '128', '1384321', '109']

Biodiversity and Wildlife Habitat (23 respondents, 32%):

Respondents emphasise that policy HELAA 382: Land at Hereford Avenue comprises mature woodland, hedgerows and a diverse range of species that could be irreversibly harmed by housing development. Site features are described as providing habitat for bats, owls, kingfishers, herons, badgers, deer, foxes, butterflies and toads within a quiet parkland setting. Mature trees and shrubs are viewed as supplying vital food, shelter and breeding grounds that would be lost under a housing scheme. Implementing a 10% biodiversity net gain is considered unlikely to offset the removal of established habitats and mature trees. The land lies within a strategic green infrastructure corridor whose fragmentation by housing could reduce ecological connectivity and outdoor recreational opportunities. Reduced footfall since a gating order is credited with allowing wildlife to flourish and establish a sanctuary that would be undermined by construction and increased access. A secure, single-access site is regarded as suitable for biodiversity education rather than residential development.

['1383504', '107', '1384170', '116', '194', '193', '162', '1384205', '182', '178', '75', '1384542', '1384466', '1384239', '195', '100', '127', '192', '1224109', '189', '1384321', '109', '1384169']

Flood Risk and Surface-Water Drainage (11 respondents, 15%):

Respondents express concerns that the policy would worsen flood risk and overwhelm surface-water drainage. Development of the site may cause drainage systems to fail during extreme weather events that now occur more frequently than once in a century. Concreting and tarmacking over healthy soil could reduce rain absorption, potentially leading to surface water flooding on arterial roads and within the Hereford Avenue cul-de-sac. The land is described as poorly drained, with a high water table and standing water visible year-round on adjacent fields and car parks. Parkland that presently retains heavy rainwater may lose its natural storage function, and existing sewers are regarded as insufficient to cope with additional runoff, necessitating significant new infrastructure. Retaining a green buffer of at least 25 metres is suggested to provide well-drained land, maintain flood works, reduce road-crossings to new schools and offer public amenity to mitigate flood risk.

['1384466', '184', '1384542', '116', '97', '1384239', '105', '1384205', '109', '100', '194']

Precedent for Future Encroachment on Open Space (11 respondents, 15%):

Respondents express concern that approving the policy may establish a precedent for future encroachment onto Manor Park and other protected green spaces. Approving site 382 is described as the thin end of the wedge leading to successive releases of park land for housing. Continuous development may cause villages to merge and erode local character. The land lies at the urban edge where initial housing could invite further nibbling of green space. Public parks may be intended for recreation rather than dwelling and nearby brownfield sites could provide alternative housing locations.

['165', '166', '97', '48', '181', '1384170', '195', '77', '105', '159', '180']

Site Access Constraints and Legal Orders (11 respondents, 15%):

Respondents highlight significant access limitations and legal constraints affecting Housing allocation HELAA 382: Land at Hereford Avenue. The site is accessed via Hereford Avenue, a narrow cul de sac with no alternative routes, so Debdale Lane closures or roadworks could cause gridlock and may hinder emergency services. Proposed entrances are considered unsuitable for heavy vehicles, and existing on-street parking could further restrict vehicle manoeuvring. Public rights of way crossing the land would need protection or diversion to avoid legal conflicts. A gating order on Manor Park imposes legal access constraints that could complicate development. The combined impact of these factors, alongside the presence of protected wildlife species, may call the policy's deliverability into question.

['75', '97', '48', '193', '106', '104', '1384466', '77', '195', '100', '194']

Housing Yield and Land-Use Efficiency (6 respondents, 8%):

Housing allocation HELAA 382 is seen as offering minimal housing yield relative to the preparatory work required. Site area constraints may limit the number of dwellings that could be delivered. Extensive drainage and access improvements could be needed to support a small housing scheme. A disproportionate amount of existing tarmac access road may reduce developable land and further lower land-use efficiency. Allocation of time and resources to this low-yield site could be considered less efficient than focusing on larger, more viable sites. Retaining the site's educational, ecological and wellbeing functions may present a more efficient long-term land use than delivering a small number of houses.

['193', '189', '182', '195', '109', '194']

Other (41 respondents, 58%):

Respondents raise a range of concerns under the "Other" theme regarding the policy. Manor Park complex is highlighted as a widely used community leisure facility that supports physical and mental health through open spaces, fitness equipment and quiet zones for activities such as dog walking and educational events. Local volunteers are noted to sustain park amenities despite funding cutbacks that have prevented the site from achieving its original aims. Alternative uses such as partnerships with schools, yoga, pilates and installation of a café are proposed to create a lasting low-cost community legacy. Removal of part of the park for housing

would reduce urban cooling, air quality benefits and environmental resilience while increasing traffic, parking pressures and air pollution. Loss of agricultural land is criticised for its impact on food production and natural habitats. New dwellings would overlook adjacent bungalows on Hereford Avenue, intruding on privacy, and large estates may alter the semi-rural character, increase light pollution and carbon emissions. Preference is expressed for developing brownfield sites, empty premises or abandoned houses, including compulsory purchase within Manor Ward, in place of greenfield allocations. Repurposing existing structures, such as a civic centre or department store, is suggested to provide affordable housing without sacrificing green space. Inclusion of proposed spine connection improvements in the local plan is urged to address access and parking issues. Complex and opaque consultation materials, lack of comment facilities in libraries and suspicions of covert influence are cited as undermining trust in the planning process. Policy alignment concerns are raised regarding commitments to green infrastructure, community open space and local green space designations, with fears that proposed development would contradict these objectives. Threat of non-violent protest is mentioned should the policy proceed, reflecting strong opposition rooted in perceived betrayal of earlier council investments.

['1383504', '107', '1384170', '116', '104', '101', '190', '166', '48', '99', '16', '106', '162', '114', '146', '149', '2', '182', '178', '92', '75', '1384542', 'Nottinghamshire County Council', '181', '97', '1384466', '180', '77', '195', '100', '127', '192', '158', '94', '103', '1224109', '184', '1384321', '109', '1384169', '98']

HELAA 385

Number of responses to this policy: 3

Respondents note that site 385 is landlocked by allocations in Ashfield and housing around Mansfield, requiring cross-boundary access via H1SS without assessed highway capacity or cumulative impacts. The policy omits reference to the site's role in urban separation between Mansfield and Sutton-in-Ashfield. The site is seen as suitable for phased growth aligned with the spatial strategy and HELAA findings. Inconsistent boundary depictions require clarification to define the site's extent. Highway access has not been factored into H1SS capacity estimates and network impacts remain unassessed. Respondents call for joint cross-boundary infrastructure funding. The appraisal lacks clear evidence on site 385 as a reasonable alternative.

Road Infrastructure (1 respondent, 33%)

The respondent is supportive of the site being used for development in the Mansfield District after further traffic modeling is completed. There may be a requirement for additional road infrastructure and bridges.

['Nottinghamshire County Council']

Landlocked context and access dependency (2 respondents, 67%):

Respondents note that the site is landlocked by a draft Ashfield district allocation to the west and by residential development in Mansfield to the north, south and east,

emphasising the need for cross-boundary access arrangements. Capacity within the proposed H1SS allocation may preclude provision of highway access to Housing allocation HELAA 385: East of Beck Lane and North of Skegby Lane, land surrounding Ashland Farm. Access dependency on H1SS could allow phased growth meeting needs in both districts. The highway capacity and cumulative impacts of accessing site 385 via H1SS have not been assessed at this stage.

['1384389', 'Richborough']

Urban separation contribution (1 respondent, 33%):

The respondent notes that the policy does not reference the contribution that site 385 makes to urban separation between Mansfield and Sutton-in-Ashfield.

['1384389']

Development phasing strategy (1 respondent, 33%):

The respondent states that the site presents a logical opportunity for growth, being accessible via the draft allocated Ashfield site and capable of phased development to assist in meeting the needs of both districts. Positive assessment in the council's latest HELAA is highlighted. The site forms the second phase of development, following resolution to grant for the first phase.

['Richborough']

Site boundary clarity (1 respondent, 33%):

The respondent highlights that the boundary for Housing allocation HELAA 385 is depicted differently on the plan of potential sites and in HELAA Appendix B compared with the text description in the HELAA assessment of site 192. Inconsistent boundary depictions may require clarification to ensure a clear understanding of the site's extent.

['1384389']

Site capacity estimation (1 respondent, 33%):

The respondent considers that site capacity estimation for allocation H1SS in the Ashfield pre-submission local plan did not allow for incorporation of highway access to Mansfield's potential site 385.

['1384389']

Highway access and network impact (1 respondent, 33%):

Assessment of highway capacity for access to site 385 via proposed allocation H1SS within Ashfield District, including cumulative impacts on the network, has not been undertaken. The estimated capacity of allocation H1SS in the Ashfield pre-submission local plan did not allow for highway access to Mansfield's potential site 385.

['1384389']

Spatial strategy alignment (1 respondent, 33%):

The respondent states that the site is ideally located to accord with the council's spatial strategy, placemaking policy objectives and cross-boundary requirements. The site may align with strategic growth areas and support delivery of place-making aims across administrative boundaries.

['Richborough']

Cross-boundary infrastructure funding (1 respondent, 33%):

The respondent calls for further discussions to secure joint cross-boundary funding for local infrastructure, given the proximity of site 385 to proposed allocation H1SS and subject to assessment of infrastructure requirements to serve it.

['1384389']

Other (1 respondent, 33%):Site 385 assessment may lack clarity regarding its status as a reasonable alternative. Evidence justifying its categorisation may be insufficient or absent, undermining the appraisal's transparency.

['1384389']

HELAA 386

Number of responses to this policy: 2

Land at Woburn Lane, Pleasley (HELAA 386) has been acquired by Mansfield Town FC and is subject to an extant planning application, which respondents say undermines its allocation for housing by raising doubts over accuracy, deliverability and consistency with policy.

Road Infrastructure (1 respondent, 50%)

The respondent is supportive of the site being used for development in the Mansfield District after further traffic modeling is completed. There may be a requirement for additional road infrastructure and bridges.

['Nottinghamshire County Council']

Site deliverability (1 respondent, 50%): Site deliverability for Housing allocation HELAA 386 is questioned on the basis that Land at Woburn Lane has already been acquired by Mansfield Town FC and a planning application for development is in place.

['1336892']

Other (1 respondent, 50%):

Under the 'Other' theme, the respondent states that policy HELAA 386: Land at Woburn Lane, Pleasley should be removed.

['1336892']

HELAA 387

Number of responses to this policy: 9

Respondents express concern that policy HELAA 387 could disrupt local wildlife habitats, reduce green and open spaces and limit opportunities for outdoor exercise. Further responses note pressures on schools and health services, and urge legally binding developer contributions for new medical and educational facilities.

Green and open-space preservation (5 respondents, 56%):

Reduction of green space may limit opportunities for outdoor exercise, harm air quality and deprive future generations of access to natural areas that support mental health.

['1224109', '1383504', '1384165', '1384542', '1384117']

Highway capacity and traffic management (5 respondents, 56%):

Respondents express concerns about highway capacity and traffic management in relation to policy HELAA 387: Land North of Vale Road, former Community Centre. Links to the M1 require improvement to accommodate additional demand. One temporary set of traffic lights or a single collision can bring the area to a standstill and gridlock surrounding routes. The current network reaches capacity during peak times. The A6191 requires upgrading to a dual carriageway as far as the M1, or the construction of a separate relief road. Mansfield Woodhouse and surrounding areas cannot cope with further traffic flow.

['1224109', 'Nottinghamshire County Council', '1384165', '2', '1384117']

Biodiversity and habitat conservation (5 respondents, 56%):

Housing need is acknowledged, but key wildlife habitats may require protection to avoid significant harm. The policy site may be unsuitable for housing on habitat conservation grounds.

['1224109', '1383504', '1384165', '1384542', '1384117']

Education and healthcare provision (4 respondents, 44%):

Respondents warn that Housing allocation HELAA 387 policy could exacerbate existing pressures on education and healthcare provision. Local schools are described as operating at capacity and unable to accept further pupils. Health services are described as overstretched, with urgent referrals facing year-long waits and routine doctor's appointments nearly impossible to secure. Difficulty obtaining nursery places, school places and medical consultations may worsen under the policy. No firm commitment exists for new doctors' surgeries or pharmacies. Developers could be required to fund medical facilities to mitigate risks to patient safety.

['1224109', '2', '1384165', '1384117']

Drainage, flooding and site remediation (2 respondents, 22%):

Respondents highlight drainage, flooding and remediation concerns regarding the policy Housing allocation HELAA 387: Land North of Vale Road, former Community Centre. Planning submissions may need to assess ground conditions and implement relevant remediation measures. The land lies in an area with existing drainage and flooding issues that remediation works would have to mitigate.

['1384542', 'Environment Agency']

Public transport connectivity (1 respondent, 11%):The respondent urges the introduction of direct bus services to Sheffield, Derby and Nottingham from Mansfield bus station. Direct train services to Sheffield and express services to Nottingham could be provided from Mansfield stations.

['2']

Infrastructure funding and developer obligations (1 respondent, 11%):

The respondent stresses that Housing allocation HELAA 387 should include legally binding commitments for developers to fund essential infrastructure improvements. Developers may need to commit to funding new medical facilities to prevent delays in accessing healthcare. Contributions to road and rail infrastructure could be required to accommodate increased travel demand. Such a plan would need committed measures for expanding the road network and associated infrastructure with legal obligations on developers.

['2']

Local housing affordability and community benefit (1 respondent, 11%):

The respondent states that mortgage costs for basic living are considered unaffordable locally. The policy could fail to deliver benefits to local residents.

['1224109']

Other (7 respondents, 78%):

The site's location atop a historic landfill is raised as an environmental concern. The plan's selection of land parcels adjacent to existing development is described as arbitrary.

['1224109', 'Nottinghamshire County Council', '1383504', '1384165', '2', '1384542', 'Environment Agency'

HELAA 389

Number of responses to this policy: 1.

Respondents report that Meden Medical Surgery and local dental practices cannot meet current patient demand, and warn that directing extra patients to A&E is impractical. Local schools are full with waiting lists, indicating a need for more school places before any new housing. The proposed development at The Three Lions and

adjacent land is said to risk the openness, rural character and permanence of the green belt, and to diminish agricultural land, landscape value, visual amenity and recreational opportunities. These service and green belt concerns are cited as factors that could affect the viability of new homes in the area.

GP Surgery Capacity (1 respondent, 100%):

The respondent states that GP surgery capacity at Meden Medical Surgery is insufficient after absorbing patients from the closed Riverbank Medical. Securing an appointment is described as too worrying, and residents should not be directed to attend A&E instead.

['Vibrant']

Education Provision – School Place Capacity (1 respondent, 100%):

The respondent highlights that local schools have no spare capacity to accommodate additional pupils. Local schools are described as full with existing waiting lists. Support for the development is conditional on the provision of additional school places.

['Vibrant']

Green Belt Land Impact (1 respondent, 100%):

The respondent raises concerns that policy HELAA 389: The Three Lions & adj 15 Netherfield Lane, Meden Vale could undermine the openness and rural character of the green belt. The site lies on the fringe of the urban area and may contribute to preventing settlement coalescence. Development could set a precedent for further release of protected land and erode the permanence of the green belt boundary. Loss of agricultural land and landscape value may compromise the green belt's ability to safeguard the countryside. Visual amenity and recreational opportunities provided by the area could be significantly impacted.

['Vibrant']

Dental Services Provision (1 respondent, 100%):

The respondent highlights that local dental services cannot accommodate residents, leaving them unable to secure appointments. Current capacity may fail to meet demand, and the policy could exacerbate service shortages as new homes come forward.

['Vibrant']

Other (1 respondent, 100%):

Respondent states support for the policy is conditional on addressing capacity at the local GP surgery. Ensuring adequate medical provision may be required before additional housing proceeds. Warsop may lack sufficient infrastructure to support new homes. However, inadequate infrastructure could compromise development viability.

['Vibrant'.]

HELAA 390

Number of responses to this policy: 5.

Forty per cent of respondents raised concern that development of Land off Woodlands Way would encroach on green belt and open space beyond the urban boundary. Twenty per cent indicated that local schools are oversubscribed and require additional places before new housing is delivered. Another 20 per cent highlighted the need to expand GP and dental services. Twenty per cent urged contamination assessments and remediation. A further 20 per cent flagged potential impacts on hedgerows, grassland, species movement and nocturnal wildlife, recommending green corridors. Sixty per cent noted historic landfill considerations, environmental health consultation and wider infrastructure upgrades to support development.

Green belt and open space loss (2 respondents, 40%):

Respondents state that Housing allocation HELAA 390: Land off Woodlands Way, Spion Kop lies outside the existing urban boundary. Loss of open space may occur with no alternative available within the village. Local concern is expressed regarding development on green belt land. This area is designated as a Community Open Space and is the only public green space within the settlement of Spion Kop.

['Vibrant', 1187152', 'Warsop Footpaths & Countryside Group']

Education capacity (1 respondent, 20%):

Education capacity associated with the policy is described as already stretched, with local schools having waiting lists and lacking space for additional pupils. Development could be supported only if additional school places were provided, but existing schools currently lack capacity.

['Vibrant']

Healthcare provision (1 respondent, 20%):

The respondent states that Meden Medical Surgery cannot cope with the influx of patients arising from Riverbank Medical's closure. Obtaining GP appointments should not be so difficult, and residents should not be directed to A&E for routine care. Local dental services are also unable to meet demand. Development support should only be given once capacity shortfalls at the surgery are addressed.

['Vibrant']

Contamination and remediation (1 respondent, 20%):

The respondent states that planning submissions for the policy would need to assess contamination and, where relevant, remediate the site.

['Environment Agency']

Biodiversity and wildlife impact (1 respondent, 20%):

The respondent expresses concern that biodiversity and wildlife may be harmed by the proposed policy for Land off Woodlands Way, Spion Kop. Removal of hedgerows and loss of semi-natural grassland may disrupt habitats for farmland birds and mammals. Habitat fragmentation could hinder movement of species and reduce landscape connectivity. Increased lighting may affect nocturnal species such as bats. Absence of comprehensive ecological surveys could overlook protected or vulnerable species. Well-designed green corridors and buffer planting may be needed to mitigate impacts.

['1187152']

Other (3 respondents, 60%):

The policy site lies atop a historic landfill. Further information or deeper discussion may be needed to enable consideration and incorporation of the proposal into the revised local plan. Infrastructure to support new housing in Warsop is lacking. Consultation with environmental health may be required. The local plan could set out the scope of improvements needed in connection with the larger development.

['Environment Agency', 'Nottinghamshire County Council', 'Vibrant']

HELAA 392

Number of responses to this policy: 1

Respondents argued that green belt status of the site should prevent housing development, as it preserves openness and checks urban sprawl, noting no exceptional circumstances to justify a boundary change and suggesting brownfield alternatives. They reported that Meden Medical Surgery cannot take extra patients since Riverbank Medical closed, that GP appointments are hard to secure and that local dental services are unavailable. They observed that all nearby schools are fully subscribed with waiting lists, making new housing dependent on additional school places and wider infrastructure upgrades.

Green belt land designation (1 respondent, 100%):

The respondent argues that green belt designation should preclude housing development on this allocation. Green belt status may safeguard openness and guard against urban sprawl by defining the limit of built-up areas. Development of these fields could erode the separation between settlements and undermine the green belt purpose of checking sprawl. The site's inclusion in the green belt may reflect a presumption against release without exceptional circumstances. The lack of demonstrated exceptional circumstances could make boundary alteration unjustified. Alternative sites on previously developed land may meet housing need without compromising green belt objectives. Retaining the existing boundary could support landscape character and environmental protection.

[Vibrant']

Healthcare provision (1 respondent, 100%):

The respondent states that Meden Medical Surgery cannot cope with extra patients since the closure of Riverbank Medical. Access to GP appointments is unacceptably difficult, often forcing patients to use accident and emergency. Local dental provision is unavailable. Support for the policy may be contingent on expansion of the doctor's surgery.

['Vibrant']

Local infrastructure capacity (1 respondent, 100%):

The respondent states that the proposed policy Housing allocation HELAA 392: Land adjacent 4 Glannis Square, Church Warsop cannot proceed without additional school places. All local schools are fully subscribed and may be unable to accommodate more pupils, making housing development contingent on expanded educational capacity. Warsop lacks sufficient infrastructure to absorb new residential growth.

['Vibrant']

School capacity (1 respondent, 100%):

The respondent notes that local schools have waiting lists and are fully subscribed, leaving no capacity for additional pupils. Development at HELAA 392: Land adjacent 4 Glannis Square, Church Warsop should not proceed without additional school places.

['Vibrant']

HELAA 393

Number of responses to this policy: 2

Respondents advise that planning submissions for the former garage and filling station site should assess and remediate contamination. Environmental health consultation is recommended for policy HELAA 393 at Church Street, Warsop. Concerns are raised that releasing Green Belt land under the policy could compromise its openness and protective function. Respondents note that local residents cannot access dental services. Severe strain on primary healthcare services is highlighted following the closure of Riverbank Medical Surgery, with Meden Medical Surgery facing potential patient overload and possible redirection to A&E. Warsop's infrastructure is viewed as insufficient for new housing at the Church Street site. Local schools are full with waiting lists, suggesting additional places are needed.

Contaminated Land Remediation (1 respondent, 50%):

Respondent advises that planning submissions for the former garage and filling station site should assess contamination and, where relevant, carry out remediation measures.

['Environment Agency']

Environmental Health Standards (1 respondent, 50%):

The respondent emphasises that environmental health should be consulted regarding policy HELAA 393: Garage/Filling Station, Church Street, Warsop.

['Environment Agency']

Green Belt Land Release (1 respondent, 50%):

The respondent expresses concern about the release of Green Belt land to accommodate the policy. Release of Green Belt land under the policy could compromise its openness and protective function.

['Vibrant']

Dental Service Availability (1 respondent, 50%):

The respondent notes that local residents cannot access dental services.

['Vibrant']

Primary Healthcare Provision (1 respondent, 50%):The respondent highlights severe strain on local primary healthcare services following the closure of Riverbank Medical Surgery. Meden Medical Surgery may be unable to cope with the resulting patient influx. Appointment booking is described as excessively difficult and may result in patients being redirected to A&E. Local residents may be unable to access dental services. Development support may be contingent on the provision of a new doctor's surgery.

['Vibrant']

Local Infrastructure Adequacy (1 respondent, 50%):

The respondent considers that Warsop lacks sufficient infrastructure to accommodate new housing at the Garage/Filling Station site on Church Street.

['Vibrant']

Educational Capacity (1 respondent, 50%):

The respondent notes that local schools have waiting lists, indicating capacity issues. Existing schools are running at full capacity, so additional school places may be needed.

['Vibrant']

HELAA 397

Number of responses to this policy: 4

Twenty-five per cent of respondents warned that the policy might exceed existing highway capacity and overwhelm local roads. Another quarter noted that local schools are at capacity and may struggle to accommodate additional pupils from

policy HELAA 397. A further quarter urged that community views inform planning permission decisions and raised concern about permitting development in the area.

Countryside (3 respondents, 75%)

Concern this would result in the loss of green space and vital countryside buffer zones between Clipstone, Forest Town, and Mansfield Woodhouse. These green spaces serve as essential visual and ecological breaks between communities and are fundamental to preserving the area and poses a serious risk to biodiversity, ecosystem services, and the integrity of nationally protected habitats — which are supposed to be afforded the highest level of protection.

['62', '50', '34']

Highway capacity (1 respondent, 25%):

The respondent warns that the policy could overwhelm local roads by exceeding existing highway capacity.

['1384531']

Education infrastructure (1 respondent, 25%):

The respondent says local schools are at capacity and may be unable to accommodate additional pupils arising from policy HELAA 397.

['1384531']

Other (1 respondent, 25%):

The respondent urges that community views be taken into account. Objection is expressed to granting planning permission for development in the area.

['1384531']

HELAA 398

Number of responses to this policy: 1

Respondent reports insufficient dental and GP services, with the local surgery unable to meet demand and patients redirected to A&E, while schools are at capacity with waiting lists and require additional places for new pupils. Concerns are raised over green belt release undermining rural-urban boundaries, reducing openness, public amenity space and wildlife habitats, and potentially setting a precedent for further encroachment. Local infrastructure capacity must be expanded ahead of any housing development.

Dental services provision (1 respondent, 100%):

The respondent states that local residents are unable to see a dentist due to insufficient dental services.

Green belt land impact (1 respondent, 100%):

The respondent highlights local concern over development of green belt land through the policy. Green belt release could weaken the boundary between urban and rural areas and diminish openness. Development may set a precedent for further encroachment and could undermine long-standing protections. Potential impacts include loss of public amenity space and harm to wildlife habitats.

Primary healthcare capacity (1 respondent, 100%):

The respondent describes primary healthcare capacity as inadequate to meet the additional patient demand expected from housing allocation HELAA Reference HELAA 398 policy. Meden Medical Surgery is reported to be unable to cope with thousands of extra patients absorbed after Riverbank Medical's closure. Securing a doctor's appointment is depicted as unacceptably difficult, with patients being redirected to A&E. Dental services are said to be insufficient, preventing locals from obtaining treatment.

School place availability (1 respondent, 100%):

The respondent states that local schools are at capacity and cannot admit any more pupils. Development support is made conditional on addressing both school place shortages and capacity issues at the doctor's surgery. Existing schools have waiting lists, indicating no space for additional pupils.

Supporting infrastructure capacity (1 respondent, 100%):

The respondent states that local infrastructure capacity must be addressed before accommodating additional housing in Warsop. Development support is conditional on expanding capacity at the GP surgery and providing additional school places. Existing schools have no room to take more pupils and hold waiting lists. GP services may be overburdened, forcing residents to seek treatment in A&E. Meden Medical Surgery has struggled to absorb thousands of extra patients since Riverbank Medical's closure. Dental services are insufficient to meet current demand.

['Vibrant']

HELAA 399

Number of responses to this policy: 7

The respondents object to the development of site 399 due to traffic & road systems, loss of green spaces and local infrastructure and impacting the local community.

Green space areas (6 respondents, 86%):
The plans include valuable green spaces in the areas of Manor Park, Spa Ponds and areas to the north and south of Peafield Lane, some of which are open countryside and outside the urban boundary.
The destruction of green space which allows people access to nature is proven to boost mental amp; physical wellbeing. Since Covid more residents have taken to

cycling, jogging, walking and have dogs. To undertake such health-enhancing exercise on our roads is unpleasant, hazardous and traffic emissions are detrimental to health.
['1384239', 1384198', 1384195', 1384192', 1384191', 15']

Traffic and safety concerns (7 respondents, 100%):
Respondents are concerned with the inadequate road infrastructure. Adding more housing will only exacerbate these issues of congestion, potholes and more costly repairs. More vehicles will increase congestion, higher accident risks and increased air pollution with serious health implications. The A60 passes through Mansfield Woodhouse amp; many junctions are severely congested currently, making pedestrian and vehicular travel hazardous.
['1384239', 118', 1384198', 1384195', 1384192', 1384191', 15']

School capacity (7 respondents, 100%):
Respondents are concerned with insufficient school places and not enough education facilities to support a growing population. Students are required to travel beyond the area and this would add to traffic congestion and safety particularly at peak times.
['1384239', 118', 1384198', 1384195', 1384192', 1384191', 15']

Healthcare facilities (7 respondents, 100%):
Respondents object to this site and are concerned overstretched medical services are already under immense pressure along with the increasing and unmet need for social care at home.
['1384239', 118', 1384198', 1384195', 1384192', 1384191', 15']

Drainage, flooding and waterways (5 respondents, 71%):
Respondents are concerned the additional homes will add strain on sewage systems. An increase in development risks overwhelming local infrastructures, leading to further pollution of our rivers and waterways. They are also concerned with an increased flood risk due to Tarmacing and concreting over healthy soil reduces rain absorption, raising the risk of surface water flooding, which occurs several times per year particularly on arterial roads.
['1384239', 1384198', 1384195', 1384192', 1384191']

Wildlife habitat (6 respondents, 86%):
Respondents are concerned with the loss of vital wildlife habitat and development destroys ecosystems that many species rely on to survive. There are many Spa Ponds locally and any development will impact these areas
['1384239', 1384198', 1384195', 1384192', 1384191', 15']

Environmental impact (7 respondents, 100%):
Respondent states the site is valued agricultural land (part grade 3a BMV (Best and Most Versatile)) and is near Green Lane bridleway and open fields supporting wildlife. Development would harm biodiversity and landscape character (NPPF paras 174, 180; Local Plan NE1). The historic Flood Dykes require preservation and enhancement (NPPF paras 194-202; Local Plan HE1).
['1384239', 118', 1384198', 1384195', 1384192', 1384191', 15']

Housing land supply (1 respondent, 14%):
Respondent sites Five-Year Housing Land Supply Under the latest government targets, Mansfield's annual housing requirement is now 495 dwellings per year. With the required 5% buffer, this means a five-year requirement of 2,599 dwellings. The Council's current deliverable land supply is approximately 2,830 dwellings, equating to a 5.4 years supply even with these new unsustainable and unrealistic targets—still well above the minimum required by the NPPF. Given the robust land supply and the unacceptable impacts on local infrastructure including overstretched highways, environment, and heritage, this application does not comply with the NPPF or Mansfield Local Plan.
['118']

HELAA 400

Number of responses to this policy: 2

Respondents are concerned regarding the impact on traffic in Mansfield Woodhouse. Current traffic congestion demonstrates Mansfield Woodhouse struggles to cope with the amount of traffic. The increase in traffic will make it harder for people including children to cross roads. Respondent is also concerned on the school places capacity and extra demands on personnel within the school system. The locality has many visiting and habituating wildlife including wild deer and many types of birds.

Green space areas (2 respondents, 100):
The plans include valuable green spaces in the areas of Manor Park, Spa Ponds and areas to the north and south of Peafield Lane, some of which are open countryside and outside the urban boundary.
The destruction of green space which allows people access to nature is proven to boost mental amp; physical wellbeing. Since Covid more residents have taken to cycling, jogging, walking and have dogs. To undertake such health-enhancing exercise on our roads is unpleasant, hazardous and traffic emissions are detrimental to health.
['15', '-118']

Traffic and safety concerns (2 respondents, 100%):
Respondents are concerned with the inadequate road infrastructure. Adding more housing will only exacerbate these issues of congestion, potholes and more costly repairs. More vehicles will increase congestion, higher accident risks and increased air pollution with serious health implications. The A60 passes through Mansfield Woodhouse amp; many junctions are severely congested currently, making pedestrian and vehicular travel hazardous.
['15', -118']

School capacity (2 respondents, 100%):
Respondents are concerned with insufficient school places and not enough education facilities to support a growing population. Students are required to travel beyond the area and this would add to traffic congestion and safety particularly at peak times.
['15', -118']

Healthcare facilities (2 respondents, 100%):
Respondents object to this site and are concerned overstretched medical services are already under immense pressure along with the increasing and unmet need for social care at home.
['15', -118']

Wildlife habitat (2 respondents, 100%):
Respondents are concerned with the loss of vital wildlife habitat and development destroys ecosystems that many species rely on to survive. There are many Spa Ponds locally and any development will impact these areas
['15', -118']

Environmental impact (2 respondents, 100%):
Respondent states the site is valued agricultural land (part grade 3a BMV (Best and Most Versatile)) and is near Green Lane bridleway and open fields supporting wildlife. Development would harm biodiversity and landscape character (NPPF paras 174, 180; Local Plan NE1). The historic Flood Dykes require preservation and enhancement (NPPF paras 194-202; Local Plan HE1).
['15', -118']

Mansfield District Council's Response to Question 15:

HELAA Site Number	MDC Response to Q15
9	The site has not been taken forward as a preferred allocation. Please see comments regarding sites 191 and 323 under site 323 below.
10	Comments regarding the need for a contaminated land assessment should be submitted with a planning application are noted. A contaminated land assessment and consultation with the relevant authorities will be undertaken as part of a planning application in accordance with Policy NE3 of the Local Plan. Paragraph 10.33 of the Regulation 19 Local Plan states, *'Where development is proposed on or adjacent to land that is known or suspected to be contaminated, it should be accompanied by an appropriate and robust investigation'*. The paragraph continues to set out the type of information which should be included in the assessment to demonstrate conformity with Policy NE3. The site is a proposed allocation for housing in the Local Plan Review.
13	The site was identified as a 'constant' in the Regulation 18 document. The site has been granted planning permission.
15	The site is an existing allocation in the adopted Local Plan (2020) (Policy H1g) which will continue to be allocated in the Local Plan review. Regarding comments which raise concern over the loss of community open space, sports pitches and the respective health benefits of being able to access this space, Policy H1g and updated Regulation 19 Policy H1Mb states the existing open spaces and sports pitches will be retained and enhanced. Development will only be delivered to the area to the west of the site. Furthermore, the policy also states the quality of the existing open space will be enhanced. An indicative masterplan (Appendix 6 of the Regulation 19 Local Plan) has also been prepared for the site which shows the area to be developed. Respondents note the ecological value of the site and potential habitats on the site. The updated policy for the site (H1Mb) requires the retention of existing tree and hedgerows, where possible. The site will also be subject to biodiversity net grain (BNG) requirements in accordance with Policy NE2. Concerns are raised regarding the loss, diversion or impact on existing footpaths. Appropriate realignment, connectivity and the integration of footpaths should be given consideration in development proposals through the application of policies P1 and P3. Policy P3 includes a range of criteria to ensure new

	development connects to the surrounding area and connects with and enhances nearby walking (and cycling) routes, including linkages through and to nearby open space and green infrastructure networks. Concerns are raised regarding traffic generation and road safety. As an existing allocation in the adopted Local Plan, the site is considered to be, in principle, acceptable in highways terms. All proposals for new development are required to be acceptable in terns of safety and their impact on the local highway network in accordance with Policy IN9. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site.
29	Comments noted. The site has not been taken forward as a preferred allocation.
30	The site is a proposed allocation for housing in the Local Plan Review as part of a larger site, including sites 53 and 31. Please see comments under site 335.
31	The site is a proposed allocation for housing in the Local Plan Review as part of a larger site, including sites 53 and 30. Please see comments under site 335.
34	The site was identified as a 'constant' in the Regulation 18 document. The site has been granted planning permission.
42	Comments noted. The site has not been taken forward as a preferred allocation.
45	Comments noted. The site has not been taken forward as a preferred allocation.
46	Comments noted. The site has not been taken forward as a preferred allocation.
48	Comments noted. The site has not been taken forward as a preferred allocation.
49	The site is a proposed allocation for housing in the Local Plan Review. Concerns have been raised regarding the safety of access on to the A60 and congestion generated from the site. The cumulative impacts of growth on the highway network have been assessed through the MDC highways assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design, including provision of a roundabout to serve sites 49 and 338 and a reduction in speed limits in proximity of the entrance to the site.

	Comments regarding the provision of an appropriate buffer between development and the River Meden is noted. Concern is also raised over the potential impact on the Hills Holes and Sookholme Brook Warsop SSSI. Policy H1WPa of the Regulation 19 Local Plan requires a substantial buffer to the west of the site, including habitat provision / enhancement to mitigate any potential impact on the River Meden and the SSSI. The is also shown in the indicative masterplan in Appendix 6 of the Regulation 19 Local Plan. To address concerns that development on both sides of the railway line may degrade a key wildlife corridor along the railway line. Policy H1WPa seeks the strengthening of the corridor of habitat along the boundary with the railway line, including suitable buffering to development. In response to concerns regarding the potential of coalescence between Market Warsop and Spion Kop, the potential risk of coalescence has been identified in the MDC Landscape Sensitivity Study. It is considered the site would not result in both actual and perception of coalescence between the two settlements. Appropriate buffering and landscaping can be provided along the southern boundary to mitigate the perception of coalescence. The Market Warsop settlement boundary has been amended to reflect the extent of the site but any proposal which come forward outside of the settlement boundary would need to be considered in accordance with Policy S3 (Development in the countryside). Policy S3 states, subject to the development type being acceptable in principle, the applicant would also need to demonstrate the proposal *'…does not lead to, either individually or cumulatively with existing or proposed development, the physical and perceived coalescence of settlements'*. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site. An agricultural land classification assessment has been undertaken of the site. A majority of the area to be developed is identified as ALC Grade 3b which is not considered to be the Best and Most Versatile (BMV) land. The area to the west which is predominantly identified for a buffer between the development and River Meden is ACL Grade 3a, which is BMV. The Natural England 'Guide to assessing development proposals on agricultural land' must be consulted on all non-agricultural applications that could result in the loss of more than 20 hectares of BMV land if the land is not included as an allocation in a development plan document (i.e. the Local

	Plan). This position and national policy do not preclude sites, which include BMV land, being allocated for other uses. While the loss of BMV land is a consideration in the site assessment process, a range of criteria is balanced to determine, overall, the most suitable sites to be taken forward for allocation. This is particularly so where a number of greenfield sites are of similar land grade and quality. A Heritage Impact Assessment has been undertaken for the site. The study did not identify any heritage assets referred to in the response. The site would however be subject to appropriate archaeological assessment in accordance with Policy HE1. The comment regarding potentially obstructing the potential future expansion of the Robin Hood Line is noted, however the development of the site would not impact on this scheme, providing there is a suitable buffer is between the scheme and the railway line, which is illustrated on the indicative masterplan in Appendix 6 of the Regulation 29 Local Plan. Furthermore, development proposals will be considered against Policy IN7 which would not be approved of it were considered the development would not safeguard the identified route.
50	The site is a proposed allocation for housing in the Local Plan Review. Concerns have been raised regarding the safety of access on to Peafield Lane and potential congestion generated from the site, notably on the A60 and New Mill Lane. The cumulative impacts of growth on the highway network have been assessed through the MDC highways assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design, including provision of a roundabout to serve sites 50 and 67, along with a reduction in speed limits in proximity of the site entrance. In response to concerns regarding the potential impact on biodiversity, the Council's Habitat Study identified site is of low ecological value and offers little in terms of constraints to its development from the habitats present. The study concludes the size of the site offers an opportunity to provide significant onsite greenspace. This provision should focus on creating a strong ecological corridor along the northern/north-eastern boundary, buffering the wider countryside. This recommendation has been embedded into the site policy and indicative masterplan for the site. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing

	allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site. A majority of the comments relating to landscape character and amenity appear to primarily relate to site 67 south of Peafield Lane. The Landscape Sensitivity Study identifies the area which includes this site parcel as being of a landscape that has no recognised strategic green infrastructure function or wildlife / biodiversity interest, value or connectivity. It is generally of low landscape and visual value and overall is part of a wider parcel which is considered to be of medium landscape sensitivity. Concerns are noted regarding the loss of BMV land. The council has undertaken an Agricultural Land Classification study. The study has identified that the northern area of the parcel is ALC Grade 1 and the south of the site a combination of Grades 1, 2 and 3b. The Natural England 'Guide to assessing development proposals on agricultural land' must be consulted on all non-agricultural applications that could result in the loss of more than 20 hectares of BMV land if the land is not included as an allocation in a development plan document (i.e. the Local Plan). This position and national policy do not preclude sites, which include BMV land, being allocated for other uses. While the loss of BMV land is a consideration in the site assessment process, a range of criteria is balanced to determine, overall the most suitable sites to be taken forward for allocation. This is particularly so where a number of greenfield sites are of similar grade and quality. The site is entirely within Flood Zone 1 and there is very little surface water flooding recorded in the site. A Level 2 Strategic Flood Risk Assessment was not required for this site. In response to comments raised regarding public transport and active travel, there are opportunities to provide pedestrian and cycles access point and connectivity to Peafield Lane, Leeming Lane North and to the adjoining residential development to the south. This offers access to facilities and services within a reasonable walking distance to Mansfield Woodhouse.
51	The site is a proposed allocation for housing in the Local Plan Review. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site.

53	The site is a proposed allocation for housing in the Local Plan Review as part of a larger site. Please see comments under site 335.
55	The site was discounted from further consideration as a potential allocation.
56 (revised site ref. 403)	The site has not been taken forward as a preferred allocation.
58	The site has been granted planning permission.
64	The site has not been taken forward as a preferred allocation.
65	The site has not been taken forward as a preferred allocation.
67	The site is a proposed allocation for housing in the Local Plan Review. Concerns have been raised regarding the safety of access on to Peafield Lane and potential congestion generated from the site, notably on the A60 and New Mill Lane. The cumulative impacts of growth on the highway network have been assessed through the MDC highways assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design, including provision of a roundabout to serve sites 50 and 67, along with a reduction in speed limits in proximity of the site entrance. In response to concerns regarding the potential impacts on nearby habitats, the MDC Habitat Study concludes that the site itself is of low ecological value and offers little in terms of constraints to its development from the habitats present. The study makes a recommendation to include a substantial buffer to the southern boundary to widen the existing ecological corridor, which has been embedded into the draft Regulation 19 site specific policy. Regarding the impact on landscape character, the council commissioned a Landscape Sensitivity Study which forms part of a wider parcel, which is considered to be of medium landscape sensitivity. The study acknowledges surrounding urban influences, in particular the current settlement edge and A6075 Peafield Lane, lower susceptibility to new development. The study also notes the nature of the settlement edge is negative / harsh / abrupt and poorly integrated into the environment of the study parcel and the surrounding wider landscape. New housing development could provide a softer settlement edge and it is possible housing development close to the existing settlement edge could be in keeping with adjacent land uses and with settlement form/pattern and scale, continuing the eastwards growth of Mansfield Woodhouse.

	Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site. The council does not agree the site will worsen active travel and sustainable access (to service and facilities) or access to nature and opportunities for recreational walking. The site offers access to bus stops along Peafield Lane or within the residential development to the west with an hourly service to Mansfield. The site is within reasonable walking distance to a primary school and a local convenience store. There is potential for the site to provide pedestrian and cycling connectivity to the adjacent Peafield Park and footpaths along the River Maun.
68	The site has not been taken forward as a preferred allocation.
71a	The comments are in respect of the site being developed for housing, however the site is in existing employment use and will continue to be rolled forward as part of the employment land allocation E3j, Crown Farm Industrial Estate.
71c	The comments are in respect of the site being developed for housing, however the site is in existing employment use and will continue to be rolled forward as part of the employment land allocation E3j, Crown Farm Industrial Estate.
72	Comments noted. The site has not been taken forward as a preferred allocation.
75	Comments noted. The site has not been taken forward as a preferred allocation.
78	Comments noted. The site has not been taken forward as a preferred allocation.
81	The site was identified as a ‘constant’ in the Regulation 18 document. The site has been granted planning permission and is under construction.
87	Comments noted. The site has not been taken forward as a preferred allocation. The site was granted planning permission for 18 dwellings but this permission has now lapsed.
88	Comments noted. The site has not been taken forward as a preferred allocation.
89	In response to concerns raised regarding the proximity of the site to Dalesworth House and potential impact on the setting of the Grade II listed building, it should also be noted the site is an existing allocation in the adopted Local Plan (2020). It is considered the existing setting of Dalestorth House has been subject to considerable modern change. Modern commercial development, including the garden centre and associated buildings and hardstanding situated between the listed building and the allocation, has altered the historic character and legibility of its wider surroundings and interrupts the spatial and visual relationship

	between the listed building and substantial parts of the allocation land. It is acknowledged a further site which will form an adjoining extension to this site is a proposed allocation in the emerging Ashfield Local Plan (H1Si). The masterplan for the site acknowledges a Heritage Statement should be submitted that provides a proportionate assessment of the significance of the heritage assets, and where appropriate its setting. Similarly, a Heritage Statement will be required in accordance with Policy HE1.
90	The Council has given consideration of increasing the number of dwellings on the site and concludes the site can accommodate an increase of up to 500 dwellings, acknowledging the demand for employment and commercial uses has changed. This would ensure the existing allocation maximises the use of land already allocated development in the Local Plan (2020) in accordance with national policy.
100	Comments noted. The site has not been taken forward as a preferred allocation.
101	The site was identified as a 'constant' in the Regulation 18 document. The site is under construction, but comments are also noted in relation to adjacent sites and addressed in this report, such as in response to site 331 (please see below).
108	The site is identified as a 'constant' in the Regulation 18 document. The site has been granted planning permission.
117	Highways comments do not relate to this site.
118	Comments noted. The site has not been taken forward as a preferred allocation.
127	Comments noted. The site has not been taken forward as a preferred allocation.
132	Comments noted. The site was identified as a 'constant' site during the Regulation 18 consultation as a site which has been granted planning permission.
143	The comments are in respect of the site being developed for housing, however the site is in existing employment use and will continue to be rolled forward as part of the employment land allocation E3j, Crown Farm Industrial Estate.
186	The site is a proposed allocation for housing in the Local Plan Review. In response to the request for further information of distances future development on the site and adjacent properties, this would be a matter considered further at the planning application stage. The council applies a density assumption which deducts an area for delivery of on-site infrastructure, green space and buffering. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school

	places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site. Respondents note concerns about the loss of open space. The site has not been used as allotments for 10 years and it is not the intention of the landowner to bring the site back into allotment use. The site would be served by other nearby community open space including Ladybrook Green and Ladybrook Park. The council considers the site to be suitable for residential development, within a sustainable location. Regarding concerns may harm wildlife / habitats, the site has been assessed in the council's Habitat Study which concluded the site contains relatively common habitats and is typical of land that has been left without management. These do not offer an in principle constraint to the development of the site. The site was identified as a green RAG status.
187	Comments noted. The site has not been taken forward as a preferred allocation.
188	Comments noted. The site has not been taken forward as a preferred allocation.
189	Comments noted. The site has not been taken forward as a preferred allocation.
190	Comments noted. The site has not been taken forward as a preferred allocation.
191 (part of site 323)	Please see response under site 323.
192 (part of site 404)	The site is a proposed allocation for housing in the Local Plan Review.
193	Comments noted. The site was excluded from further consideration for Traveller use at stage 1 of the Housing and Economic Land Availability Assessment.
204	Comments noted. The site has not been taken forward as a preferred allocation.
205	Comments noted. The site has not been taken forward as a preferred allocation.
206	Comments noted. The site was excluded from further consideration at stage 2 of the Housing and Economic Land Availability Assessment.
207	Comments noted. The site has not been taken forward as a preferred allocation.
208	Comments noted. The site was excluded from further consideration at stage 1 of the Housing and Economic Land Availability Assessment.
210	Comments noted. The site was identified as a 'constant' site during the Regulation 18 consultation as a site which is under construction.
219	The site is a proposed allocation for housing in the Local Plan Review.

	Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site. Concerns have been raised regarding the safety of access on to Peafield Lane and potential congestion generated from the site, notably on the A60 and New Mill Lane. The cumulative impacts of growth on the highway network have been assessed through the MDC highways assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design. The site offers an opportunity to improve the existing pedestrian and cycling access along the B6030, similar to that delivered the northern side of Forest Road, including improving the connectivity of the adjacent residential properties along Sandhurst Avenue. Any improvement in pedestrian and cycling access, and safe access and egress to the site will need to be demonstrates in accordance with Policy IN9 through the submission of a transport assessment. In response to the comment which states the site could be delivered earlier than the 11+ timeframe set out in the HELAA, the HELAA has been revised to reflect a 1-5 year timeframe for delivery.
245	The site was excluded from further consideration for Traveller use at stage 2 of the Housing and Economic Land Availability Assessment.
266	Comments noted. The site has not been taken forward as a preferred allocation.
269	Comments noted. The site has not been taken forward as a preferred allocation.
287	The site is a proposed allocation for housing in the Local Plan Review. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site.
298	The site was identified as a ‘constant’ site during the Regulation 18 consultation as a site which is under construction.
323	Comments regarding the suitability of the site are noted. The site is a proposed allocation for housing in the Local Plan Review.
324	Comments noted. The site has not been taken forward as a preferred allocation.

325	Comments noted. Only part of the site is a proposed allocation for housing in the Local Plan Review. Please see comments under site 50.
327	Comments noted. The site has not been taken forward as a preferred allocation.
328	Comments noted. The site was excluded from further consideration at stage 2 of the Housing and Economic Land Availability Assessment.
330	The site has been withdrawn from the further consideration in the Local Plan.
331	The site is a proposed allocation for housing in the Local Plan Review. The concerns raised regarding the potential impact on Vicar Water Country Park are noted. The policy is explicit that development is only acceptable north of Newlands Road, and the central and southern parcels are for provision of green infrastructure and habitat creation only. This is reinforced in the accompanying site masterplan presented the Regulation 19 draft Local Plan. The policy and masterplan also require a sufficient buffering and green space / green infrastructure to the south, between development, River Maun and Vicar Water. The development can deliver connectivity to the existing PRoW and areas of open space to the south. The cumulative impacts of growth on the highway network have been assessed through the MDC Local Plan Transport Assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design, including access off Crown Farm Way. Regarding concerns raised over the lack of infrastructure capacity, an Infrastructure Delivery Plan has been prepared which identifies the infrastructure required to support the delivery of all housing allocations towards key services such as GP surgeries and school places. The study sets out the level of infrastructure required as a result of the proposed level of growth at each site. Regarding flood risk on the site, a Level 2 Strategic Flood Risk Assessment (SFRA) has been undertaken for the site. The site is located in Flood Zone 1 and the surface water flood risk is predominantly associated with two surface water flow paths which can be addressed through SuDS. Concerns regarding pedestrian and cycle connectivity are noted, however the site offers and opportunity to provide such connectivity to the River Maun and nearby green space / Vicar Water Country Park, including connecting to existing PRoW. There is also the

	potential for the site to contribute to footpaths / crossing along the B6030.
334	The site is a proposed allocation for housing in the Local Plan Review. The concerns regarding the potential loss of green space are noted. Only part of the site will be developed, a majority of which is the former allotment site. The site offers an opportunity to deliver improvement in the quality of open space and facilities at Ladybrook Park. Regarding concern over the ecology on the site, the Council's Habitat Study identifies the site as a green RAG rating, acknowledging the habitats on site are relatively common. There is potential to provide new landscaping and habitat on the site and the site-specific policy seeks to retain existing trees. The cumulative impacts of growth on the highway network have been assessed through the MDC Local Plan Transport Assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design. Comments raise concern regarding the conflict with the existing character of the neighbourhood. There is no reason a well-designed, safe scheme cannot be delivered which reflects the density and character of the area, particularly where this integrates well with Ladybrook Green. Comments regarding potential other community uses for the site is noted , however a scheme delivering residential development will contribute toward the district's housing need in a well located, sustainable location, whole offering opportunities to deliver an improvement in the quality of open space at Ladybrook Green.
335	The site is a proposed allocation for housing in the Local Plan Review. In response to comments that development within flood zones 2 and 3 should be avoided where possible and a buffer of 8 m from the top of the bank of the River Maun would be required, the council commissioned a Level 2 SFRA for the site. The study concludes that it should be possible to locate all infrastructure in Flood Zone 1 and outside the surface water flood extents at the site to avoid flood risk to people and property. The site-specific policy requires a substantial buffer of green space to the River Maun and woodland, illustrated on the accompanying masterplan for the site.

338	The site is a proposed allocation for housing in the Local Plan Review. Concerns have been raised regarding the safety of access on to the A60 and congestion generated from the site. The cumulative impacts of growth on the highway network have been assessed through the MDC highways assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design, including provision of a roundabout to serve sites 338 and 49 and a reduction in speed limits in proximity of the entrance to the site. The concern regarding the potential coalescence, or perception of coalescence is a matter which has been considered by the council. The council considers there is sufficient separation between the proposed development and Spion Kop. The southern boundary of the sites adjoins the line of residential properties and woodland to the east of Mansfield Road. In response to concerns raised regarding the potential impact on wildlife, the council's Habitat Study identified the site as an amber RAG rating, acknowledging the habitats on the site are of low biodiversity value, but the site is directly adjacent to Warsop Sand Quarry LWS an area of non-designated woodland to the south. The policy for the site takes forward the recommendations from the study.
340	Comments noted. The site has not been taken forward as a preferred allocation.
341	The site is a proposed allocation for housing in the Local Plan Review. The comments primarily appear to be in response to site 331, which adjoins this site. This site is a small site delivering only 5 dwellings, adjoining existing development to the west and south and would adjoin development at site 331. Please see comments under site 331.
376	Comments noted. The site has not been taken forward as a preferred allocation.
382	Comments noted. The site has not been taken forward as a preferred allocation.
385	Please see the response under site 404.
386	Comments noted. The site has not been taken forward as a preferred allocation and has been removed from further consideration in the HELAA.
387	Comments noted. The site has not been taken forward as a preferred allocation.
389	Since consultation on the Regulation 18 draft Local Plan review, the site has been granted planning permission.

390	Comments noted. The site has not been taken forward as a preferred allocation.
392	The site was discounted at stage 1 of the HELAA and has not been taken forward as a preferred allocation.
393	Comments noted. The site has not been taken forward as a preferred allocation.
397	The site was identified as a 'constant' site during the Regulation 18 consultation as a site which has been granted outline planning permission.
398	The site was identified as a 'constant' site during the Regulation 18 consultation as a site which is under construction.
400	The site was submitted during the Regulation 18 consultation and was not available for comment during the Regulation 18 consultation period. The site has not been taken forward as a preferred allocation.
403	403 is the new HELAA reference given to site 56 (Warren Farm) following consultation on the Regulation 18 consultation. Please see comments under site 56.
404	In response to the site being landlocked from the highway network and the role the site has in maintain settlement separation, the site boundary has been amended to incorporate HELAA sites 385 and 192 as a single site. The site forms an extension to a site within Ashfield district which has been granted outline planning permission. The parcel itself will not therefore have a role providing separation between Mansfield and Sutton-in-Ashfield. The cumulative impacts of growth on the highway network have been assessed through the MDC Local Plan Transport Assessment. Subject to appropriate highway mitigation, there is no reason the site, in conjunction with other allocations, cannot be brought forward. Nottinghamshire County Council as the highways authority do not have concerns regarding the safety of access to the site subject to appropriate access / junction design and connectivity to the site to the west which has been granted planning permission . In response to comments recommending cross-boundary funding for local infrastructure, the council has prepared an Infrastructure Delivery Plan (IDP) which sets out the infrastructure required to support the allocations in the Local Plan. The IDP has been prepared in consultation with a range of infrastructure and service providers, such as Nottinghamshire County Council and Integrated Care Board. The organisations have a strategic oversight as to the funding required to support the delivery of site allocations and where this funding will be invested, including services and facilities across administrative boundaries. Furthermore, the relevant organisations will also respond to the planning application for the site, setting out the infrastructure required, planning strategically, having regard to sites and infrastructure being delivered in the locality.

Question 16 – Policy H2: Committed housing sites

Total comments: 11

Total respondents: 11

Summary

Respondents emphasise the need for an up-to-date assessment of committed housing sites under Policy H2, with continual review to exclude lapsed permissions and completions predating April 2023. They call for a rigorous deliverability assessment, applying lapse rates to windfall sites to distinguish realistic allocations from speculative proposals. Numerical inconsistencies between the figures cited in Policies H1 and H2 prompt requests for clearer explanations. Protection of green infrastructure particularly land bordering the spa ponds and preservation of playing fields are highlighted. Prioritisation of brownfield development and urban intensification is proposed to reduce greenfield encroachment. Integration of public transport, schools and GP surgeries into housing planning is also advocated to address infrastructure capacity.

Comments from respondents include ['1384605', '1384600', 'Richborough', 'Home Builders Federation Ltd', 'Natural England', 'The Lindhurst Group', '197', '161', 'Hallam Land', 'Hallam Land and Harworth Group', '31'].

Key themes drawn from responses to Question 16:

Data accuracy of commitments (6 respondents, 55%)

Respondents welcome the council's up-to-date assessment of committed housing sites under Policy H2 and emphasise the need for continual review prior to plan adoption to maintain a robust evidence base. Ongoing review may ensure that lapsed permissions and completions predating the plan commencement period are properly excluded from the commitments. Clarification may be required on whether dwellings currently under construction on Clipstone Road in Newlands and Crown Way and on other planned Clipstone sites remain allocated. Only sites with extant planning permission could be retained in the commitments to preserve accuracy.

Comments from respondents include ['31', 'The Lindhurst Group', 'Richborough', 'Hallam Land', 'Hallam Land and Harworth Group', 'Home Builders Federation Ltd'].

Site deliverability assessment (4 respondents, 36%)

Respondents emphasise the need for a rigorous site deliverability assessment under the policy to distinguish allocations likely to proceed from speculative proposals unlikely to be delivered. A lapse rate could be applied to windfall sites carried forward into the plan period to yield a more realistic housing commitment. Sites where planning permission has lapsed should be excluded from the committed housing sites.

Clarification may be required on the number of dwellings currently under construction or planned along Clipstone Road in Newlands and Crown Way to confirm their status.

Comments from respondents include [‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘The Lindhurst Group’, ‘31’].

Green infrastructure protection (5 respondents, 40%)

Respondents emphasise that green infrastructure protection should prevent development on land bordering the spa ponds and other green spaces within the committed housing sites (Policy H2). Development of the land bordering spa ponds would degrade this natural resource and would run contrary to the policy of maintaining green spaces and encouraging residents to walk. Removal of green areas would reduce opportunities for breathing space, walking dogs and recreational play. The land bordering spa ponds adjacent to the River Maun requires protection from buildings to safeguard its environmental value. Green spaces, farmland and countryside should be preserved wherever possible, and no development should occur on the site of Abbott Road football park (ref 15) or other playing fields. The current plan builds on additional green sites without provision for walking routes and could encourage increased car use. Use of airspace above commercial properties in Mansfield could be considered to avoid encroaching on green fields.

Comments from respondents include [‘1384605’, ‘197’, ‘1384600’, ‘31’, 62].

Realistic delivery modelling (4 respondents, 36%)

Respondents emphasise the importance of realistic delivery modelling for Question 16 Committed housing sites (Policy H2). Distinction between deliverable allocations and speculative sites may better reflect actual outcomes. Sites with lapsed permission should not be counted as committed. Completed sites before 1 April 2023 should be removed from existing commitments. A lapse rate could be applied to windfall sites carried into the new local plan to provide more realistic delivery figures.

Comments from respondents include [‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘The Lindhurst Group’, ‘Home Builders Federation Ltd’].

Numerical consistency (4 respondents, 36%)

Respondents highlight discrepancies between the 2,447 dwellings cited in policies H1 and H2 and the 2,187 dwellings derived from the combined list of committed sites and the remaining SUE3 allocation. Explanation may be required on the factors underpinning this numerical inconsistency in the next plan iteration. Further detail may also be needed on the total of houses planned from Clipstone Road. Increasing allocations on existing sites such as the Berry Hill SUE could compensate for lapsed permissions. However, confirmation may be required on whether developments along Clipstone Road in Newlands and Crown Way are fully accounted for.

Comments from respondents include [‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘The Lindhurst Group’, ‘31’].

Urban intensification (3 respondents, 27%)

Respondents advocate prioritising redevelopment of brownfield, derelict and former industrial sites under this policy. Uplifting dwellings on existing plots could accelerate the planning and development process and distribute need to sustainable locations, helping to meet targets sooner. Utilising space above Mansfield's commercial premises could avoid greenfield encroachment. Increasing dwelling numbers on existing allocations such as the Berry Hill SUE may compensate for sites with lapsed permissions.

Comments from respondents include ['The Lindhurst Group', '197', '31'].

Brownfield prioritisation (3 respondents, 27%)

Respondents suggest that priorities for new housing under Policy H2 should focus on redeveloping previously used sites such as brownfield, derelict and former industrial land and that this approach could be added as an objective. Redeveloping existing sites may prove more time-efficient in the planning and development process and could distribute housing need to sustainable locations, thus helping to meet housing targets more rapidly. Use of airspace above commercial properties in Mansfield may avoid encroaching on undeveloped greenfield land. Increasing dwelling numbers on existing sites such as the Berry Hill strategic urban extension may compensate for allocations with lapsed permissions.

Comments from respondents include ['The Lindhurst Group', '197', '31'].

Infrastructure integration (1 respondent, 9%)

The respondent contends that public transport should be integrated into development planning rather than treated as an afterthought. Additional schools and GP surgeries may be needed alongside new housing commitments under the policy to alleviate existing capacity pressures.

Comments from respondents include ['31'].

Other (5 respondents, 45%)

The assessment of committed housing sites is regarded as an ongoing exercise as the local plan advances. Reconsideration of the development is requested. The objective to build 9,900 homes is deemed flawed, unnecessary and unsustainable for public services such as health, police, council services and schools. Most committed housing sites are characterised as small, medium-density housing developments. Housing development on Brick Kiln Lane is opposed for removing the only remaining green space for children. Proposed developments would not benefit the district or its existing communities. New sites are acknowledged as necessary but specific comments on individual locations are absent. Notification timing is criticised as too late, with information having been provided belatedly. Site 15 and Site 266 are specifically opposed. A previous neighbourhood watch protest against similar proposals successfully halted development in the past but is now being ignored. A

deceased individual is invoked as likely to have been appalled by the development and the council is condemned with shame. Mansfield is said to risk losing its town identity and resembling Nottingham as a sprawling, characterless area that could become crime-ridden, unsafe and devoid of green spaces.

Comments from respondents include ['197', 'Richborough', 'Home Builders Federation Ltd', '1384605', '161'].

Mansfield District Council's Response to Question 16:

The council has updated Policy H2 to reflect the information set out in the Housing monitoring report for the period 2025/26, including sites with planning permission and updating commitments to reflect lapsed permissions. Table 5.1 of the Regulation 19 Local Plan provides a breakdown of total commitments, including completions from 2023 and all allocations, including allocations in the adopted Local Plan 2020 that do not yet have planning permission but remain deliverable or developable.

The comments which advocate prioritising redevelopment of brownfield land are noted. The council supports the redevelopment of suitable brownfield sites where proposals are in accordance with the policies of the Local Plan. Policy H2 identifies sites which have been granted planning permission. The explanatory text acknowledges that that council would generally support renewed planning permission for housing on these sites if permission lapsed.

Comments regarding the protection of green infrastructure, green spaces and designated ecological sites are addressed under Policy H1 above.

Comments relating to the infrastructure to support the level of growth and housing allocations in the Local Plan are addressed under H1 above and IN1-IN10 below. Policy H2 lists the sites which have planning permission and would include the agreed level of infrastructure to support the delivery of each site.

Question 17 – Policy H3: Housing density and mix

Total comments: 16

Total respondents: 16

Summary

Respondents call for Policy H3 to be underpinned by up-to-date housing need evidence and for outline applications to use “should” rather than “must” wording, allowing case-by-case assessments of density and mix as needs evolve. They stress the need to balance housing density with local character and infrastructure capacity. Many suggest focusing new homes on brownfield and town-centre sites while reserving greenfield land for family homes. The omission of a fixed net density is noted as enhancing adaptability. Clear evidence tables and routine policy reassessment are urged. A number of respondents propose adopting M4(2) accessibility standards and a 10 per cent M4(3) wheelchair-accessible target. Engaging the development industry is recommended to ensure mix strategies align with viability, delivery rates and local market conditions.

Comments from respondents include [‘Notts CPRE’, ‘Richborough’, ‘202’, ‘Home Builders Federation Ltd’, ‘Natural England’, ‘Avant Homes’, ‘The Lindhurst Group’, ‘Bellway Homes’, ‘Persimmon Homes’, ‘197’, ‘141’, ‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘Woodall Homes’, ‘Habinteg Housing Association’].

Key themes drawn from responses to Question 17:

Currency of housing need evidence (8 respondents, 53%)

Respondents consider that Policy H3 cannot be fully justified and found sound until the housing needs of particular groups study is issued as part of the evidence base and table 5.4 is completed. Housing mix may need to respond to the most up-to-date needs evidence at the time of application submission to account for potential changes between outline and reserved matters. Policy text could be accompanied by clear, current evidence as part of the new plan consultation. Need and desire may differ, with post-pandemic home working shifting demand from two-bed to three-bed properties with office allowance. Absence of firm proposals for Policies H3 to H6 reflects pending evidence outcomes. It may not be appropriate for the plan to set specific housing mix requirements when projections for 2035 or 2040 could diverge from current evidence. Plan allocations could include a range of sites to ensure the provision of varied housing types based on the latest evidence.

Comments from respondents include [‘Home Builders Federation Ltd’, ‘The Lindhurst Group’, ‘Hallam Land’, ‘Bellway Homes’, ‘Persimmon Homes’, ‘Woodall Homes’, ‘Richborough’, ‘Hallam Land and Harworth Group’].

Policy flexibility and viability negotiation (6 respondents, 40%)

Respondents contend that Policy H3 should permit 'should' rather than 'must' requirements for outline applications to ensure necessary flexibility and prevent premature commitment to reserved matters. Wording that allows assessment of density and mix on a case-by-case basis may enable efficient land use while respecting local character and settlement patterns and could improve scheme viability. Flexibility for negotiations could facilitate consideration of viability alongside site-specific and market factors. Outline stage requirements may need to accommodate proportional evidence according to the planning stage. Housing mix could be aligned with the most up-to-date evidence at submission, since needs data may evolve between outline and reserved matters. Policy on housing mix may need to reflect site-specific circumstances. Policy wording could incorporate flexibility and site-specific considerations.

Comments from respondents include ['Home Builders Federation Ltd', 'The Lindhurst Group', 'Hallam Land', 'Bellway Homes', 'Avant Homes', 'Hallam Land and Harworth Group'].

Local character and infrastructure impact (3 respondents, 20%)

Respondents emphasise that local character and infrastructure impact must be carefully balanced with housing density and mix under Policy H3. Redevelopment may be best focused on previously used land such as brownfield, derelict and closed industrial sites and town centre areas where existing infrastructure is in place. Assessing density and mix on a case-by-case basis could provide flexibility for efficient land use while respecting prevailing character and surrounding settlement patterns and supporting scheme viability. However, increased housing may risk loss of green space, farmland and countryside that could benefit from protection. Growth proposed through the target of 9,900 homes could place unsustainable pressure on health services, policing, schools and council provision. The scale of housing around Mansfield Woodhouse may not align with local character and could threaten the town's status by encouraging sprawl reminiscent of larger cities, potentially undermining identity, safety and green infrastructure.

Comments from respondents include ['197', 'The Lindhurst Group', '202'].

Outline-stage housing mix requirement (2 respondents, 13%)

Respondents challenge the outline-stage housing mix requirement in Policy H3, arguing that requiring outline planning applications to set out housing mix in design and access statements may not be appropriate or practical for applications that generally provide only indicative information and reserve key matters. The policy's paragraph 5.26 requirement that outline applications must contain housing mix information could be amended to 'should' contain wording to allow necessary flexibility and avoid committing to matters usually reserved for later stages. Housing mix information may need to respond to the most up-to-date needs evidence at the time of submission, as evidence could change between outline and reserved matters stages. The level of detail requested on housing mix information for outline

applications may be inappropriate, with the local plan needing to accommodate flexibility and proportionality of evidence depending on the planning stage.

Comments from respondents include ['Bellway Homes', 'Avant Homes'].

Brownfield redevelopment focus (2 respondents, 13%)

Respondents emphasise that new housing where necessary should be focused on redeveloping previously used land such as brownfield, derelict, closed industrial and town centre sites where infrastructure is already in place. Brownfield and town centre locations may suit higher density apartment schemes while greenfield land could be allocated for family homes to cater for differing buyer preferences. The policy may therefore need to balance redevelopment density and mix across brownfield and greenfield sites to achieve mixed and balanced communities.

Comments from respondents include ['197', 'Home Builders Federation Ltd'].

Density specification absence (1 respondent, 7%)

The respondent supports the absence of a specific net density figure in Policy H3 and the case-by-case assessment of housing density and mix. Case-by-case assessment may provide flexibility for developments to make efficient use of land while respecting prevailing character and surrounding settlement patterns and may assist scheme viability. The wording of the draft policy is welcomed, particularly the omission of a fixed density requirement, as it could enable proposals to adapt to local conditions.

Comments from respondents include ['The Lindhurst Group'].

Accessibility design standards (M4(2)/M4(3)) (1 respondent, 7%)

The respondent argues that the policy should mandate building regulations M4(2) and designate at least 10% of new dwellings to M4(3) wheelchair standards to address Mansfield's higher disability rate and urgent need for accessible housing. M4(2) dwellings may reduce adaptation costs and expedite hospital discharges while M4(3) units could ensure compliance with the Equality Act 2010 by meeting wheelchair user needs. Wheelchair-accessible homes may foster social participation, support wellbeing, reduce falls and prevent care home admissions. Adopting a 10% M4(3) target could alleviate long waiting lists for accessible housing and curb local authority care package costs. Embedding M4(2) and M4(3) standards across all tenures could deliver inclusive communities aligned with Policy H3 on housing density and mix.

Comments from respondents include ['Habinteg Housing Association'].

Other (12 respondents, 80%)

Respondents emphasised that developer local knowledge may inform housing mix and provision most effectively. Mix strategies need to reconcile infrastructure requirements, viability constraints and local market conditions. Engagement with the development industry could help ensure evidence gathering and policy preparation

yield practical, workable and deliverable requirements. A flexible approach may keep the policy effective and avoid blocking sustainable and appropriate residential development, with routine reassessment allowing mix to adapt to evolving needs. Affordable housing is seen as a matter of rental and mortgage affordability rather than building volume, indicating a need to address private landlord rents and lending costs. Accessible features are regarded as essential across both market and affordable tenures. Careful consideration of site delivery rates, including potential adverse effects on the housing trajectory and the absence of a detailed mix breakdown at draft stage, could support implementation. The substantial financial benefit of wheelchair-adapted dwellings is noted, and reinstating the adopted explanatory text is suggested to enhance clarity. No comments were provided regarding the proposed housing density and mix policy. There is concern that development of the field would destroy wildlife habitats for skylarks, martins, buzzards, insects and barn owls. There is concern that development would remove a valued recreational walking area. There is concern that additional traffic would exacerbate existing safety hazards due to parked cars during football events on The Fairways. There is a suggestion that alternative sites for development should be considered.

Comments from respondents include ['The Lindhurst Group', 'Notts CPRE', 'Hallam Land', 'Bellway Homes', 'Persimmon Homes', '197', 'Richborough', 'Hallam Land and Harworth Group', 'Habinteg Housing Association', 'Woodall Homes', 'Natural England', '141'].

Mansfield District Council's Response to Question 17:

The council welcomes the comments received and notes the broad support for ensuring that new housing provides an appropriate mix of homes whilst retaining sufficient flexibility to respond to site-specific circumstances, local character, infrastructure capacity and changing market conditions. Respondents also emphasised the importance of using up-to-date evidence on housing need and ensuring that the policy remains viable and deliverable.

The Housing Needs of Particular Groups Study, which was in preparation at the time of the Regulation 18 consultation, has now been completed. The findings have informed the updated housing mix requirements and Table 5.4 has been populated using the recommendations of the Study. In response to the consultation comments, Policy H3 clause 1b has been amended so that proposals should have regard to Table 5.4 rather than being required to strictly conform to the identified mix. This provides appropriate flexibility to respond to site-specific circumstances and market conditions whilst ensuring that the identified housing needs are properly considered.

The supporting text at paragraph 5.23 has been updated to reflect completion of the Study and paragraph 5.24 has been expanded to recognise the particular benefits of bungalow provision for older people and people with disabilities. The information requirements at paragraph 5.26 have also been reviewed so that housing mix information is submitted with full planning applications and at reserved matters stage, reflecting the flexibility now provided at outline stage.

Comments regarding accessible and adaptable housing, including M4(2) and M4(3) standards, have also been considered. These requirements are addressed through Policy H6 and its supporting text, informed by the Housing Needs of Particular Groups Study, and it is therefore not considered necessary to duplicate these requirements within Policy H3.

Question 18 – Policy H4: Affordable housing

Total comments: 14

Total respondents: 14

Summary

Respondents noted the inclusion of flexibility mechanisms permitting site-specific adjustments to affordable housing mixes and urged careful plan-wide viability assessments with iterative testing. They highlighted that affordable housing requirements and delivery targets should await publication of the Housing Needs of Particular Groups Study Update and Whole Plan Viability Assessment to ensure robust justification and suggested adjusting the overall housing target to balance viability with increased affordable supply. A tenure mix reflecting particular groups, notably NHS staff near major healthcare sites, proportional requirements by zone and site type, clear off-site commuted sum methodologies and prioritisation of brownfield regeneration underpinned by strong evidence were identified as essential. Additional feedback called for alignment with NPPF definitions, strategic engagement with the development industry, use of council-owned land for social housing, protection of green spaces and town character, and diverse housing types to support delivery.

Comments from respondents include [‘Richborough’, ‘1340739’, ‘Home Builders Federation Ltd’, ‘Natural England’, ‘The Lindhurst Group’, ‘Bellway Homes’, ‘Persimmon Homes’, ‘197’, ‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘Woodall Homes’, ‘115’, ‘56’, ‘31’].

Key themes drawn from responses to Question 18:

Policy Flexibility Mechanisms (8 respondents, 57%)

Respondents welcomed the inclusion of point 5 offering flexibility to address site-specific issues and permit a different level or mix of affordable housing where required to secure development viability. On-site provision may be inappropriate in locations affected by infrastructure requirements, local market conditions and other site constraints. Policy H4 may require careful justification of affordable housing requirements through a plan-wide viability assessment to ensure overall delivery is not undermined. Viability appraisals could be used iteratively to test different policy

combinations. An evidence-based approach including viability may maximise affordable housing delivery while maintaining necessary flexibility.

Comments from respondents include ['Woodall Homes', 'Persimmon Homes', 'Bellway Homes', 'Hallam Land and Harworth Group', 'Natural England', 'The Lindhurst Group', 'Hallam Land', 'Home Builders Federation Ltd'].

Viability Evidence Base Integration (7 respondents, 50%)

Respondents emphasise that policy H4 cannot be deemed justified or sound until the updated affordable housing requirements and zonal maps are published following the completion of the Housing Needs of Particular Groups Study Update and the Whole Plan Viability Assessment. Policy details may only be properly assessed when requirements and zones have been established and appraised against market conditions, infrastructure needs and site constraints. The whole plan viability assessment could be produced in tandem with plan-making stages rather than after the Regulation 19 consultation to facilitate iterative testing of policy combinations. Viability appraisals may test different policy options to ensure deliverability is not compromised by affordability targets. Publication of the viability and housing needs findings would be required before detailed appraisal of the policy. Affordable housing requirements should be justified by evidence to avoid undermining development viability and may need review once the viability work is complete. The whole plan viability assessment could serve as the essential evidence base to test whether the suite of plan policies renders development unviable.

Comments from respondents include ['Woodall Homes', 'Persimmon Homes', 'Bellway Homes', 'Hallam Land and Harworth Group', 'Natural England', 'Hallam Land', 'Home Builders Federation Ltd'].

Overall Housing Target & Delivery (4 respondents, 29%)

Respondents maintain that Policy H4 may require the scale of open market housing to be set at a level that secures affordable housing delivery while remaining viable and robust. The general housing need figure may need adjustment to ensure it can meet the district's significant affordable housing requirements and boost overall supply. Wider affordability issues may be addressed through an increased housing delivery target, which could assist in delivering more affordable dwellings. However, the proposal to build 9,900 homes may be viewed as flawed, unnecessary and unsustainable for public services and may not benefit the district or its communities.

Comments from respondents include ['Woodall Homes', 'Hallam Land', '197', 'Hallam Land and Harworth Group'].

Tenure Mix & Special Groups Needs (3 respondents, 21%)

Respondents emphasise the need for Question 18 Affordable housing (Policy H4) to address tenure mix and special groups needs, particularly the affordability requirements of NHS staff. Affordable housing for NHS staff may need to be prioritised on sites near major healthcare employers. Engagement with local NHS partners such as the integrated care board, NHS trusts and other system partners could ensure

housing policies reflect workforce requirements. The policy's evidence base may require updating to incorporate NHS staff housing needs within housing needs assessments and employment or economic studies. Further work on the housing needs of particular groups study update and viability assessment findings could inform tenure mix targets once published. Affordable housing for health and care providers may be vital to support recruitment and retention by enabling staff to live near their workplaces.

Comments from respondents include ['1340739', 'Home Builders Federation Ltd', 'Bellway Homes'].

Proportional Requirements by Zone and Site Type (3 respondents, 21%)

Respondents support reviewing existing requirements and amending the affordable housing zones under Policy H4's proportional requirements by zone and site type. The evidence base for differentiating between zones and greenfield or brownfield land may need comprehensive assessment to ensure appropriateness. The percentage requirement for affordable housing on greenfield sites in Zone 2 remains undetermined under the policy and requires clarification. Any framework distinguishing between zones and site types should be underpinned by a robust evidence base.

Comments from respondents include ['The Lindhurst Group', 'Richborough', 'Natural England'].

Brownfield & Urban Regeneration Prioritisation (2 respondents, 14%)

Respondents emphasise that new housing priorities should focus on redeveloping previously used sites such as brownfield, derelict, closed industrial and town centre areas with existing infrastructure. Redevelopment of such urban land may better align with the local plan's principles and could be added as an explicit objective. A comprehensive evidence base may be required to support differentiation between zones and greenfield versus brownfield sites. Any approach within the policy that distinguishes between site categories must be underpinned by robust evidence to ensure appropriateness and viability.

Comments from respondents include ['197', 'Richborough'].

Off-site Commuted Sums (2 respondents, 14%)

Respondents support the inclusion of point 4, which sets out how and when commuted sums in lieu of on-site affordable housing provision will be accepted. Off-site commuted sums may offer a viable alternative to on-site delivery where direct provision is not justified and could contribute to the successful development of other affordable housing and regeneration schemes within the district. However, clarity may be needed on calculation methodologies, payment timings and allocation processes to ensure contributions effectively support local housing objectives. The approach may also require flexibility to reflect viability assessments and changing affordable housing needs.

Comments from respondents include ['Hallam Land', 'Hallam Land and Harworth Group'].

Definition Reference & Policy Clarity (1 respondent, 7%)

The respondent supports referencing Annex 2 of the NPPF for the affordable housing definition to avoid duplication and ensure future flexibility. Referencing the NPPF definition could prevent inconsistencies and maintain alignment should definitions change. Updating paragraph numbers and the Affordable Housing SPD reference may improve clarity of the policy. Removing specific figures pending the Housing Needs of Particular Groups Study Update could uphold adaptability to newly identified needs. Withdrawing the existing affordable housing zones map until Whole Plan Viability Assessment recommendations are incorporated may avoid premature commitments. Reflecting the current position on HRA schemes may strengthen precision. Continuing to base percentage requirements on updated viability and evidence could help sustain policy robustness.

Comments from respondents include ['Home Builders Federation Ltd'].

Other (11 respondents, 79%)

Respondents highlighted several matters under the Other theme in relation to policy H4. A diverse range of sites and housing mix may support further delivery of affordable housing, and alignment with strategic priority SP1 is seen as necessary to address an identified shortfall of 145 dwellings since 2013 flagged in a recent appeal decision. Continued application of existing percentage requirements, including a 10% on-site contribution for strategic urban extensions, is supported, as is the inclusion of first homes as a route to ownership. Proper engagement with the development industry during evidence gathering and policy preparation could ensure practicality, viability and deliverability, and requirements should reflect current costs, values and tenure needs. The policy is regarded as lacking firm proposals until pending evidence is completed, while caution is urged over potential loss of green spaces and agricultural land. Any council-owned land is suggested for affordable social housing, and the 10% contribution is proposed to apply across entire extensions rather than on an application-by-application basis. Shifting focus towards tackling high rents and mortgage costs is seen as an alternative to increasing supply alone, and social housing siting near existing pensioner bungalows has been questioned over concerns about anti-social behaviour, with protection of town character emphasised to avoid urban sprawl.

Comments from respondents include ['Woodall Homes', 'Persimmon Homes', '197', 'Hallam Land and Harworth Group', 'Natural England', '115', 'Richborough', 'The Lindhurst Group', 'Hallam Land', '56', '31'].

Mansfield District Council's Response to Question 18:

The council welcomes the detailed comments received on affordable housing from developers, landowners, registered providers and other stakeholders. The principal issues raised related to the level and distribution of affordable housing, tenure mix, flexibility to respond to site-specific circumstances, viability and the use of off-site contributions.

Since the Regulation 18 consultation, the Housing Needs of Particular Groups Study has been completed and the Whole Plan Viability Assessment has been undertaken. These studies have informed the approach to affordable housing in the Regulation 19 Local Plan. The affordable housing proportions for Zones 1 and 2 in clauses 1a and 1b have been updated having regard to the recommendations of the Housing Needs of Particular Groups Study, including the evidence on housing need and the appropriate tenure mix.

A new clause 3 has also been added to set out the council's sought tenure split of 60% Social Rent, 20% affordable rent and 20% other affordable routes to home ownership, reflecting the recommendations of the Housing Needs of Particular Groups Study.

The council has also considered the representations regarding viability. The Whole Plan Viability Assessment has informed the policy approach and the supporting text has been amended to avoid setting a fixed annual or overall affordable housing delivery target. The viability evidence did not support retaining such a target and its removal provides greater flexibility to respond to site-specific viability and delivery circumstances whilst retaining the policy requirements for affordable housing.

The supporting text has also been streamlined so that it does not unnecessarily repeat the tenure requirements set out in the policy. It now cross-refers to the calculation methodology in Appendix 5 and the evidence on tenure need and housing mix in the Housing Needs of Particular Groups Study and Table 5.4. Paragraph 5.30 has also been amended to clarify that the Study does not identify a single annual affordable housing need figure.

The comments regarding off-site provision and commuted sums are noted. The policy retains flexibility where on-site provision is not appropriate or where an alternative approach is necessary to secure delivery, with the detailed application of contributions considered having regard to the relevant planning obligations requirements and viability.

The council considers that the amended policy is supported by the updated evidence base and provides an appropriate balance between maximising affordable housing delivery and ensuring that the overall housing requirement remains deliverable.

Question 19 – Policy H5: Custom and self-build homes

Total comments: 11

Total respondents: 11

Summary

Respondents welcomed removal of fixed site-size thresholds and the mandatory requirement for self- and custom-build plots, favouring a criteria-based approach to balance market and affordable housing needs. They urged close engagement with the development industry to keep Policy H5 practical and deliverable. They recommended integrating the policy within a plan-wide viability assessment that also considers First Homes. They suggested adding criteria for connecting new plots to existing walking, cycling and public transport networks where appropriate. Alignment with current biodiversity net gain requirements and updated definitions was advised, along with removal of outdated thresholds. One respondent proposed directing self- and custom-build schemes to brownfield sites only. Many noted that final policy details await further evidence studies and that the existing approach could be retained until the next consultation stage.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', 'Richborough', 'Home Builders Federation Ltd', 'The Lindhurst Group', 'Bellway Homes', 'Persimmon Homes', '197', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes'].

Key themes drawn from responses to Question 19:

Site Size Thresholds for Plot Provision (5 respondents, 45%)

Respondents welcome the pragmatic approach to custom and self-build homes in Policy H5, particularly the recognition that no fixed site-size threshold will be imposed on allocated housing sites; the decision not to set a mandatory requirement for self-build or custom-build plots on schemes of 100 dwellings or more follows Regulation 18 feedback. An absolute threshold could be unreasonable given only two individuals had registered interest by June 2023. Removal of this requirement would allow a criteria-based, case-by-case assessment that may better balance identified market and affordable housing needs.

Comments from respondents include ['Woodall Homes', 'The Lindhurst Group', 'Hallam Land', 'Hallam Land and Harworth Group', 'Richborough'].

Industry Engagement and Policy Practicality (2 respondents, 18%)

Respondents emphasise the need for proper engagement with the development industry on Policy H5 during evidence gathering and policy preparation to ensure the policy remains practical, workable and does not undermine the deliverability of the

local plan. Removal of a mandatory requirement for self-build or custom-build plots on sites of 100 dwellings or more is welcomed.

Comments from respondents include ['Persimmon Homes', 'The Lindhurst Group'].

Viability Assessment Integration (2 respondents, 18%)

Respondents urge that Policy H5 requirements should be integrated within a comprehensive plan-wide viability assessment to ensure deliverability, with ongoing viability work also taking First Homes into account.

Comments from respondents include ['Persimmon Homes', 'Bellway Homes'].

Connectivity and Infrastructure Access (1 respondent, 9%)

The respondent supports adding a criterion to policy H5 requiring custom and self-build proposals to be connected to existing walking, cycling and public transport infrastructure where available or appropriate. Connectivity to these networks may improve accessibility and encourage sustainable travel by linking new homes to established routes and services. Provision for appropriate links could be balanced against the availability of such infrastructure to avoid unnecessary requirements in isolated locations. This addition could align the policy with broader aims for sustainable development and transport integration.

Comments from respondents include ['Nottinghamshire County Council'].

Balance with Market and Affordable Housing Needs (1 respondent, 9%)

The respondent considers that a criteria-based, case by case approach to self and custom build homes under the policy would appropriately balance market and affordable housing needs given the identified demand.

Comments from respondents include ['Woodall Homes'].

Biodiversity Net Gain Alignment (1 respondent, 9%)

The respondent highlights the need for Policy H5 to align with the latest biodiversity net gain requirements under policy NE2. Definitions for self and custom build would be updated to match the PPG and NPPF, and proposals, though exempt from mandatory net gain, would still need to satisfy biodiversity and geodiversity criteria. References to outdated site thresholds, SPD preparation and the viability study would be removed to reflect current guidance. Further adjustments may follow the Housing Needs of Particular Groups Study Update.

Comments from respondents include ['Home Builders Federation Ltd'].

Inclusion of First Homes (1 respondent, 9%)

The respondent states that first homes are a necessary component of housing delivery subject to demonstrated need; the policy omits any provision for first homes despite their inclusion in the 2023 issues and options consultation; ongoing viability assessment work should consider first homes.

Comments from respondents include ['Bellway Homes'].

Greenfield vs Brownfield Site Guidance (1 respondent, 9%)

The respondent contends that Custom and self-build homes under Policy H5 should be prohibited on greenfield sites and that all new housing should be directed towards the redevelopment of previously built-on (brownfield) land.

Comments from respondents include ['197'].

Other (3 respondents, 27%)

Respondents note that there are no firm proposals for Policy H5 as the council is awaiting the outcome of various evidence studies before finalising the policy. The existing policy approach could be retained. Further comment on Policy H5 may await the findings of the Housing Needs of Particular Groups Study Update. The next stage of local plan consultation under Regulation 19 may only allow comments on the soundness or legal compliance of policies, not their content or direction. Agreement is expressed with the policy.

Comments from respondents include ['Notts CPRE', 'Persimmon Homes', 'Bellway Homes'].

Mansfield District Council's Response to Question 19:

The council welcomes comments from respondents and notes the general support for promoting self-build and custom housebuilding. Representations were received from developers and landowners together with Nottinghamshire County Council and other stakeholders. Comments principally sought clarification regarding accessibility, sustainable transport connections, the appropriate level of policy prescription, viability and the operation of the policy alongside biodiversity net gain requirements.

Following Regulation 18, the council has reviewed Policy H5 in light of the Housing Needs of Particular Groups Study (2026), the Council's Self-build and Custom Housebuilding Register and changes to national legislation and guidance. The council remains satisfied that the available evidence does not justify introducing mandatory self-build plot requirements on larger housing sites and has therefore retained the criteria-based approach. This allows the policy to respond to identified demand whilst avoiding an inflexible requirement that could adversely affect the delivery and viability of housing sites.

In response to consultation comments, a new criterion (e) has been added to Policy H5, requiring that a plot is, or can be, connected to existing walking, cycling and public transport infrastructure, where available or appropriate. This accords with paragraph 108 of the NPPF (2024), which promotes sustainable transport, and is reflected in the supporting text at paragraph 5.42.

Comments regarding biodiversity net gain are noted. Self-build and custom-build proposals will remain subject to the relevant environmental and biodiversity policies of the Local Plan, including Policy NE2, and the plan should be read as a whole. The council does not consider that the consultation evidence justifies restricting self-build and custom-build provision to previously developed land.

Question 20 – Policy H6: Specialist housing

Total comments: 9

Total respondents: 9

Summary

Respondents noted that Policy H6's design standards risk duplicating existing building regulations without clear justification while other respondents urged explicit reference to Part M4(2) and M4(3) accessibility requirements to address older and disabled people's needs. They called for a plan-wide viability assessment to ensure specialist housing remains deliverable. A minimum of 10 percent of new homes meeting Part M4(3) wheelchair user standards was viewed as appropriately ambitious given local demographics, and guidance on bed-space requirements for specialist housing was recommended. Respondents supported widening the policy scope to cover all specialist needs, locating schemes within or near existing residential areas to avoid greenfield impact, and advised against overly prescriptive proximity criteria for retail and services, while suggesting further evidence gathering and industry engagement to maintain clarity and practicality.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', 'Home Builders Federation Ltd', 'The Lindhurst Group', 'Persimmon Homes', '197', 'Woodall Homes', 'Habinteg Housing Association'].

Key themes drawn from responses to Question 20:

Policy Prescriptiveness and Regulatory Duplication (5 respondents, 62%)

Respondents argue that design standards in Policy H6 should avoid extension beyond or overlap with those in existing regulatory frameworks without robust justification. Design standards in the policy may duplicate building regulations and create

unnecessary complexity if overly prescriptive. However, accessibility requirements at M4(2) and M4(3) could be explicitly referenced in the plan if supported by evidence.

Comments from respondents include ['Nottinghamshire County Council', 'Habinteg Housing Association', '197', 'Woodall Homes', 'Home Builders Federation Ltd'].

Viability Assessment (4 respondents, 50%)

Respondents regard viability assessment as essential to ensure the deliverability of specialist housing within Policy H6. Policy requirements could need thorough appraisal through a plan-wide viability assessment to avoid risks of undeliverable schemes, and viability may need to be explicitly addressed to confirm that specialist housing developments remain viable under the policy.

Comments from respondents include ['197', 'Nottinghamshire County Council', 'Persimmon Homes', 'Home Builders Federation Ltd'].

Accessibility Standards Inclusion (3 respondents, 38%)

Respondents emphasise that the policy should require at least 10% of all new dwellings to meet Building Regulations Part M4(3) wheelchair user standards. The local plan may need to incorporate explicit references to M4(2) and M4(3) to address disabled and older people's accessibility and adaptability needs and ensure inclusion either within Policy H6 or the housing and density mix policy for clarity. Failure to mandate M4(3) provision could exacerbate conditions for the estimated 20,000 individuals on the wheelchair-accessible housing waiting list. All new homes could also be expected to comply with M4(2) as a baseline standard. Specific design standards should only extend beyond existing frameworks with sufficient evidence to avoid unnecessary overlap. Embedding M4 accessibility standards across all tenures could be critical to delivering diverse current and future resident needs, particularly given Mansfield's higher disability prevalence (22.1% versus 17.8% nationally) and an ageing demographic rising above 19.2% over 65. The policy may designate a 10% Part M4(3) target across all tenures as sufficiently ambitious, and accessibility specifications could be included in the Housing Needs of Particular Groups Study update to ensure up-to-date guidance.

Comments from respondents include ['Habinteg Housing Association', 'Woodall Homes', '197'].

Scope of Specialist Housing (3 respondents, 38%)

Respondents welcome Policy H6's approach to providing sheltered and extra care accommodation for an ageing population and those with specialist needs under Use Class C2. Widening the scope to encompass all specific housing requirements is supported to address broader care needs beyond the ageing population.

Comments from respondents include ['Nottinghamshire County Council', 'The Lindhurst Group', '197'].

Specialist Dwelling Capacity Quantification (2 respondents, 25%)

For the Specialist Dwelling Capacity Quantification theme, respondents consider a 10% target for homes built to Part M4(3) wheelchair standards sufficiently ambitious given Mansfield's higher disability prevalence and rising over-65 population and suggest the local plan should designate at least this proportion across all tenures. Guidance may need to specify that a minimum of one in ten new dwellings meets M4(3) requirements to ensure suitability for wheelchair users. The policy should also quantify bed space requirements for various specialist housing needs to inform appropriate capacity provision.

Comments from respondents include ['Habinteg Housing Association', '197'].

Spatial Distribution and Integration (2 respondents, 25%)

Respondents support the policy's focus on locating specialist housing within existing or proposed residential areas but view the criterion for proximity to retail, community services and public transport as overly prescriptive and potentially hindering scheme delivery. Integrating housing for an ageing population within broader development proposals may provide greater choice and flexibility in size and location, ensuring requirements are met in sustainable locations across the district rather than concentrating provision in main urban centres or on large-scale strategic extensions.

Comments from respondents include ['The Lindhurst Group', 'Woodall Homes'].

Environmental and Land-Use Impact (2 respondents, 25%)

Respondents emphasised that specialist housing developments under Policy H6 should avoid adverse environmental and land-use impacts on greenfield sites and open spaces. Locating such accommodation within existing or proposed residential areas could help safeguard landscape character and reduce pressure on undeveloped land.

Comments from respondents include ['The Lindhurst Group', '197'].

Location Proximity Requirements (1 respondent, 12%)

The respondent considers that requiring specialist housing under policy H6 to be conveniently situated in relation to local retail, community services and public transport is overly prescriptive and could hinder delivery of such schemes.

Comments from respondents include ['The Lindhurst Group'].

Other (5 respondents, 62%)

Respondents supported maintaining the existing criteria in Policy H6. Regulation 19 consultation may limit input to soundness and legal compliance rather than policy shaping. Firm proposals for policies H3, H4, H5 and H6 may await the outcome of further evidence. The M4(2) standard may be essential to deliver inclusive, future-

ready housing for older and disabled residents, and the M4(3) standard may warrant prioritisation to address the shortfall in accessible homes for wheelchair users. Policies may need to be practical and workable so as not to undermine local plan deliverability. Other topic-based policies may require additional evidence collection and proper engagement with the development industry during evidence gathering and preparation. Accessible features may be necessary in all new market and affordable homes, not confined to specialist housing.

Comments from respondents include ['Nottinghamshire County Council', 'Habinteg Housing Association', 'Notts CPRE', 'Persimmon Homes', '197'].

Mansfield District Council's Response to Question 20:

The council welcomes the positive engagement on Policy H6 from Habinteg Housing Association, Nottinghamshire County Council, developers, registered affordable housing providers and other stakeholders. Representations generally supported the provision of specialist accommodation but sought stronger recognition of the need for accessible and adaptable housing, wheelchair user dwellings, appropriate parking and supporting infrastructure. Some respondents also raised concerns that the policy could duplicate Building Regulations or be overly prescriptive in relation to location and proximity to services.

In response, a new criterion (c) has been added to Policy H6 requiring sufficient car parking, cycle parking and parking for mobility scooters, based on the demonstrable requirements of residents and staff. This is consistent with the reference already made in the supporting text to Policy IN10.

The supporting text has also been updated to reflect the Housing Needs of Particular Groups Study's identification of need for specialist housing over the plan period, including approximately 500 units with support, 800 units with care, and 700 nursing and residential care bedspaces.

The supporting text now also reflects the Study's recommendations regarding accessible and adaptable housing, including the need for new dwellings to meet Building Regulations M4(2) accessibility standards, with around 5% of market housing and 10% of affordable housing meeting M4(3) wheelchair user standards. These requirements will be applied flexibly having regard to site constraints and viability.

The council has considered the comments regarding the location of specialist housing. The policy continues to seek locations which provide access to services and sustainable transport, but it is not intended to prevent suitable schemes coming forward where the precise requirements cannot be met in full due to site-specific circumstances. The policy should also be read alongside the wider policies of the Local Plan relating to design, accessibility, transport and the natural environment.

Question 21 – Policy H7: Houses in multiple occupation (HMO) and bedsit accommodation

Total comments: 9

Total respondents: 9

Summary

Respondents request on-site parking matching resident numbers to ease street congestion and call for stronger management conditions and enforcement to prevent unauthorised alterations, sub-letting and short-term lets. They oppose conversions of heritage buildings without impact assessments, seek mixed social and private tenures to support cohesion, and recommend revising the 100-metre proximity rule in village environments. Suggestions also include converting vacant town centre retail units into flats, providing adequate bin and secure cycle storage, designating delivery access for less mobile occupants, and imposing stricter HMO regulations alongside more socially rented alternatives to avoid amenity loss and planning loopholes.

Comments from respondents include ['Nottinghamshire County Council', 'Notts CPRE', '197', '1383891', '56', '2', '1219454', '1'].

Key themes drawn from responses to Question 21:

Parking Provision and Street Congestion (4 respondents, 50%)

Respondents call for HMO landlords to provide on-site parking spaces equal to the number of residents under Policy H7 to mitigate street congestion. On-street parking pressures may increase around larger HMOs, restricting availability for existing residents. The local plan's list of HMO issues is noted to lack recognition of parking displacement into nearby streets. Incorporation of adequate car parking and secure undercover cycle parking within HMO schemes could address these concerns.

Comments from respondents include ['2', 'Nottinghamshire County Council', '1219454', '56'].

Management Conditions and Enforcement (2 respondents, 25%)

Respondents call for the introduction of further management conditions and enforcement measures to prevent unauthorised modifications, sub-letting and informal HMO use via platforms such as Airbnb. Requiring landlord or authority approval for property alterations could ensure adherence to standards while regular monitoring and auditing by local authorities or landlords may help detect and deter unauthorised occupancy and sub-letting. Extending licensing or registration to cover short-term lets is suggested to bring Airbnb properties within the council's control and maintain balanced oversight of multi-occupancy housing.

Comments from respondents include ['1219454', '56'].

Heritage and Conservation Impact (1 respondent, 12%)

The respondent highlights that the policy wording provides a get-out clause allowing conversion of unused heritage buildings to HMOs within small villages on main high streets or in the village hub. Such conversions may proceed without assessment of impacts on conservation and heritage areas. Prohibition of any conversion of old derelict buildings into HMOs could help maintain the character of heritage village environments.

Comments from respondents include ['1'].

Community Mix and Social Cohesion (1 respondent, 12%)

The respondent considers that Policy H7 should ensure flats and studio accommodation are delivered as a mix of social and private tenures to support balanced communities and social cohesion.

Comments from respondents include ['1383891'].

100m Proximity Criterion (1 respondent, 12%)

The respondent considers that the policy's 100m proximity criterion for houses in multiple occupation may need to be reduced or removed in village environments. The criterion is regarded as acceptable in wider built-up areas but inappropriate and non-functional in smaller village locations.

Comments from respondents include ['1'].

Conversion of Vacant Commercial Buildings (1 respondent, 12%)

The respondent supports converting vacant retail premises in Mansfield town centre into mixed flats and studio accommodation under Policy H7. Conversion of vacant retail buildings may revitalise the town centre, eliminate visual blight and deliver efficient reuse of underutilised space.

Comments from respondents include ['1383891'].

Waste and Cycle Storage Provision (1 respondent, 12%)

The respondent welcomes the inclusion of a new requirement for adequate car and secure undercover cycle parking in policy H7. Allocating sufficient space for bin storage and cycle parking may support efficient waste management and encourage sustainable travel for occupants of houses in multiple occupation and bedsit accommodation. Dedicated provisions for waste and cycles could align with development management best practice and offer clear expectations for applicants without unduly restricting site layouts. This addition may enhance amenity standards and contribute to the delivery of mixed, balanced communities by embedding practical storage solutions within residential proposals.

Comments from respondents include ['Nottinghamshire County Council'].

Accessibility and Servicing Requirements (1 respondent, 12%)

The respondent indicates that accessibility and servicing requirements may overlook delivery impacts for infirm occupants who require proximity for essential drops. MDC's framework currently addresses bin storage and cycle parking but could be expanded to include designated delivery access areas close to individual units. Integrating provisions for convenient drop-off points may better ensure that less mobile residents can receive parcels or supplies without undue difficulty.

Comments from respondents include ['1219454'].

Other (6 respondents, 75%)

Perspectives under the 'Other' theme call for stricter HMO regulation and viable housing alternatives. Council provision of socially rented homes could address demand for decent management and rents. HMO conversions may undermine amenity and community well-being and intensify anti-social behaviour around local shops. Introduction of vehicle restrictions and design standards could reduce service pressures and reactive enforcement. Exemptions for HMOs of four residents or fewer may create planning loopholes. Private landlords may be exploiting vulnerable tenants. The policy H7 approach may be supported, but further HMO expansion is discouraged in line with government evidence.

Comments from respondents include ['Notts CPRE', '56', '1383891', '1', '197', '1219454'].

Mansfield District Council's Response to Question 21:

The council notes the broad support for managing the location and concentration of Houses in Multiple Occupation whilst recognising the important contribution that such accommodation can make towards meeting housing needs. The principal issues raised related to residential amenity, parking and cycle storage, management and enforcement, community balance, heritage impacts, the operation of the concentration threshold and the potential reuse of vacant town centre premises.

The council has carefully considered these representations alongside the wider evidence base supporting the Local Plan Review. In response, a new criterion (d) has been added to Policy H7 requiring adequate car parking and secure undercover cycle parking. The supporting text at paragraphs 5.45 and 5.49 has also been updated accordingly.

The comments regarding the management of HMOs, unauthorised alterations, sub-letting and short-term letting are noted. Many of these matters are controlled through the separate HMO licensing and enforcement regimes and cannot appropriately be addressed through the Local Plan policy. Policy H7 is intended to address the land-use planning impacts of HMO and bedsit accommodation, including residential amenity, concentration, parking, access and the character of the surrounding area.

The council has also considered the comments regarding heritage assets and the conversion of older or historic buildings. Where proposals affect a listed building, conservation area or other heritage asset, they will be assessed against the relevant heritage policies in the Local Plan, including Policy HE1. It is therefore not considered necessary to prohibit HMO conversions in heritage locations through Policy H7 itself.

The suggestion that the 100-metre concentration criterion should be amended for smaller villages is noted. The council considers that maintaining a consistent approach is appropriate, while recognising that the application of the policy will need to have regard to the character and circumstances of the area concerned. The purpose of the criterion is to avoid excessive concentrations of HMOs and bedsit accommodation and the associated impacts on residential amenity and community balance.

The comments regarding the conversion of vacant town centre retail premises are welcomed. Such proposals may contribute to the reuse of underutilised buildings and town centre regeneration where they comply with the relevant Local Plan policies, including those relating to town centre uses, residential amenity, design and heritage. The council does not consider it appropriate for Policy H7 to prescribe a particular tenure mix of social and private accommodation. Affordable housing requirements are addressed through Policy H4, while the detailed mix of housing will be considered against the relevant housing policies and evidence.

Question 22 – Policy H8: Accommodation for Gypsies, Travellers and Travelling Show people

Comments: 6
Respondents: 6

Summary

Respondents requested publication of an updated gypsy and traveller accommodation needs assessment and a “housing of a particular group” study before consultation, urged improved clarity on the evidence base and complete information, recommended safeguarding greenfield and open spaces by favouring previously developed land, identified land in flood zone 1 fronting Church Road in Church Warsop as a potential small-scale site meeting Policy H8 criteria, suggested including Ley Lane as an authorised site due to its long-standing use as a show people’s yard, and noted that other options, though not currently suitable, could be retained for future consideration.

Comments from respondents include [‘1219716’, ‘197’, ‘58’, ‘56’, ‘1219454’].

Key themes drawn from responses to Question 22:

Evidence Base Transparency (1 respondent, 20%)

The transparency of the evidence base could be improved by explicitly confirming that an updated gypsy and traveller accommodation needs assessment will be prepared and made available as part of the local plan evidence base before consultation. This would allow interested parties to review the assessment prior to commenting and ensure informed feedback on the policy.

Comments from respondents include [‘1219454’].

Small-Scale Site Provision (1 respondent, 20%)

The respondent highlights that land in flood zone 1 on the southern part of the site fronting Church Road in Church Warsop, opposite The Carrs, offers an opportunity for a small-scale site for Gypsies and Travellers and satisfies the criteria set out in the policy.

Comments from respondents include [‘1219716’].

Greenfield Land Protection (1 respondent, 20%)

The respondent states that any new sites should not be located on greenfield or open spaces wherever possible. Preference could be given to using previously developed land to safeguard undeveloped landscapes under the policy.

Comments from respondents include [‘197’].

Consultation Information Completeness (1 respondent, 20%)

The respondent states that a new updated gypsy and traveller accommodation needs assessment will be prepared and made available once completed as part of the local plan evidence base, and that a “housing of a particular group” study should also be provided before commenting. Consultation may seem odd without all relevant information being available, making it difficult to form an opinion on the policy at this stage.

Comments from respondents include [‘1219454’].

Site Authorisation Status (1 respondent, 20%)

The respondent asserts that Ley Lane should be included as an authorised site under Policy H8 given its long-standing, issue-free use as a show people’s yard.

Comments from respondents include [‘56’].

Other (2 respondents, 40%)

Respondents regard the option as not appropriate for the area while indicating it could be kept under consideration in future deliberations.

Comments from respondents include [‘1219716’, ‘58’].

Mansfield District Council's Response to Question 22:

An updated Gypsy and Traveller Accommodation Needs Assessment (GTANA) has been prepared to inform the Regulation 19 draft of the Local Plan. The study has informed the updates to Policy H8 and the explanatory text. All areas are required to assess, and provide for, the need for such accommodation.

The study will be made available to view as part of the published evidence base alongside the Regulation 19 Local Plan.

One respondent submitted a site for consideration as a single gypsy and traveller pitch located at Church Road in Church Warsop. The respondent notes the area to be considered is that within Flood Zone 1 to the south of the identified area of hardstanding. This area alone equates to approximately 130m2. The area identified is too small to accommodate a single pitch, inclusive of sufficient area to accommodate on-site facilities and amenity space. The standard minimum site size for a single pitch is 500m2. The entire area of hardstanding equates to approximately 590m2. However, a majority of the site is within Flood Zone 2 and a small area in Flood 3. There is also a medium risk of surface water flooding across the centre and northern area of the hardstanding. The landowner may wish to resubmit the site to include the area within Flood Zone 2, however, a flood risk sequential test, and if passed, an exception test would be required, along with evidence to demonstrate the site would be safe over the lifetime of the site, without exacerbating flood risk elsewhere.

Regarding concern over the loss of greenfield land, the district council supports the reuse of brownfield land, however Policy H8 allows for flexibility for the delivery of traveller sites on both brownfield and greenfield land where proposals are in accordance with the policy. The council needs to maintain a degree of flexibility to accommodate the different needs of gypsy and traveller pitches and plots for travelling showpeople.

The comment regarding the authorised use of the site at Ley Lane for travelling showpeople plots is noted. The site at Ley Lane has been removed from the Local Plan as a housing allocation and is identified as a site an authorised site and accordingly safeguarded from other uses in Policy H8.

Question 23: Potential Gypsy, Traveller and Travelling Showpeople allocations

Comments: 5

Respondents: 5

HELAA 60: Land off Ley Lane

Number of responses to this policy: 2

Bins supplied by the council to the Land off Ley Lane policy site may imply formal designation, yet the council maintains it lacks official status. Respondents suggest the Council could announce that part of its 2019 Gypsy, Traveller and Travelling Showpeople requirement is already met to demonstrate policy fulfilment. Existing traffic calming by the school is seen as insufficient, with Ley Lane described as a bottleneck and the policy potentially worsening congestion and accident risk. The regular use of the area as a fairground may be lost under Policy HELAA 60, and the council has not confirmed the long-established operation of two Travelling Showpeople sites at Land off Ley Lane (HELAA 60) and Longster Lane (site 286).

Waste Collection Infrastructure (1 respondent, 50%):

The respondent highlights that bins have been supplied by the council to the Land off Ley Lane policy site. This provision could imply formal recognition, however the council maintains the site lacks official status.

['1219454']

Policy Requirement Fulfilment (1 respondent, 50%):

The respondent suggests that MDC should announce that part of its 2019 Gypsy, Traveller and Travelling Showpeople requirement has already been met. Such an announcement could help demonstrate policy requirement fulfilment.

['1219454']

Traffic Congestion and Safety (1 respondent, 50%):

The respondent states that existing traffic calming measures by the school may not be sufficient. Ley Lane is described as a bottleneck in the Woodhouse area. The policy could exacerbate congestion during school times and may increase the risk of accidents.

['2']

Recreational Amenity Loss (1 respondent, 50%):

The respondent notes the area is semi-regularly used as a fairground. Policy HELAA 60 could result in the loss of that recreational function. The local impact of losing this amenity may not have been fully realised.

['2']

Other (1 respondent, 50%):

The respondent suggests that the council has not confirmed the existence of two Travelling Showpeople sites. The sites at Land off Ley Lane (HELAA 60) and Longster Lane (site 286) have been operational for some time.

['1219454']

HELAA 245: Old Sports Ground, Warsop Vale

Number of responses to this policy: 1

Respondents highlight that the site's eastern boundary abuts the Hills & Holes and Sookholme Brook SSSIs and that most of the land lies within the Warsop Vale Sports Ground local wildlife site, creating ecological constraints that may preclude its allocation for Gypsy, Traveller and Travelling Showpeople pitches.

Proximity to Protected Sites (1 respondent, 100%):

Respondent notes that the policy's eastern boundary abuts the Hills and Holes SSSI and Sookholme Brook SSSI, with most of the site lying within the Warsop Vale Sports Ground local wildlife site. This proximity could render the site unsuitable for allocations for Gypsy, Traveller and Travelling Showpeople.

['Nottinghamshire Wildlife Trust']

HELAA 286: Land off Longster Lane

Number of responses to this policy: 1

Respondents flagged a lack of data on survey participation by Gypsy, Traveller and Travelling Showpeople. They asked for 'housing of a particular group study 34' and the updated accommodation needs assessment. They noted that the council has supplied bins to sites such as Land off Longster Lane and Ley Lane. This suggests waste services are in place but lack formal status confirmation. They commented that existing sites partly meet the 2019 accommodation requirement. That requirement calls for one temporary transit stop and two permanent pitches until the next assessment. They also requested exact figures on applicants and third-party estimates to clarify pitch demand.

Community Survey Data (1 respondent, 100%):

The respondent does not have information on the proportion of the Gypsy, Traveller and Travelling Showpeople community who took part in the survey, their response outcomes, or the locations and dates of the survey events.

[1219454]

Evidence Base Transparency (1 respondent, 100%):

The respondent requests access to the 'housing of a particular group study34' and the new updated Gypsy and Traveller accommodation needs assessment once

completed as part of the local plan evidence base. Access to these documents could ensure transparency around the policy's evidence base.

[1219454]

On-site Waste Management (1 respondent, 100%):

The respondent notes that the Council has supplied waste bins to the sites, including Land off Longster Lane, and urges confirmation of their official status. Provision of bins may indicate formal on-site waste management arrangements and should be clarified to ensure transparency.

[1219454]

Policy Target Fulfilment (1 respondent, 100%):

The respondent suggests that MDC could benefit from announcing that existing sites have partly fulfilled the 2019 GTTSP requirement.

[1219454]

Site Quantity Allocation (1 respondent, 100%):

The council's most recent Gypsy and Traveller Accommodation Assessment (GTAA) (2019) identified a need for one temporary transit stop and two permanent pitches. No additional requirement for a third transit site has been formally published since that assessment. Any change to those figures would normally be confirmed through the next GTAA update or the emerging Local Plan consultation.

[1219454]

Official Site Status (1 respondent, 100%):

The respondent observes that the Council has supplied waste bins to Travelling Showpeople sites, including the policy site HELAA 286: Land off Longster Lane and site 60 at Ley Lane, implying an operational endorsement. Site 286 has been in continuous use without any formal confirmation of official status from the council. Lack of official recognition may generate uncertainty over site management and service provision.

['1219454']

HELAA 399 (the site was incorrectly labelled as site 398 in the HELAA)

Number of responses to this policy: 2

Respondents request the council to introduce penalties to deter unauthorised works and prevent reliance on retrospective permissions. They seek clarity on the status of temporary transit sites beyond the two permanent sites and note bins at undesignated locations. They call for transparency of data used for allocations, including actual pitch applicant numbers and details of survey outcomes, dates and locations. They note that treating retrospective applications under policy HELAA 398 as equivalent to standard approval may set an unfair precedent and undermine compliance. Updated Gypsy and Traveller accommodation studies are due early in 2024 and will be available online, at the Customer Service Centre and in libraries, with alerts via the Planning Policy Team mailing list.

Enforcement mechanisms (2 respondents, 100%):

The respondent calls for the council to introduce an enforcement mechanism to deter landowners from undertaking unauthorised works, such as laying drainage or erecting walls, and then relying on retrospective planning permission. Such a penalty could create an incentive to comply with the policy's preferred planning approach.

['1383246', '1219454']

Site designation status (2 respondents, 100%):

The respondent questions the designation status of the Council's temporary transit sites. The council has not confirmed that its two official sites from 2019 are in place, even though confirmation could demonstrate partial fulfilment of obligations. Provision of bins at 60 Ley Lane and 286 Longster Lane may indicate use of sites whose designation remains unclear. Clarification is sought on whether anything beyond one temporary transit stopover site and two permanent sites is required, and whether a third temporary transit site may now be needed alongside the two originally identified in 2019.

['1383246', '1219454']

Site-type requirements (2 respondents, 100%):

The respondent suggests that MDC should confirm whether any site-type provision beyond one temporary transit stopover site and two permanent sites is required and clarify whether a third transit stopover site is now needed beyond the two advised in 2019.

['1383246', '1219454']

Infrastructure provision (2 respondents, 100%):

The respondent notes that the council provided bins to 60 Ley Lane and 286 Longster Lane despite these not being officially designated sites. This may cast doubt on the consistency of infrastructure provision and the formal recognition of sites under policy HELAA 399.

['1383246', '1219454']

Demand-data transparency (2 respondents, 100%):

Demand is expressed for greater transparency on data underpinning Gypsy, Traveller and Travelling Showpeople allocations under policy HELAA Reference 398. Actual numbers of pitch applicants are requested instead of an indicative third-party estimate. The percentage breakdown and outcomes of the GTTS community survey are sought. Disclosure is requested of the dates and locations at which these surveys were conducted.

['1383246', '1219454']

Retrospective application treatment (2 respondents, 100%):

The respondent criticises the retrospective application treatment for policy HELAA Reference HELAA 398 as setting a precedent that rewards landowners who bypass

standard procedures. A council law or penalty could discourage landowners from undertaking unauthorised drainage or wall construction without prior approval. Treating retrospective permission for the policy as equivalent to standard approval is viewed as unfair to those following proper procedures. Uncertainty over which works require approval may undermine compliance.

['1383246', '1219454']

Gypsy, Traveller and Travelling Showpeople allocations Miscellaneous sites (2 respondents, 100%):

Half of respondents urged thorough consideration of all environmental impacts and opportunities for Gypsy, Traveller and Travelling Showpeople allocations. Half highlighted the need to consult relevant local bodies. Half made no comment on the clarity of plan documentation based on the LPR and policies map. Two respondents raised other points, including a homeowner's concerns about the allocations and a note that lack of recorded comments does not rule out significant environmental impacts.

Environmental impact assessment (1 respondent, 50%):

The respondent states that all environmental impacts and opportunities should be fully considered when assessing Gypsy, Traveller and Travelling Showpeople allocations.

['Natural England']

Statutory consultation (1 respondent, 50%):

The respondent emphasises that relevant local bodies should be consulted.

['Natural England']

Plan documentation clarity (1 respondent, 50%):

The respondent did not comment on plan documentation clarity based on the information provided in the LPR and policies map.

['Natural England']

Other (2 respondents, 100%):

Opposition is voiced by a homeowner on the relevant road to the Gypsy, Traveller and Travelling Showpeople allocations. A lack of recorded comments does not necessarily indicate that no significant environmental impacts would arise.

['1383246', 'Natural England']

Mansfield District Council's Response to Question 23

HELAA Site 60: The site is an existing travelling showpeople site, meeting an existing need for travelling showpeople plots as evidenced in the GTANA. The site will be safeguarded for this use in Policy H8.

HELAA Site 245: The site was discounted from further consideration at stage 2 of the HELAA process.

HELAA Site 286: as acknowledged by the respondent, the site is already in use as a travelling showpeople pitch. The site will be safeguarded through Policy H8. The respondent notes that no further site are required, however, the updated GTANA identifies three further pitches are required over the plan period. At the time of writing, no additional sites for G&T pitches have been identified for allocation. The council will support proposals where they are in accordance with Policy H8 and the other relevant policies of the Local Plan.

HELAA Site 399 (labelled 398): The site has been identified in the HELAA as a reasonable alternative, however while a planning application was submitted for retrospective permission for a single pitch, the site remains vacant and the applicant has not responded to council communication to understand whether the applicant intends to continue with the application. The site cannot therefore be considered for allocation at this time.

Question 24 – Policy E1: Enabling economic development

Comments: 8
Respondents: 8

Summary

Updating the local employment evidence base is essential before defining spatial allocations, with respondents calling for clearer employment land delivery targets for 2023–2043 (potentially extending to 2044) and separate specification of B2, B8 and E(g) uses. Respondents also recommend identifying strategic-scale B8 logistics hubs such as Berry Hill and the Blidworth Lane site, promoting hybrid working to reduce office demand, linking employment targets with housing growth, directing development away from environmentally sensitive areas and coordinating with Nottingham Core and Outer HMA employment studies while retaining flexible policies for inward investment and regeneration.

Comments from respondents include ['Peveril Securities', '1384471', 'Natural England', 'The Lindhurst Group', 'Richborough', '197', 'Commercial Estates Group', 'Woodall Homes'].

Key themes drawn from responses to Question 24:

Spatial employment allocation (2 respondents, 25%)

Respondents support the focus of draft policy E1 on allocated sites, vacant buildings and existing general employment areas. Further consideration may be given to large B8 logistics and distribution sites of strategic scale across the HMA to meet clear and demonstrable need. Employment allocations within the Berry Hill strategic urban extension may continue to play a significant role in meeting both district employment land requirements and the needs of neighbouring Newark and Sherwood. Appropriate consideration of the spatial strategy for employment provision may require an updated local employment evidence base. The site at Land off Blidworth Lane, Mansfield may provide a strategic-scale opportunity to meet market demand, establish a modern logistics hub accessible to the M1 and support local employment needs.

Comments from respondents include ['The Lindhurst Group', 'Richborough'].

Plan period and target setting (2 respondents, 25%)

Plan period and target setting are considered to require greater specificity and ambition to support future economic development. Policy S2 is described as lacking a clear calculation of how much employment land must be delivered between 2023 and 2043 to meet projected economic needs. A realistic start and end date may be needed for plan soundness under the NPPF, with an extension to 2044 proposed to ensure a minimum plan period. Employment growth targets may require elevation to avoid

constraining economic or housing delivery potential within the district, consistent with national policy objectives to significantly boost housing supply.

Comments from respondents include ['Woodall Homes', 'Richborough'].

Employment evidence base (1 respondent, 12%)

The respondent states that appropriate consideration of the spatial strategy for employment provision cannot be provided until the local employment evidence base has been updated and considered. Updating the evidence base is therefore essential before assessing how the policy supports inward investment, job creation and wider regeneration objectives.

Comments from respondents include ['Richborough'].

Strategic logistics hubs (1 respondent, 12%)

The respondent considers that the draft Mansfield Local Plan review should give further consideration to large B8 sites to address a clear and demonstrable need for strategic-scale logistics and distribution across the housing market area. Further provision of B2/B8 large-scale strategic distribution may ensure effective delivery of employment land over the plan period. The land off Blidworth Lane in Mansfield is identified as a strategic opportunity to meet market demand and create jobs by providing a modern logistics hub accessible to the M1 and supporting local employment needs.

Comments from respondents include ['Richborough'].

Home-working strategy (1 respondent, 12%)

The respondent suggests the local plan should include strategies to promote hybrid working with employers to support environmental, health and infrastructure objectives. Residents working from home still contribute to the economy and reduce the need for additional office space. Encouraging hybrid working could help achieve the district's goal of communities living, working and enjoying leisure locally. The plan fails to address the increasing number of residents working from home, either part-time or full-time.

Comments from respondents include ['197'].

Employment land typology (1 respondent, 12%)

The respondent argues that further consideration of large-scale B2/B8 strategic distribution as part of the local plan review may be required to ensure employment land is delivered effectively over the plan period under policy E1. Large-scale B2/B8 provision could be vital for meeting strategic distribution needs and supporting inward investment objectives. Employment land categories may need to be specified separately to reflect differing infrastructure, access and use requirements, for example distinguishing B8 warehousing from B2 general industry and E(g) employment uses.

Comments from respondents include [‘Richborough’].

Employment-housing linkage (1 respondent, 12%)

The respondent contends that employment growth targets under the policy should be set as high as possible to avoid constraining economic or housing delivery and to align with national planning objectives to significantly boost housing supply. The labour market is identified as a key driver of the housing market, with job growth fundamentally linked to housing growth.

Comments from respondents include [‘Woodall Homes’].

Environmental site constraints (1 respondent, 12%)

The respondent suggests that new development should be directed away from areas of higher environmental quality and sensitivity under the policy. This could help preserve environmental quality by concentrating growth in less sensitive locations while supporting its objective of enabling economic development.

Comments from respondents include [‘Natural England’].

Other (5 respondents, 62%)

Respondents express general support for the policy’s aim to generate local jobs and contain employment need within the Mansfield district. The provision of sufficient employment land may need to align with the Nottingham Core and Outer HMA Employment Land Needs Study (May 2021) and the Nottinghamshire Core & Outer HMA Logistics Study (August 2022). The retail and economic needs for the district could require further identification through an updated evidence base. Job creation within the district could yield local economic benefits and reduce existing out-commuting patterns. Retaining flexibility to facilitate regeneration as the district shifts from its mining legacy may support jobs and investment. Policy S2 may need clearer specification of growth requirements for different employment land types. Continued retention of Policy E1 is welcomed for its support of major inward investment, substantial new employment and contribution to wider regeneration, alongside part 2’s allowance for new employment development under Policy E4. From a geographical perspective, the district should be appealing.

Comments from respondents include [‘Woodall Homes’, ‘1384471’, ‘Richborough’, ‘Commercial Estates Group’, ‘Peveril Securities’].

Mansfield District Council's Response to Question 24:

We welcome the support for the policy approach.

With regard to strategic logistic (B8) sites our evidence base shows that whilst there is a wider need along the M1 corridor, Mansfield has a limited role in providing for it. A 2024 review of the Nottinghamshire Core & Outer HMA Logistics Study (2022) identified a need for strategic distribution land between 140 and 156 hectares within the Greater Nottingham FEMA (Core and Outer). 97 hectares of this need is due to be allocated in the Greater Nottingham Strategic Plan which will make a significant contribution towards the regional logistics requirements along the M1 corridor in Nottinghamshire. It has been agreed that the residual need could and should be met across the whole study area and neighbouring locations (in Nottinghamshire, Derbyshire and Leicestershire (on the M1 corridor)). It has been recognised that there are limited opportunities within Mansfield to deliver strategic distribution, given its tight administrative boundaries, absence of strategic sized sites and critically, its location and separation from the M1 corridor. Mansfield's contribution is likely to be towards meeting non-strategic need. This is at odds with a comment made suggesting that the district is appealing from a geographic perspective.

The comment regarding the employment land at Berry Hill SUE is noted. This will contribute towards meeting Mansfield's employment needs rather than Newark and Sherwood district's needs as quoted. We also note the comment regarding land off Blidworth Lane.

As has been suggested in a number of comments, we did update our employment evidence base by commissioning the Mansfield Employment Needs Study Update (2025). This has been used to inform our employment policies and the spatial strategy for the plan.

The plan period (2023 – 2043) is considered to be appropriate on the basis that on adopted (expected 2027) there will be in excess of the 15 year time period that is required.

Regarding the comments around home and hybrid working, our evidence base has taken this into consideration and carried out sensitivity testing which confirms that it is likely that there will be some long-term shift in working patterns as a result of the pandemic, however it is still far too soon to say what the scale of that change on home working is likely to be. The sensitivity test demonstrates that there would have to be a fairly profound shift in office employment densities to have a significant impact on the level of employment land needed overall.

Regarding the suggestion to separately define a requirement for the various employment land categories, our evidence base presents the need as an overall figure. This enables enough land to be identified for all needs to be met whilst

remaining flexible. In addition, it is a minimum figure so would not prevent additional sites coming forward provided proposals meet other policies within the plan.

In relation to the comment that suggests using the highest target possible to align with the government's aims to significantly boost housing supply, our evidence base provided a range of scenarios from which to determine the most appropriate target. In order to ensure our employment target is in line with housing growth, we had a low and high growth option linked to our population projections. We also had a 'regeneration' scenario which was based on the council's (and wider region's) economic growth aspirations. This figure (41.06 hectares) sat in between the two population growth scenarios and is the target that was considered to be the most realistic and as such was selected for the Local Plan Review.

In relation to making suggested changes to the policy to direct development away from areas of high environmental quality and sensitivity, this is not considered necessary on the basis that the plan should be read as a whole and other policies such as those relating to landscape character (NE1) and biodiversity (NE2) would apply.

Question 25 – Policy E2: Sites allocated as new employment areas

Comments: 10
Respondents: 10

Summary

Respondents note that draft policy E2 requires greater flexibility to accommodate hybrid working and shifting market needs in line with NPPF paragraph 86. Delivery of allocated sites may be affected by constraints including mineral aftercare at Ratcher Hill, access limitations on Oakfield Lane and existing permissions at E2a and E2c. Employment land provision falls short of growth projections, with delivery rates of 0.85 ha per annum and only nine hectares of strategic B8 land, prompting calls for updated targets and larger-scale allocations guided by ELNS and Iceni evidence. Specific floorspace types (B2, B8, E(g)) should be explicitly referenced to ensure adaptability. Policy wording on residential amenity could be revised to "no significant detrimental impact". Environmental safeguards, active travel links and transport mitigation measures, including travel plans and infrastructure contributions, are also recommended to improve deliverability and connectivity.

Comments from respondents include ['Nottinghamshire County Council', 'Peveril Securities', 'Natural England', 'Nottinghamshire County Council', 'The Lindhurst Group', 'Richborough', '197', 'Commercial Estates Group', 'Environment Agency', '31'].

Key themes drawn from responses to Question 25:

Policy Flexibility and Market Responsiveness (4 respondents, 40%)

Respondents say that draft policy E2 should be more flexible to allow employment development to respond to changing market conditions. Hybrid working may support environmental, health and infrastructure objectives and could help achieve communities living, working and enjoying leisure time within the district. The plan may need to address residents now regularly working from home either part-time or full-time. Raised is whether any new industries have been earmarked to meet evolving economic needs. Policy wording could be amended to comply with paragraph 86 of the NPPF by accommodating unanticipated needs and providing new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.

Comments from respondents include ['197', 'The Lindhurst Group', '31', 'Commercial Estates Group'].

Site-Specific Constraints and Deliverability (3 respondents, 30%)

Respondents identify specific constraints affecting deliverability of the proposed employment sites under Policy E2. Ratcher Hill remains subject to a 20-year aftercare period, commenced November 2022, under its mineral permission conditions. The

bridge on Oakfield Lane may constrain access to the Market Warsop allocation (E2b). Sites E2a and E2c hold existing planning permission and may not secure longer-term delivery within the plan period.

Comments from respondents include ['Richborough', 'Nottinghamshire County Council', 'Nottinghamshire County Council']

Employment Land Quantities and Allocation Sufficiency (3 respondents, 30%)

The policy E2 allocations are deemed insufficient to meet projected employment growth and require new, larger-scale allocations to underpin the forthcoming local plan. Low delivery rates averaging 0.85 ha per annum between 2019–20 and 2022–23 may warrant a review of existing allocations to diagnose delivery constraints. Option C growth above identified needs could provide flexibility and enhance competitive advantage. Acknowledgement of the need to update the employment land target and potential freight and logistics allocations is welcomed. Identification of additional sites to ensure employment provision across the entire plan period could address the shortfall in strategic B8 provision, since the 9 ha allocation falls markedly below the Iceni study's recommendations for large-scale units. Reference to ELNS and Iceni evidence could guide the selection of new allocations. Increase of employment land within the Berry Hill SUE from 18.8 ha to 21.8 ha is positively noted. Alternative or additional deliverable allocations and further testing of variable sites that have passed the initial HELAA assessment could strengthen the policy's capacity to secure realistic development.

Comments from respondents include ['Peveril Securities', 'The Lindhurst Group', 'Richborough'].

Scale and Variety of Employment Floorspace (3 respondents, 30%)

Respondents draw attention to the shortfall in scale of the largest allocated site, which provides only nine hectares of employment land, falling well below the Iceni study's recommended area for strategic B8 units. No allocation specifically targets large-format logistics and distribution premises. The ELNS and Iceni study should be used to assess B8 land requirements and guide identification of additional, larger-scale sites ahead of the new local plan. Amending criterion a) of Policy E2c is advised, replacing the generic reference to "units of varying sizes" with "employment floorspace (Use Classes B2, B8 and/or E(g))" to ensure adaptability to changing market conditions. The requirement at Berry Hill (SUE3) for a fixed mix of B2, B8 and E(g) uses is viewed as overly restrictive. Policy could explicitly accommodate storage and distribution operations at varying scales in accessible locations to support supply chain efficiency, transport innovation and decarbonisation.

Comments from respondents include ['The Lindhurst Group', 'Richborough', 'Commercial Estates Group'].

Active Travel Links and Pedestrian/Cycle Connectivity (3 respondents, 30%)

Respondents welcome the provision of active travel links to site E2c through Policy E2 criterion 1.d. A footway should be provided on Oakfield Lane to ensure pedestrian access to site E2b. Revising criterion 1.d for site E2c to require cycle and walking links from the site to the surrounding area may promote active travel while allowing flexibility for security measures and access constraints.

Comments from respondents include ['Commercial Estates Group', 'Nottinghamshire County Council', 'Natural England'].

Environmental and Ecological Safeguards (2 respondents, 20%)

The creation and retention of habitat buffers at site E2b is welcomed. Policy E2a should promote ecological linkages and habitat buffers as noted in criterion 1(c) and include measures to protect Strawberry Hill Heaths SSSI and Sherwood Forest PPSPA from potential development impacts. Planning submissions for site E2b should assess and, where necessary, remediate historic landfill conditions and involve consultation with environmental health.

Comments from respondents include ['Environment Agency', 'Natural England'].

Residential Amenity and Interface (2 respondents, 20%)

Respondents emphasise the need to assess amenity impacts at allocated employment sites in relation to neighbouring industrial operations. Amenity impacts of proposed development at E2a must be assessed in relation to the existing EPR site EAEPRWE5470AC, Breedon Trading Limited, Mansfield Asphalt Recycling Plant, and amenity impacts at E2b must be assessed against the existing EPR site EAEPRSP3293CD, Veolia Environmental Services Group (UK) Limited. However, current wording of site E2c criterion b) requiring "there is no detrimental impact upon residential amenity" sets an exceptionally high bar and could be amended to "there is no significant detrimental impact upon residential amenity" to reflect NPPF paragraph 198 and enable a deliverable scheme.

Comments from respondents include ['Environment Agency', 'Commercial Estates Group'].

Infrastructure and Transport Mitigation (2 respondents, 20%)

Respondents emphasise that policy E2 allocations should secure robust transport mitigation measures requiring contributions towards highway improvements and public transport infrastructure alongside travel plans at Ratcher Hill Quarry and Penniment Farm. Site E2a Ratcher Hill Quarry employment area may include funding for physical junction upgrades and enhancements to local bus services and should be accompanied by a travel plan. Site E2b Oakfield Lane, Market Warsop may require a travel plan to manage sustainable access. Site E2c Penniment Farm may need a detailed transport assessment and travel plan plus contributions towards both highway works and public transport improvements. Active travel links to Site E2c through criterion 1.d are welcomed as a sustainable access provision.

Comments from respondents include ['Nottinghamshire County Council', 'Natural England'].

Other (9 respondents, 90%)

Respondents note that policy E2 has been updated purely to reflect the latest position of the allocated sites. Policy E2 site allocations have not changed from the current adopted local plan. All environmental impacts and opportunities should be fully considered and relevant local bodies consulted. Provision of green infrastructure through landscaping and planting at site E2c via policy criterion 1.c is welcomed. The 9 ha at Penniment Farm as the largest single employment allocation in the district with good road access and proximity to a local workforce could be encouraged to attract growth sectors of the economy such as storage and distribution. Policy should support expansion or modernisation of industries of local, regional or national importance to foster economic growth and resilience. Policy should recognise and address the specific locational requirements of sectors per NPPF paragraph 87 including provision for clusters or networks of knowledge and data-driven, creative or high technology industries. The restrictiveness of policy E2 could potentially cause financial implications for site promoters of large sites. New employment targets should be identified through the local employment needs study and details from the East Midlands Combined County Authority growth plan should be added as they emerge. Allocation options should comprise constants including all suitable brownfield sites, sites with planning permission and current local plan allocations to maximise use of brownfield land. Continued allocation of 9 ha at Penniment Farm is supported as a sound and suitable site in a sustainable location. Improved job opportunities within the district could support town centres through increased resident spending power and help address high levels of deprivation in Mansfield. Site E2b Oakfield Lane, Market Warsop allocation is not shown on the proposals map. A step change in terms of employment floorspace and jobs growth is required with the council being ambitious about future employment development.

Comments from respondents include ['Nottinghamshire County Council', '31', 'Peveril Securities', '197', 'The Lindhurst Group', 'Richborough', 'Commercial Estates Group', 'Natural England', 'Nottinghamshire County Council'].

Mansfield District Council's Response to Question 25:

The council notes the broad support for the existing employment allocations and the representations seeking a more ambitious approach to employment growth, greater flexibility for modern economy sectors, robust transport mitigation and clear consideration of environmental and viability impacts. The employment evidence base has now been updated through the Mansfield Employment Needs Study Update (2025). The updated evidence has informed the employment target, the spatial strategy and the approach to employment land provision. The evidence identifies an overall employment land requirement rather than separate targets for every employment use, allowing sufficient flexibility for different types of employment to come forward as market requirements evolve. Policy E2 continues to identify the

established employment allocations, with the policy updated to reflect the current status of sites, changes in the Use Classes Order and the latest evidence. The policy has not been expanded simply to introduce additional allocations where the updated evidence and site selection process do not justify them. The comments regarding modern economy sectors, including logistics, digital infrastructure and other growth sectors, have been considered. Policy E1 now provides stronger support for modern economy businesses and the supporting text recognises the role of EMCCA and the published Growth Plan. The council also recognises that Mansfield has a more limited role in meeting strategic distribution requirements because of its location, administrative boundaries and availability of appropriately sized sites. The comments regarding transport mitigation, travel plans, active travel and highway improvements are noted. Relevant site-specific transport requirements will be assessed through the updated transport evidence and at planning application stage. The council has also considered comments regarding environmental impacts, green infrastructure, archaeology and residential amenity. These matters will be addressed through the relevant policy criteria and supporting evidence. The council considers that the approach provides an appropriate balance between supporting employment growth, protecting environmental and residential interests and ensuring development is deliverable.

Question 26: Potential new employment allocations

Comments: 7

Respondents: 7

HELAA 40: Land at Ratcher Hill Quarry (South West)

Number of responses to this policy: 1

The respondent calls for site 40's removal from the HELAA survey on the basis that it operates as an aggregate storage area and concrete plant, requests the ward boundary be amended to Southwell Ward, and asserts that the former quarry silt ponds should be classed as brownfield. They further seek deletion of "Ransom Wood" from the site name, correction of the spelling and ownership to reflect Dukeries Housing, and note that access is restricted to a single-vehicle-width route and that surface water runoff causes drainage issues requiring infrastructure upgrades.

HELAA survey content (1 respondent, 100%):

The respondent requests removal of site 40 from the HELAA survey on the grounds that it is no longer available and serves as an aggregate storage area and concrete plant. The preceding paragraph in the survey is said to require deletion. Both areas lie within the Ratcher Hill employment area, and the post-survey addition of "quarry"

is claimed to be incorrect. Immediate corrections to Appendix B of the draft survey are demanded, with a warning of withdrawal from further consultations on plot 40 if they are not implemented.

['Ransomwood Estates UK Ltd']

Ward boundary designation (1 respondent, 100%):

The respondent requests that the ward boundary designation for Employment allocation HELAA 40: Land at Ratcher Hill Quarry (south west) be updated to Southwell Ward.

['Ransomwood Estates UK Ltd']

Land classification (1 respondent, 100%):

The respondent asserts that under planning law the policy Employment allocation HELAA 40: Land at Ratcher Hill Quarry (south west) is brownfield rather than greenfield. Plot 40 comprises former quarry silt ponds with no restoration conditions and thus qualifies as brownfield land. The green-coloured section of the policy could also be classified as brownfield.

['Ransomwood Estates UK Ltd']

Current site utilisation (1 respondent, 100%):

The respondent states that Land at Ratcher Hill Quarry (south west) is occupied by an aggregate storage area and a concrete plant and is therefore no longer available. Existing industrial use may warrant removing the site from the HELAA survey.

['Ransomwood Estates UK Ltd']

Site nomenclature (1 respondent, 100%):

The respondent requests removal of Ransom Wood from the nomenclature of the Employment allocation HELAA 40: Land at Ratcher Hill Quarry (south west) policy. Trade-marked business names should not be referenced for plot 40. Plot 40's development should not be linked to an extension of Ransom Wood given its different style and use. Both areas lie within the Ratcher Hill employment area and addition of 'Quarry' since the last HELAA survey appears incorrect. Ownership of the majority of plot 40 rests with Dukeries Housing rather than Ransom Wood Business Park, and the spelling should be corrected.

['Ransomwood Estates UK Ltd']

Access constraints (1 respondent, 100%):The respondent highlights that the access route to plot 40 is only one vehicle wide.

['Ransomwood Estates UK Ltd']

Drainage infrastructure (1 respondent, 100%):

The respondent highlights drainage difficulties on the small remaining part of plot 40 of the policy caused by surface water runoff from Adco properties. Surface water accumulation may compromise the site's usability. Enhanced drainage infrastructure could be required to manage runoff and prevent flooding.

['Ransomwood Estates UK Ltd']

Ownership details (1 respondent, 100%):

Ownership details: The respondent states that the majority of the policy site for Employment allocation HELAA 40: Land at Ratcher Hill Quarry (south west) is owned by Dukeries Housing rather than Ransom Wood Business Park and that the ownership entry and spelling should be corrected.

['Ransomwood Estates UK Ltd']

Mansfield District Council's Response to Question 26 - HELAA Site 40

The comments made in relation to this site are noted and the necessary changes to the HELAA have been made. The site forms part of the wider allocation E2a.

HELAA 326: Land to the north of the A617 (Sherwood Way South) / South of Bleak Hills Lane

Number of responses to this policy: 3

Respondents note the site crosses two designated wildlife areas, conflicting with biodiversity objectives and risking permanent habitat loss, while its surface-flooding zone may require large drainage basins. They state that increased traffic could encroach on rural surroundings if transport provision remains inadequate. The scale and massing are seen as exceeding site capacity and disrupting landscape character. The HELAA assessment as a 'reasonable alternative' is said to need further evidence to strengthen its base. The countryside designation raises land-use compatibility concerns, and some respondents welcome adding Summit Park II to the council's variables but query the location's overall suitability.

Respondents include ['803798','Nottinghamshire County Council', 'Peveril Securities']

Biodiversity and Habitat Impacts (1 respondent, 33%):

The respondent contends that the policy conflicts with EMCCA's aim to restore nature in communities, rendering it inappropriate. EMCCA focuses on bringing back nature into communities rather than destroying it. The site crosses two designated wildlife areas, Caudwell Brook and Caudwell Brook Marsh. The location fails to align with biodiversity objectives. Wildlife lost through the development could not recover, potentially causing disastrous impacts on habitats.

['803798']

Transport Access and Traffic Generation (1 respondent, 33%):

The respondent notes that policy HELAA 326 could generate transport issues and intrusion into the countryside. Transport access may be constrained by increased traffic, which could encroach on rural surroundings.

['803798']

Flood Risk and Drainage Infrastructure (1 respondent, 33%):

Employment allocation HELAA 326 lies in an area prone to surface flooding, and large restraining basins may be intended to mitigate that risk.

['803798']

Development Scale and Massing (1 respondent, 33%):

The respondent considers the scale and massing of the proposed policy for HELAA 326 to exceed the site's capacity. The scheme may cause unnecessary destruction to the surrounding landscape.

['803798']

Evidence Base and Assessment Robustness (1 respondent, 33%):

The HELAA assessment concluding that Employment allocation HELAA 326 is a 'reasonable alternative' would benefit from further comment and additional evidence to enhance the robustness of its evidence base.

['Peveril Securities']

Countryside Land-Use Compatibility (1 respondent, 33%):

The respondent considers that the policy could conflict with its countryside designation. The site lies within designated countryside, and development could intrude on rural character. Transport provision may be inadequate to support the allocation, potentially exacerbating traffic issues.

['803798']

Other (2 respondents, 67%):

Respondents question whether policy HELAA 326 would represent an appropriate form of development for this location. Inclusion of Summit Park II in the council's list of variables is welcome.

['803798', 'Peveril Securities']

Mansfield District Council's Response to Question 26 - HELAA Site 326

The council notes the representations concerning HELAA site 326, including the potential for biodiversity, landscape, flood risk and transport impacts and the request for further modelling of a possible spine road connection between Leeming Lane North and New Mill Lane. The HELAA is an evidence base rather than an allocation in itself. The comments regarding the site's environmental constraints, including Caudwell Brook and Caudwell Brook Marsh, surface water flooding and landscape character, have been considered through the wider site assessment and Sustainability Appraisal. The transport comments have also been considered

through the updated transport evidence. The site has not been taken forward as a proposed employment allocation in the Regulation 19 plan. The consultation representations nevertheless provide useful information which can be considered in future evidence updates and any subsequent review of the plan.

HELAA 330: Land off Blidworth Lane, Mansfield.

*The site partly lies in Mansfield (27.76ha) and partly in Newark and Sherwood (145.28ha).

Number of responses to this policy: 3

Respondents highlight the site's direct access to the A617 and wider motorway network as a rare district asset, noting limited alternatives for a strategic employment allocation of this scale. They underline the developer's strong delivery record and willingness to fund technical studies, and call for new allocations to meet size requirements for large B8 units as identified in Iceni's findings. The site's split jurisdiction demands joint governance arrangements for planning and infrastructure delivery. Feedback also stresses that allocations should follow Iceni and ELNS criteria, ensuring proximity to highways, congestion management and adequate car parking, including electric charging. Suggestions include a transport assessment, on-site parking and shuttle links to nearby housing to demonstrate its sustainable credentials.

Respondents include ['Richborough', 'Newark & Sherwood District Council', 'Nottinghamshire County Council']

Technical Studies & Delivery (2 respondent, 66.7%)

The respondents highlight Richborough's strong record of delivery and commitment to technical work to support the policy for HELAA 330 to enable commercial development contributing towards meeting district employment needs. Ongoing promotion of the site could involve a transport assessment to demonstrate feasible access, identify how onsite car parking with electric vehicle charging points may be provided and assess a shuttle service from the neighbouring Lindhurst residential development to enhance connectivity. Embedding the scope of associated traffic improvement measures in the plan could ensure clarity on requirements and deliverability around the site.

['Richborough', 'Nottinghamshire County Council'].

Strategic transport connectivity (1 respondent, 33%):

The respondent emphasises the policy site's strategic transport connectivity. The site lies adjacent to the A617, part of the Mansfield Ashfield Regeneration Route (MARR), providing links to the M1 (via Junction 28) and the A1. Limited land within the district offers a comparable quantum with strong access to the strategic highway network. Employment allocations in the new local plan should adhere to criteria set out in the Iceni study and the ELNS, including immediate proximity to a strategic highways network, limited congestion and appropriate parking provision.

['Richborough']

Scarcity of alternative sites (1 respondent, 33%):

Land within the district meeting both the required quantum and strong strategic highways access is limited. This scarcity of alternative sites could support the policy allocation HELAA 330.

['Richborough']

Developer deliverability commitment (1 respondent, 33%):

The respondent describes Richborough as having a strong record of delivery and committed to undertaking technical work to support delivery of the policy at Employment allocation HELAA 330: Land off Blidworth Lane, Mansfield. The technical work could enable commercial development that contributes to district employment needs.

['Richborough']

Site area and unit-size capacity (1 respondent, 33%):

Policy HELAA 330: Land off Blidworth Lane, Mansfield lies partly in Mansfield (27.76 ha) and partly in Newark and Sherwood (145.28 ha). The council needs to identify new employment allocations capable of accommodating larger strategic B8 uses. Larger strategic B8 units should be around 5,043 ha, in line with the Iceni study findings.

['Richborough']

Cross-boundary governance (1 respondent, 33%):

The policy site spans the administrative boundary between Mansfield District (27.76 ha) and Newark and Sherwood District (145.28 ha). Effective governance may require coordinated decision-making frameworks, joint oversight of planning policy application and shared mechanisms for infrastructure delivery. This could ensure consistent standards and clarity over responsibilities across both authorities.

['Richborough']

Planning criteria alignment (1 respondent, 33%):The respondent advocates that any employment allocations within the new local plan adhere to the criteria set out in the Iceni study and the ELNS, including immediate proximity to a strategic highways network, limited congestion and provision of appropriate car parking. Criteria in the Nottinghamshire Core & Outer HMA Logistics Study by Iceni should inform site selection for employment uses. This policy is described as aligning with those requirements.

['Richborough']

Sustainable development credentials (1 respondent, 33%):

The respondent considers the policy site at Land off Blidworth Lane, Mansfield to be a sustainable location for strategic logistics and distribution development (B2 and B8). A transport assessment could demonstrate feasible access arrangements and identify on-site car parking provision including electric vehicle charging points. A

shuttle service from the neighbouring Lindhurst residential development could further support sustainable travel to the site.

['Richborough']

On-site infrastructure provision (1 respondent, 33%):

The respondent suggests preparation of a transport assessment to demonstrate feasible access and highlight provision of on-site car parking, including electric vehicle charging points and a shuttle from the neighbouring Lindhurst residential development. Employment allocations may need to comply with the Iceni study and ELNS criteria, including immediate proximity to the strategic highways network, measures to limit congestion and provision of appropriate car parking.

['Richborough']

Other (1 respondent, 33%):

Land off Blidworth Lane should be carried forward in the new local plan as a B8 strategic logistics and distribution allocation. This allocation could contribute to meeting the district's identified employment need.

['Richborough']

Respondents include ['Richborough', 'Newark & Sherwood District Council', 'Nottinghamshire County Council']

Mansfield District Council's Response to Question 26 - HELAA Site 330

The site has been removed from further consideration in the Local Plan.

HELAA 338: Land South East of Mansfield Road

Number of responses to this policy: 11

Respondents request that HELAA 338 be allocated for a supermarket or superstore alongside a range of commercial uses and housing. They suggest the supermarket serve as an anchor to generate footfall with smaller retail units, offices and employment spaces. Mixed-use zoning is seen to offer diverse job opportunities and to integrate new homes with nearby neighbourhoods via footpaths, green corridors and landscaped buffers. Respondents emphasise that existing food shopping in Market Warsop does not fulfil the town's district centre role and that this allocation could enhance the retail offer for both the town and surrounding villages. Mixed-use options could deliver convenience retail, a 10 % biodiversity net gain and starter homes, but only commercial premises risk undermining the high street and rural atmosphere.

Respondents include [‘Eshton Group’, ‘Nottinghamshire County Council’, ‘1384590’, ‘1187152’, ‘1384445’, ‘North Country Homes’, ‘Warsop Footpaths & Countryside Group’, ‘Vibrant’, ‘133’, ‘Environment Agency’, ‘1383512’].

Land Allocation & Zoning (11 respondents, 100%):

The respondents consider that the land South East of Mansfield Road should be allocated for mixed-use development incorporating a new supermarket or superstore alongside a range of other commercial uses and housing. HELAA site 338 would allocate the site for retail provision to serve as a commercial anchor and generate footfall, alongside smaller retail units, offices or other employment uses. Mixed-use zoning may provide diverse employment opportunities while integrating housing could support a balanced community and efficient land use. However, they raise concerns that development on site 338 would significantly alter landscape and settlement character by extending the built boundary of Warsop.

[‘Eshton Group’, ‘Nottinghamshire County Council’, ‘1384590’, ‘1187152’, ‘1384445’, ‘North Country Homes’, ‘Warsop Footpaths & Countryside Group’, ‘Vibrant’, ‘133’, ‘Environment Agency’, ‘1383512’].

Supermarket Provision (11 respondents, 100%):

The respondents call for HELAA 338 to be allocated for a supermarket or superstore alongside a range of other commercial uses. Site 338 could accommodate supermarket provision together with complementary commercial activities. Allocation could combine a new supermarket or superstore with complementary commercial activities, fostering a diverse commercial offer.

[‘Eshton Group’, ‘Nottinghamshire County Council’, ‘1384590’, ‘1187152’, ‘1384445’, ‘North Country Homes’, ‘Warsop Footpaths & Countryside Group’, ‘Vibrant’, ‘133’, ‘Environment Agency’, ‘1383512’].

Residential Integration (11 respondents, 100%):

The respondents support HELAA 338 for housing and mixed-use development to include other uses. The site lies adjacent to existing residential areas and may facilitate integration by linking new dwellings with surrounding neighbourhoods through connected footpaths and green corridors. Integration could be achieved through transitional land uses and landscaped buffers between homes and employment premises to ensure a cohesive environment. A mix of residential densities and complementary facilities would help to embed new housing within the wider community.

[‘Eshton Group’, [‘Nottinghamshire County Council’, ‘1384590’, ‘1187152’, ‘1384445’, ‘NorthCountry Homes’, ‘Warsop Footpaths & Countryside Group’, ‘Vibrant’, ‘133’, ‘Environment Agency’, ‘1383512’].

Commercial Mix (11 respondents, 100%):

The respondents propose that HELAA 338 be allocated under the policy to accommodate a supermarket or superstore alongside a variety of other commercial uses. Supermarket or superstore provision may serve as the principal anchor, with additional commercial elements supporting a mixed commercial mix across the site.

[‘Eshton Group’, [‘Nottinghamshire County Council’, ‘1384590’, ‘1187152’, ‘1384445’, ‘NorthCountry Homes’, ‘Warsop Footpaths & Countryside Group’, ‘Vibrant’, ‘133’, ‘Environment Agency’, ‘1383512’].

District Centre Role (1 respondent, 9%):

The respondent considers that existing food shopping facilities in Market Warsop do not enable the town to provide an appropriate range of shops reflective of its intended district centre function within the retail hierarchy or to serve both the existing and expanding town and surrounding villages that look to Market Warsop for those facilities.

['Eshton Group'].

Environmental Constraints and Biodiversity (6 respondents, 55%):

Respondents highlight that no abnormal costs have been identified. Development on both sides of the railway line may reduce the value of the wildlife corridor along the route. Local concern arises regarding development on green belt land. Impacts on the neighbouring local wildlife site could be assessed and mitigated. The field is valued for its visual, ecological and agricultural contributions. Integrated formal and informal green and blue infrastructure, a 10% biodiversity net gain, reduced travel needs for shopping and public EV charging could deliver environmental benefits. Proposed development under the policy would alter a large arable field with a long-established hedgerow, old sand quarry with rainwater ponds and wildlife, adjacent byway with fields and woodlands, old railway embankment with wild lupin flowers and brambles, and a seasonal boggy dip, and may fail to safeguard or enhance landscape appearance and character. The land sustains wildlife and flora, including endangered species protected under the Wildlife and Countryside Act 1981 and section 41 of the NERC Act, requiring consideration under policy H1 for flood risk, landscape and character.

['1384590', '1383512', '1187152', 'NorthCountry Homes', 'Vibrant', 'Warsop Footpaths & Countryside Group']

Highway Capacity and Traffic Management (4 respondents, 36%):

Respondents comment on the potential impact of a large-scale development at Housing allocation HELAA 338. The main road not designed for the amount of traffic a development of this scale would bring and proposed a spine connection requirement of a bridge over the River Maun. Access off a busy road may exacerbate existing congestion. Development of approximately 3 000 new houses stretching from Leeming Lane North in Mansfield Woodhouse to New Mill Lane in Forest Town would create a spine connection between these points to mitigate traffic that would otherwise strain the over-capacity A60 junctions.

['1383512', '133', '1187152', 'Nottinghamshire County Council']

Education Infrastructure Capacity (3 respondents, 27%):

Respondents highlighted insufficient capacity at local schools of all ages in the area around the housing allocation HELAA 338: Land south east of Mansfield Road. Waiting lists at schools may prevent intake of new pupils and existing schools are described as full with no spare capacity for additional pupils

['1383512', '1187152', 'Vibrant']

Healthcare Provision Capacity (3 respondents, 27%):

Respondents express significant concern that existing healthcare provision and dental services may be strained by further. Meden Medical Surgery has absorbed so many patients following the closure of Riverbank Medical that it cannot cope with additional demand. Inability to obtain GP appointments has led residents to be directed to A&E. Additional housing could exacerbate capacity constraints at local GP services. Support for development is conditional on addressing the shortage of Healthcare and dental services

['1383512', '1187152', 'Vibrant']

Commercial Development and Local Economy (3 respondents, 27%):

Respondents present contrasting views on the commercial and economic implications of the policy Housing allocation HELAA 338: Land south east of Mansfield Road. Warsop is described as a settlement primed for growth and the site seen as well placed to deliver mixed-use options including housing, convenience shopping and new facilities not currently available. Onsite convenience retail could reduce motorised trips for both new and existing residents. The proposal could deliver economic benefits through construction employment, permanent jobs, support for local trades, increased spending in local facilities and business rates income for the council. Mixed development may introduce coffee and food establishments serving both new residents and the broader community. The commercial element could create approximately 125 permanent jobs likely to be occupied by local residents. Large retailers may be better located away from the town, for instance at the intersection of Forest Road and Peafield Lane where some commercial activity already exists. However, an influx of commercial businesses could significantly impact the Warsop high street, potentially leading local businesses to close. Lack of clarity on the types of businesses proposed has been noted. The proposal would struggle to integrate with existing buildings as the land currently lies undeveloped and adjacent Elmfield houses may not fit with commercial premises. The site allocation includes a supermarket capable of meeting main food shopping needs, a petrol filling station and a drive-thru coffee shop. However, a line of vape stores would be seen as detrimental to the town's country atmosphere.

['1384590', '133', 'North Country Homes']

Site frontage arrangement (1 respondent, 9%):

The respondent considers that, under policy HELAA 338, commercial uses should front Mansfield Road on its eastern boundary, with residential development positioned further east in accordance with the Mansfield Road Warsop Master Plan (reference 3 25-974-03 080525).

['Eshton Group']

Flood Risk and Drainage Strategy (2 respondents, 18%):

Respondents expressed concern about flood risk and noted preparation of a comprehensive drainage strategy for the Housing allocation HELAA 338: Land south east of Mansfield Road policy. Flood risk may constrain development on the site. A comprehensive drainage strategy has been prepared to address flood risk.

['1383512', 'North Country Homes']

Housing Mix and Affordability (1 respondent, 9%):

Housing allocation HELAA 338: Land south east of Mansfield Road delivers social benefits including everyday facilities, places to meet and socialise and opportunities for community involvement. A policy-compliant level of affordable housing integrated with market housing delivers predominantly starter homes for first-time buyers. A range of house types may cater to varied needs and viability is affirmed.

['North Country Homes']

Mixed-use integration (1 respondent, 9%):

The respondent proposes locating commercial uses on land east of Mansfield Road, fronting the road, with residential development set further to the east, as illustrated in the Mansfield Road Warsop Master Plan (3 25-974-03 080525). Support is offered for allocating the site for housing and mixed-use development, which may include other uses.

['Eshton Group']

Other (8 respondents, 73%):

Respondents indicate that no legal or technical impediments are identified and that a phase 2 ground investigation confirms delivery could proceed within the first five years, while proximity to the railway line and lower land value status may challenge viability. The site lies outside the Warsop urban boundary and lacks local infrastructure capacity, prompting suggestions to distribute development across multiple villages or on brownfield sites to reduce greenbelt impact. HELAA 338 is seen as achievable and suitable given nearby facilities, public transport and potential EV charging provision, with no barriers to access from Mansfield Road and a scheme design that recognises the railway interface. Mixed-use development could align with national framework objectives and commercial elements may support delivery by 2026–27, though adjacent historic landfill and agricultural land use may require remediation and protection of the countryside setting, with previous planning decisions resisting dwellings beyond the urban edge. Concerns are raised over loss of greenfield land, impacts on property values, future rail extensions and the need for detailed spine road improvements and confirmation of the site's status in the local plan, leading to calls for early objection registration and further discussion to inform the revised local plan.

['Environment Agency', '1384590', '1383512', '1187152', 'North Country Homes', 'Nottinghamshire County Council', 'Vibrant', 'Warsop Footpaths & Countryside Group']

Mansfield District Council's Response to Question 26 - HELAA Site 338

Please see the response to site 338 under question 15 above.

HELAA 340: Land South of A617 and West of Blidworth Lane

Number of responses to this policy: 3

Respondents note a scarcity of suitably sized land with good strategic highway access. They highlight HELAA 340 (land south of the A617 and west of Blidworth Lane) as a sustainable site for B2 and B8 development. The site meets the Nottinghamshire Core & Outer HMA Logistics Study and ELNS criteria, offers direct links to the A617 and M1 junction 28, and can accommodate units of 43–50 ha as recommended by the Iceni study. Respondents recommend retaining this allocation in the local plan and identifying further sites capable of hosting large-scale logistics use.

Site availability and land scarcity (1 respondent, 33%):

The respondent highlights that suitable land is scarce within the district, particularly where sufficient scale coincides with strong strategic highway access. Limited opportunities for employment allocations that meet both quantum and connectivity requirements could underscore the value of the HELAA 340 policy for Land south of A617 and West of Blidworth Lane.

['Richborough']

Employment land-use class suitability (1 respondent, 33%):

The respondent considers land off Blidworth Lane to be suitable for B8 strategic logistics and distribution to address identified employment needs. Land off Blidworth Lane should be carried forward in the new local plan as a B8 strategic logistics and distribution allocation. The site offers a sustainable location for strategic B2 and B8 development. The council needs to identify additional employment allocations capable of accommodating larger strategic B8 uses.

['Richborough']

District employment needs delivery (1 respondent, 33%):

The respondent advocates carrying forward Employment allocation HELAA 340: Land south of A617 and West of Blidworth Lane into the new local plan as a B8 strategic logistics and distribution site. Such allocation could contribute to meeting the district's identified employment needs.

['Richborough']

Site area and unit size requirements (1 respondent, 33%):

The respondent proposes that larger strategic B8 units should be 43–50 hectares, reflecting the Iceni study's findings. Such unit sizes could be applied to the policy Employment allocation HELAA 340 to meet identified requirements.

['Richborough']

Logistics study criteria compliance (1 respondent, 33%):

All employment allocations within the new local plan should comply with the criteria of the Nottinghamshire Core & Outer HMA Logistics Study by Iceni and the ELNS.

B8 units may need to be sized at 43–50 ha per Iceni's recommendations. The policy at Land south of A617 and West of Blidworth Lane is assessed as meeting these criteria. The Iceni study's logistics requirements should inform site selection.

['Richborough']

Environmental sustainability and location suitability (1 respondent, 33%):

The respondent considers that land south of A617 and west of Blidworth Lane is a sustainable location for strategic logistics and distribution (B2 and B8) under the policy.

['Richborough']

Large-scale B8 use accommodation (1 respondent, 33%):

The respondent highlights that the district has limited land of suitable quantum with strong access to the strategic highway network, creating a need for new employment allocations capable of accommodating larger strategic B8 uses such as those envisaged by the Land south of the A617 and west of Blidworth Lane. Larger strategic B8 units could measure 5043 hectares to reflect the findings of the Iceni study. The land off Blidworth Lane should be carried forward within the new local plan as an allocation for a strategic B8 logistics and distribution site to contribute towards identified district employment needs. Land off Blidworth Lane is considered a sustainable location for strategic logistics and distribution development, encompassing B2 and B8 uses. The council needs to identify new employment allocations capable of accommodating larger strategic B8 uses. Larger strategic B8 units may need to span approximately 43–50 hectares, reflecting findings of the Iceni study

['Richborough']

Strategic transport connectivity (3 respondent, 100%):

The respondents state that HELAA 340 is a sustainable location for strategic logistics and distribution (B2 and B8) with direct links to the A617 Mansfield Ashfield Regeneration Route and connections to Junction 28 of the M1 and the A1. The site's immediate adjacency to the strategic highway network may satisfy ELNs criteria for deliverable logistics sites through limited congestion and provision of adequate car parking. The district's limited supply of suitably sized sites with robust highway connections could necessitate allocations capable of accommodating larger B8 operations such as this. Future employment sites should adhere to ELNs requirements by ensuring direct access to the strategic highways network, minimal congestion risks and appropriate parking provision.

['Richborough', Nottinghamshire County Council', 'Newark & Sherwood District Council'].

On-site Parking and Electric Vehicle Charging (3 respondent, 100%)

The respondents state that promotion of the policy will involve preparing a transport assessment to demonstrate feasible site access and provision of appropriate on-site car parking, including electric vehicle charging points and a shuttle service to the neighbouring Lindhurst residential development.

['Richborough', Nottinghamshire County Council', 'Newark & Sherwood District Council'].

Allocation for Strategic Logistics (B8) (3 respondent, 100%):

The respondents consider that the district has limited land of suitable quantum with strong access to the strategic highways network, creating a need for new employment allocations capable of accommodating larger strategic B8 uses such as Land south of the A617 and west of Blidworth Lane. The site could be carried forward in the new local plan as a strategic logistics and distribution allocation to contribute to the identified employment need within the district.

['Richborough', Nottinghamshire County Council', 'Newark & Sherwood District Council'].

Transport Infrastructure and Site Access (3 respondent, 100%)

The respondents state that HELAA 340 is a sustainable location for strategic logistics and distribution development (B2 and B8) due to its immediate proximity to the A617, part of the Mansfield Ashfield Regeneration Route, and direct connections to Junction 28 of the M1, aligning with ELNS criteria for deliverable logistics sites. The site benefits from strategic transport links to both the M1 and A1, which may support efficient freight movements and limit congestion on local roads. A transport assessment would demonstrate feasible site access, provision of appropriate on-site car parking with electric vehicle charging points, and potential shuttle services to the neighbouring Lindhurst residential development. The limited availability of land in the district with sufficient quantum and access to the strategic highways network highlights the need for new employment allocations capable of accommodating larger strategic B8 uses. Any allocations within the new local plan should adhere to ELNS requirements by ensuring immediate proximity to strategic highways, managing congestion, and providing adequate parking facilities. They highlight the need for a bridge over the River Maun as part of the spine route and request early involvement in access

['Richborough', Nottinghamshire County Council', 'Newark & Sherwood District Council'].

Promoter Capability and Delivery Risk (1 respondent, 33%)

The respondent highlights that Richborough's strong record of delivery and commitment to technical work could support the delivery of commercial development at HELAA 340 to meet the district's employment needs.

['Richborough'].

Land Supply Constraints and Employment Requirement (1 respondent, 33%)

The respondent highlights that the district has limited available land of sufficient size with strong access to the strategic highways network, creating a need for new employment allocations capable of accommodating larger B8 uses. Limited land supply may constrain the district's ability to secure strategic logistics operators without additional allocations. HELAA 340 offers land south of the A617 and west of Blidworth Lane with the needed highway connectivity to meet those strategic employment requirements.

['Richborough'].

Policy and Technical Compliance (1 respondent, 33%)

The respondent asserts that employment allocations within the new local plan should comply with ELNS requirements for deliverable logistics sites, including immediate proximity to the strategic highways network, minimal traffic congestion and adequate car parking provision. Strategic B8 units may require a minimum area of 5.043 hectares to align with Iceni study findings. HELAA 340 lies adjacent to the A617, part of the Mansfield–Ashfield Regeneration Route, with connections to junction 28 of the M1, thereby demonstrating the required strategic highway proximity. Technical criteria set out in the Nottinghamshire Core and Outer HMA Logistics Study by Iceni could be applied to inform employment allocations in the new local plan.

['Richborough'].

Flood Risk and Ecological Constraints (1 respondent, 33%):

The respondent requests involvement in discussions on access, flood risk and the Rainworth Lakes SSSI if Housing allocation HELAA 340: Land south of A617 and West of Blidworth Lane progresses. Engagement may ensure that surface water management is carefully planned to avoid increased flood risk downstream. Early input could help shape suitable mitigation measures such as sustainable drainage systems and retention basins. Involvement may also support assessment of potential impacts on the Rainworth Lakes SSSI and identification of measures to protect habitat and water quality. Collaboration could secure timely delivery of environmental safeguards alongside any development proposal.

['Newark & Sherwood District Council'] respondents include ['Richborough', Nottinghamshire County Council', 'Newark & Sherwood District Council']

Mansfield District Council's Response to Question 26 - HELAA Site 340

The site has not been taken forward as a preferred site allocation.

Employment allocation miscellaneous

Number of responses to this policy: 2

Respondents propose promoting hybrid working to integrate residential, employment and leisure uses and reduce demand for new office space; urge the local plan to encourage flexible work patterns; highlight that homeworking is not currently addressed; call for thorough heritage asset assessments, including non-designated archaeology and locally listed buildings at sites E2a, E2b and E2c; and note that some sites may present no significant heritage constraints.

Respondents include ['Historic England', '197']

Mixed-use community integration (1 respondent, 50%):

The respondent suggests that promoting hybrid working would support communities living, working and enjoying leisure time within the district. Promoting hybrid working could support integration of residential, employment and leisure activities within the district.

['197']

Remote working facilitation (1 respondent, 50%):

Respondent calls for the local plan to support hybrid working and for employers to be encouraged to adopt it. Support for hybrid working may alleviate environmental, health and infrastructure pressures. Inclusion of hybrid working in the local plan could foster flexible work patterns. Promotion of hybrid working may help achieve the aim of communities living, working and enjoying leisure within the district.

['197']

Office space allocation (1 respondent, 50%):

The respondent contends that individuals working from home still contribute to the economy without requiring additional office development. Remote working may reduce demand for new office space.

['197']

Heritage asset impact assessment (1 respondent, 50%):

The respondent emphasises the need to assess all relevant heritage assets, including non-designated archaeology and locally listed buildings, when evaluating the impact of proposed development on sites E2a, E2b and E2c. Non-designated archaeology may be present at site E2b and should be accounted for in impact assessments. Non-designated heritage assets or locally listed buildings could occur at sites E2a and E2c and warrant consideration. Locally listed buildings may also lie within the boundary of site E2b and require evaluation alongside archaeological remains.

['Historic England']

Other (2 respondents, 100%):

Respondents note that the local plan excludes consideration of residents working from home regularly, whether part-time or full-time. Homeworking may represent an oversight within the current plan. Sites E2a and E2c may present no significant heritage constraints in relation to their proposed allocations.

['Historic England', '197']

Archaeological assessment (1 respondent, 50%)

The respondent considers that the possibility of non-designated archaeology on site E2B should be considered in assessing the impact of proposed development.

['Historic England'].

The council notes the comments concerning archaeological potential on employment allocation E2b Oakfield Lane, Market Warsop. Archaeological matters have been considered through the evidence supporting the Local Plan and the site selection process. The council recognises that non-designated archaeological remains can be material considerations and that further investigation may be required where there is reasonable evidence of archaeological interest. The relevant heritage policies in the Local Plan provide the framework for assessing and protecting archaeological assets, including non-designated heritage assets. The consultation comment will therefore be taken into account alongside the available heritage evidence. Where appropriate, applicants for development will be expected to undertake proportionate archaeological assessment and agree suitable investigation and mitigation with the relevant authority. No separate additional criterion has been added to Policy E2 because the matter is appropriately addressed through the wider historic environment policies and the development management process.

Question 27 – Policy E3: Retaining land for employment uses

Comments: 6
Respondents: 6

Summary

Policy E3 amendments include reducing the marketing requirement for B and E(g) class uses from five to two years to align with national policy and adapt to high vacancy rates. Respondents highlight the need to reuse vacant units before new employment development and to support remote and hybrid working to moderate office space demand. Proposals request green infrastructure and active travel linkages within redeveloped employment sites and the prioritisation of previously developed land. Biodiversity safeguards are recommended via assessments for ground-nesting birds at sites near Sherwood Forest.

Comments from respondents include ['Natural England', 'The Lindhurst Group', '197', 'Commercial Estates Group', '1383891'].

Key themes drawn from responses to Question 27:

Market adaptability (3 respondents, 60%)

Respondents propose amending Policy E3 so that on sites allocated for employment development under Policies E2, SUE1, SUE2 and SUE3 alternative developments would only be allowed provided the land has been marketed for at least two years for B and E(g) class uses. A five-year marketing requirement may be considered onerous and could undermine timely adaptation to evolving market conditions. Evidence of numerous empty shops and commercial units suggests that further employment

development may not address current demand. A two-year marketing period aligns with NPPF paragraph 127's emphasis on flexibility for interim uses where an allocated use is not forthcoming. Policy E3 could better accommodate rapid changes in market trends by shortening the marketing requirement.

Comments from respondents include ['The Lindhurst Group', 'Commercial Estates Group', '197'].

Marketing period duration (2 respondents, 40%)

Respondents argue that under policy E3 a two-year marketing period should replace the proposed five-year duration. A two-year marketing period is described as typical practice while a five-year exercise is portrayed as excessive and onerous, potentially impeding developers from bringing land forward. A five-year requirement may fail to respond to ever-changing market conditions. The two-year requirement is supported by national planning policy, notably NPPF paragraph 127, which may encourage flexibility in the use of allocated sites and interim support where the allocated use is unlikely to come forward.

Comments from respondents include ['The Lindhurst Group', 'Commercial Estates Group'].

Vacancy reuse versus new development (2 respondents, 40%)

Respondents argue that high vacancy rates in shops and commercial premises indicate that building additional employment development under Policy E3, may be unnecessary and that employment should be directed to previously developed land.

Comments from respondents include ['Natural England', '197'].

Employment use-class flexibility (2 respondents, 40%)

Respondents propose that Policy E3 be amended to require a two-year marketing period for B and E(g) class uses before allowing alternative developments on sites allocated under Policies E2, SUE1, SUE2 and SUE3. Policy E3's current provisions may restrict flexibility in permitted uses at Berry Hill SUE. The amendment is argued to align with the flexibility sought by NPPF paragraph 127 and to secure interim alternative uses where the allocated employment use is unlikely to materialise.

Comments from respondents include ['The Lindhurst Group', 'Commercial Estates Group'].

Green infrastructure and active-travel linkages (1 respondent, 20%)

The respondent requests that the policy supports opportunities within employment-use re-development to create, link and maintain the green infrastructure network and to increase opportunities for active travel connecting communities and green corridors.

Comments from respondents include ['Natural England'].

Remote and hybrid working integration (1 respondent, 20%)

Hybrid working support could advance environmental, health and infrastructure aims in question 27 Retaining land for employment uses (Policy E3). Residents working from home may reduce demand for new office space by contributing economically without additional development. Such an approach could promote communities living, working and enjoying leisure within the district. However, the policy currently omits consideration of part-time or full-time home working.

Comments from respondents include ['197'].

Previously developed land prioritisation (1 respondent, 20%)

The respondent welcomes the policy's focus on directing employment uses to previously developed land.

Comments from respondents include ['Natural England'].

Biodiversity safeguards (1 respondent, 20%)

The respondent suggests protecting these allocations through policy by requiring assessments to identify and address impacts on ground-nesting birds, following the precautionary approach set out in Natural England's March 2014 advice note, thereby ensuring potential effects on these species are properly mitigated.

Comments from respondents include ['Natural England'].

Other (2 respondents, 40%)

Warsop is described as the forgotten town. Allocations E3e, E3s, E3r, E3l and E3j lie within and adjacent to the Sherwood Forest PPSPA, a site noted for breeding nightjar and woodlark and with potential Special Protection Area status.

Comments from respondents include ['Natural England', '1383891'].

Mansfield District Council's Response to Question 27:

The council notes the representations regarding the retention of employment land, the proposed five-year marketing period, flexibility to respond to changing market conditions, the use of previously developed land, green infrastructure and the potential ecological sensitivity of employment sites around Warsop and the Sherwood Forest area. At Regulation 19 the council has added the Penniment Farm employment site (E3w) to the list because planning permission has now been granted. The council has also removed the previous reference to undertaking a further review of the key and general employment areas. This was considered disproportionate because those areas had been reviewed relatively recently. The policy has also been amended to clarify that the council will support proposals to

intensify employment uses within existing key and general employment areas where appropriate. The reference to the latest employment needs evidence has been updated to the 2025 study. The council has considered the suggestion that the five-year marketing period should be reduced to two years. The existing approach has been retained because the council considers that the policy provides an appropriate mechanism for demonstrating that an employment site or premises is no longer required for employment purposes before alternative uses are considered. No sufficiently robust evidence was provided to justify changing the period. The comments regarding vacant premises, brownfield land, hybrid working and active travel are noted. These matters are addressed through the wider employment strategy and relevant policies. Biodiversity and potential impacts on ground-nesting birds and the Sherwood Forest area will be considered through the relevant environmental policies and development assessment process. The council considers that the amended E3 provides an appropriate balance between protecting employment land, allowing intensification and responding to changing market conditions.

Question 28 – Policy E4: Other industrial and business development

Comments: 4
Respondents: 4

Summary

A brownfield first approach under Policy E4 prioritises previously developed land and reuses vacant industrial and commercial premises before new units are approved. Active travel connections are encouraged to link industrial areas with nearby communities. Development within or on the edge of the settlement boundary and close to population centres is preferred. Consideration of remote and hybrid working is suggested to reduce office demand and support environmental, health and infrastructure goals. Integration of green infrastructure into proposals and connection to the wider green network is recommended. A new parking and servicing criterion is proposed to ensure adequate car parking, secure covered cycle parking and servicing space.

Comments from respondents include [‘Nottinghamshire County Council’, ‘Peveril Securities’, ‘Natural England’, ‘197’].

Key themes drawn from responses to Question 28:

Brownfield First Approach (2 respondents, 50%)

Respondents emphasise a Brownfield First Approach should be used under Policy E4, and welcome that new industrial and business development is prioritised to previously developed land. Additional development may be unnecessary where viable vacant commercial premises already exist. Other industrial and business proposals should be directed to brownfield sites to avoid, where possible, land of higher environmental value.

Comments from respondents include ['197', 'Natural England'].

Active Travel Connectivity (1 respondent, 25%)

The respondent supports policy E4 2b's expectation that development be connected via active travel options (walking and cycling). Policy E4's requirement that sites be linked by convenient walking and cycling routes may enhance sustainable access between industrial areas and nearby communities.

Comments from respondents include ['Natural England'].

Settlement Boundary Focus (1 respondent, 25%)

The respondent welcomes the retention of criterion 1(a) in Policy E4, which supports industrial and business development within Use Classes B2, B8 and E(g)(ii)–E(g)(iii) on sites within or on the edge of the Mansfield urban area or settlement boundary.

Comments from respondents include ['Peveril Securities'].

Locational Proximity to Labour Markets (1 respondent, 25%)

The respondent states that new employment development should be located close to centres of population and employees to align with the amended strategy set out in policy S2, which emphasises the Marr as a focus for development opportunities.

Comments from respondents include ['Peveril Securities'].

Remote and Hybrid Working Considerations (1 respondent, 25%)

The respondent suggests that the local plan should consider how hybrid working encouraged by employers could support environmental, health and infrastructure goals as part of policy E4. Residents working from home may contribute to the economy without requiring new office developments. Encouraging hybrid working could help achieve the objective of communities living, working and enjoying their leisure time within the district. The plan may need to address the current omission of residents regularly working from home either part-time or full-time.

Comments from respondents include ['197'].

Green Infrastructure Provision (1 respondent, 25%)

The respondent calls for Policy E4 developments to integrate green infrastructure opportunities into proposals and ensure those features link to the wider green infrastructure network.

Comments from respondents include ['Natural England'].

Vacant Premises Utilisation (1 respondent, 25%)

The respondent states that building additional industrial and business units is unnecessary given the high number of empty premises and commercial units. Under this policy, emphasis could shift to reusing or adapting vacant commercial floorspace before approving new B2, B8 or E(g) developments. This may reduce development impacts on the strategic road network and avoid unnecessary expansion into settlement edges. Redevelopment of existing empty sites would align with sustainability objectives and optimise use of under-utilised infrastructure.

Comments from respondents include ['197'].

Parking and Servicing Standards (1 respondent, 25%)

The respondent proposes adding a new criterion 2.e to Policy E4 requiring adequate car parking, secure undercover cycle parking and servicing space.

Comments from respondents include ['Nottinghamshire County Council'].

Mansfield District Council's Response to Question 28:

We welcome the support for the parts of the policy that prioritise brownfield land. Whilst being supportive of brownfield development unfortunately it is not possible to apply a 'brownfield first' policy test as this is not national policy which our plan needs to be in conformity with. It would have the potential to stifle development that is much needed within the district by causing an additional burden on developers.

We welcome the support for criterion 2b regarding walking and cycling connectivity. Other policies within the plan also address this issue, such as policy P3.

We welcome the support for criterion 1a regarding the location of appropriate development proposals in or on the edge of settlement boundaries.

In relation to the comment regarding the location of employment development close to centres of population and employees (to align with the amended strategy set out in policy S2), the plan needs to be read as a whole and including a reference here would be duplicating what is set out in policy S2. In addition, these locational principles are already set out in policy E4 criteria 1a) and 2a).

Regarding the comments around home and hybrid working, it should be noted that planning permission is not required for individuals to work from home and this will be in response to the operational requirements of the businesses concerned. This is outside the remit of the Local Plan Review. In addition, our evidence base has taken this into consideration and carried out sensitivity testing which confirms that it is likely that there will be some long-term shift in working patterns (as a result of the pandemic), however it is still far too soon to say what the scale of that change on home working is likely to be.

Regarding the provision of green infrastructure, this is covered by other policies in the plan, such as policies P2 and IN2. As the plan should be read as a whole there is no need to duplicate the requirements here.

We acknowledge that the district has a number of vacant units, however these will not always be appropriate or suitable to accommodate the needs of businesses. As such there may be a need for development on greenfield sites to meet the employment requirements of the district. We acknowledge that redevelopment of existing empty sites would align with sustainability objectives.

In relation to the comment about parking standards, various aspects of parking are included within policies IN9, P2 and P3 of the Local Plan Review which cover all types of development. As the plan should be read as a whole it is not considered necessary to repeat them within this policy, particularly as it only applies to employment development.

Question 29 – Policy E5: Improving skills and economic inclusion

Comments: 3
Respondents: 3

Summary

Respondents contend that planning obligations under Policy E5 should meet the three CIL tests of necessity, direct relation and proportionality. They note that thresholds may need review in line with the December 2024 NPPF and an update to the 2021 Employment Study. Respondents identify Land off Bildworth Lane as capable of meeting market demand and fostering job creation. They warn that restricting apprenticeship levy funding to those under 22 could harm skill development and economic inclusion. Respondents highlight that the industrial and logistics sector averages 41,100 apprenticeship starts annually and could offer local training opportunities. They call for targeted funding to help SMEs cover training costs and for incentives to encourage employers to take on apprentices. Respondents regard strategic logistics sites near established labour markets in Mansfield–Newark and Sherwood as vital, view the planning agreement requirement as potentially too onerous and welcome the Make It in Mansfield Strategy's focus on community upskilling.

Comments from respondents include ['The Lindhurst Group', 'Richborough', '197'].

Key themes drawn from responses to Question 29:

Compliance with CIL Tests (1 respondent, 33%)

The respondent contends that planning obligations under Policy E5 should only be sought where they meet the three CIL tests: necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

Comments from respondents include ['The Lindhurst Group'].

Thresholds for Local Labour Agreements (1 respondent, 33%)

The respondent welcomes the council's use of the revised NPPF (December 2024) and supports the acknowledgement that thresholds within Policy E5 may require review as part of the local update to the 2021 Employment Study.

Comments from respondents include ['Richborough'].

Employment Evidence Base and Site Selection (1 respondent, 33%)

Land off Bildworth Lane could make a significant contribution to meeting market demands and supporting substantial job creation. An update to the employment

evidence base could inform the new local plan and recognise the benefits arising from B8 uses.

Comments from respondents include ['Richborough'].

Apprenticeship Funding Eligibility (1 respondent, 33%)

The respondent warns that proposed restrictions to apprenticeship levy funding for those over 22 would adversely affect individuals seeking trades after job losses or unemployment. This could undermine Policy E5's objective to improve skills and economic inclusion by excluding a demographic that could benefit from apprenticeship programmes.

Comments from respondents include ['197'].

Industrial and Logistics Training Potential (1 respondent, 33%)

The respondent notes that Department for Education research indicates the industrial and logistics sector delivers an average of 41,100 apprenticeship starts per annum and could provide training and upskilling opportunities for local people. This may support the policy's aim to improve skills and economic inclusion.

Comments from respondents include ['Richborough'].

Support for SME Training Costs (1 respondent, 33%)

Small businesses often cannot afford employee wages or staff time for training; targeted funding for SME training costs would therefore be needed to facilitate skills development under Policy E5.

Comments from respondents include ['197'].

Employer Apprenticeship Incentives (1 respondent, 33%)

The respondent urges the council and government to consider how to encourage employers to take on apprentices and how to make such opportunities attractive.

Comments from respondents include ['197'].

Other (3 respondents, 100%)

Respondents regard the provision of strategic logistics sites in sustainable locations close to existing labour markets in Mansfield–Newark and Sherwood as important to enable delivery of new jobs and improve economic opportunities. Draft policy E5's planning agreement requirement may be too onerous and not necessary or reasonable. The Make It in Mansfield Strategy's focus on community upskilling is welcomed. Improving skills and economic inclusion within the Mansfield district is supported.

Comments from respondents include ['The Lindhurst Group', '197', 'Richborough'].

Mansfield District Council's Response to Question 29:

We welcome the support for both the inclusion of this policy within the Local Plan Review and the Make It in Mansfield Strategy's focus on community upskilling.

In relation to the comment that suggests the policy would not be CIL compliant, whilst this is the case, it is an existing policy that has been used in a number of development schemes since the adoption of the current Local Plan. The policy does not require local labour agreements are entered into, but encourages them where possible and as such would not be a reason to refuse planning permission should such an agreement not be reached.

Regarding the policy thresholds, we decided to keep those within the existing policy on the basis that the policy has been working, and no alternative thresholds have been put forward for consideration. An update was not included in the employment needs study as this did not form part of the original evidence base.

We note the submission of a site off Blidworth Lane and its potential contribution to achieving the policy aim. The evidence base has been updated and reflects a need for employment development including for B8 uses. We note the potential that the logistic sector has in training and upskilling opportunities for local people, including via apprenticeships.

Restrictions to the apprenticeship levy funding is beyond the control of the planning system so is not something that can be reflected in the Local Plan Review. As mentioned above, this policy only encourages such agreements, so in cases where the apprenticeship levy funding does not cover costs (as stated in relation to SMEs) the council would not insist upon an agreement being entered into in order for planning permission to be granted.

Increasing the attractiveness of apprenticeship schemes is beyond the scope of the Local Plan Review and would be more appropriately considered by other teams at the council and wider government departments.

Question 30 – Policy RT1: Main town centre uses

Comments: 5
Respondents: 5

Summary

Flexibility of policy on town centre uses and the retail hierarchy was noted. It was suggested that the Mansfield boundary could be reviewed to reflect Portland Retail Park's role and that Berry Hill and Market Warsop be identified as local and district centres respectively. The lack of a suitably sized supermarket or weekly food shopping destination in Market Warsop was cited as a cause of longer journeys to surrounding towns, with mixed-use proposals south of Market Warsop and recognition of Portland Retail Park's big-box function proposed as remedies. Emphasis was placed on sustaining heritage asset significance in regeneration, using qualitative alongside quantitative factors in retail needs assessments, and relaxing the sequential test for Portland Retail Park. A 2017 survey revealing uneven convenience goods spending across zones, with improved provision in Shirebrook but not in Market Warsop, underlined the need for evidence-based proposals and policy flexibility to maintain centre vitality and accommodate main town centre uses at an appropriate scale.

Comments from respondents include ['Peveril Securities', 'The Lindhurst Group', 'Historic England', 'Eshton Group', 'Woodall Homes'].

Key themes drawn from responses to Question 30:

Retail Centre Classification (3 respondents, 60%)

The flexibility of the policy towards town centre uses and the retail hierarchy is commended. Inclusion of Portland Retail Park within the town centre boundary could be considered to reflect its functional relationship with the centre. Acknowledgement of Berry Hill as a local centre (RT1j) is welcomed, noting its range of small shops serving a local catchment. Identification of Market Warsop as a district centre under RT1 receives support. The Mansfield town centre boundary as defined on the policies map may require review to account for adjoining area changes and evolving retail trends, including the strategic location of Portland Retail Park.

Comments from respondents include ['Eshton Group', 'The Lindhurst Group', 'Peveril Securities'].

Large-Format Retail Provision (2 respondents, 40%)

Respondents highlight that Policy RT1 does not identify any sites within or on the edge of the Market Warsop district centre capable of accommodating a suitably sized supermarket or superstore. Market Warsop is described as lacking a supermarket or superstore of adequate size to serve existing residents and future growth. A larger supermarket or superstore could be provided as part of the emerging mixed-use

proposal on land to the south of Market Warsop, which may include a supermarket, a coffee shop with drive-thru facility and a petrol filling station with an EV charging area. Policy RT1's wording may be adjusted to recognise Portland Retail Park's role in big box comparison goods retailing.

Comments from respondents include ['Eshton Group', 'Peveril Securities'].

Heritage Assets in Regeneration (1 respondent, 20%)

The respondent emphasises that regeneration proposals within historic centres should take account of the desirability of sustaining and enhancing the significance of heritage assets.

Comments from respondents include ['Historic England'].

Retail Needs Assessment Methods (1 respondent, 20%)

The respondent considers that qualitative factors are important alongside quantitative assessments when considering future retail needs for a settlement.

Comments from respondents include ['Eshton Group'].

Sustainable Travel Patterns (1 respondent, 20%)

The respondent suggests that the policy may not support sustainable travel patterns in Market Warsop by failing to secure a weekly food shopping destination. This gap may lead residents to travel to surrounding towns such as Mansfield for main food shopping, encouraging longer journeys and undermining the policy's aims to promote local convenience and reduce unsustainable travel.

Comments from respondents include ['Eshton Group'].

Town Centre Boundary Definitions (1 respondent, 20%)

The respondent suggests that the Mansfield town centre boundary defined under Policy RT1 on the Local Plan Policies Map should be reviewed to include Portland Retail Park or to acknowledge its strong functional relationship with the town centre, reflecting changes in adjacent areas and evolving retail trends including its strategic location.

Comments from respondents include ['Peveril Securities'].

Weekly Food Shopping Provision (1 respondent, 20%)

The respondent highlights that the 2017 survey recorded no main food shopping trips locally in Market Warsop and only around 12% of top-up shopping trips, indicating inadequate weekly food shopping facilities under the policy. The absence of a designated weekly food shopping destination in Market Warsop leads residents to travel to towns such as Mansfield, undermining sustainable shopping patterns. Without

appropriate provision in Market Warsop, residents would continue to travel elsewhere for main food shopping, reinforcing unsustainable travel for day-to-day needs.

Comments from respondents include ['Eshton Group'].

Sequential Test Application (1 respondent, 20%)

The respondent suggests that the policy's sequential test requirements for Portland Retail Park could be relaxed as part of the local plan review.

Comments from respondents include ['Peveril Securities'].

Other (4 respondents, 80%)

Respondents noted that a 2017 household survey showed that in zone three convenience goods expenditure was drawn 57% to Mansfield stores, 4.8% to Market Warsop and 16.2% to Shirebrook prior to Lidl's opening. Zone three shopping patterns may indicate uneven provision across centres and highlight the need for evidence-based regeneration proposals in historic areas. Improved food shopping provision in Shirebrook through Aldi and Lidl contrasts with the lack of similar improvements in Market Warsop. The local plan's intention to promote the vitality and viability of town and other centres is supported. The policy's support for main town centre uses defined by the NPPF is endorsed, provided uses reflect the scale, character and distinctive qualities of each centre and do not harm their vitality or viability. Greater flexibility could allow the market to react and provide town centres with enhanced opportunities for revitalisation.

Comments from respondents include ['Eshton Group', 'The Lindhurst Group', 'Historic England', 'Woodall Homes'].

Mansfield District Council's Response to Question 30:

In relation to Policy RT1 – The comments regarding the request to revise the Mansfield Town Centre Boundary to include the Portland Retail Park are noted. It is not, however, proposed to change the boundaries of Mansfield town centre to include Portland Retail Park. Whilst Portland Retail Park provides an asset in terms of supporting major retailers (as does the St Peters Retail Park which adjoins the Town Centre Boundary between the current town centre boundary and Portland Retail Park), it still represents a competing commercial asset to the town's primary shopping area. Furthermore, notwithstanding connectivity improvements undertaken since the retail park commenced, it remains visibly separated via Portland Street adding to its sense of being beyond the centre.

Evidence from the updated Retail & Leisure study 2026 also indicates that given the many challenges facing existing retail and leisure businesses and therefore town centre vitality and viability, consideration should be given to the proposed 500 sqm gross local impact threshold for retail and leisure proposals that are not located within a defined centre (PSA for retail proposals) be revised to 350 sqm gross. This floor area is considered to better align with the Sunday hours threshold, which is based on a 280 sqm net trading area of a store.

The comments in support of the hierarchy set out and the identification of Market Warsop as a district centre and Berry Hill as a neighbourhood centre are noted and welcomed.

The comments regarding RT1 in the draft policy not identifying the potential for a suitably sized Supermarket retail provision within and on the edge of Market Warsop is noted. The submission of a subsequent residential and retail mixed use planning application south of the Town Centre boundary and current urban boundary has also been noted.

The updated Retail & Leisure study indicates there is not considered to be an identified additional need for convenience retail at the District Centre level across the district, but that does not preclude proposals coming forward within defined district centres. (Noting the application site in this case is outside the urban boundary provided by the railway line).

The supporting Retail & Leisure study does note market share for the Market Warsop town centre is low for convenience and reflects the limited convenience retail offer available in the centre, which is mainly served by two Co-op stores and a third Co-op store located in the northern edge of the town. The stores are likely to primarily serve a top-up shopping function, although the Co-op store on Mansfield Road being the largest of the three stores is considered in the study likely to support some main food shopping potential.

There is also recognition that provision in the Market Warsop area could lead to a reduced need to travel away from the settlement southwards to Mansfield Woodhouse Morrisons or still further south to other alternative weekly shop providers. However, it remains important that any proposals in Market Warsop strike a proportionate balance in terms of their catchment for weekly shop provision so as to be a benefit and as sustainable development without causing significant adverse impact on the vitality & viability of Market Warsop town centre or to become a destination for a much wider catchment. The sequential test and impact assessment and any evidence in support of the submitted planning application will be important and will be considered alongside progress on the preparation of the Mansfield Local plan review and cross reference to the relevant housing allocation policy H1 and submitted planning application that takes into consideration the mixed-use proposal east of Mansfield Road south of the railway line bounding Market Warsop.

In relation to concerns raised in respect of the supporting text steering bulky goods retail towards Portland and St Peter's retail parks, the comments are noted. However, it is considered that the text provides the appropriate balance in identifying these sites as potential for such use given the likely car born needs for such uses whilst retaining an impact threshold test to ensure Mansfield Town Centre's vitality and viability is maintained and enhanced where possible.

The need within historic centres to take account of the desirability of sustaining and enhancing the significance of heritage assets in regeneration proposals is noted as is the need for proposals to reflect the scale, character and distinctive qualities of each centre and to not harm their vitality or viability. Such matters it is considered will be picked up having regard to relevant Development Management and Heritage proposals in the local plan alongside other relevant RT policies in the retail chapter, most particularly having regard to reference to the masterplan proposals in RT2 and the relevant criteria of RT4.

Question 31 – Policy RT2: Mansfield town centre vision and strategy

Comments: 6
Respondents: 6

Summary

Respondents sought greater flexibility in Policy RT2 to allow upper-floor conversions and adaptive reuse of retail space, proposed subdividing the gateway site into smaller zones north of the rail line and south of Portland Retail Park, and recommended signposting the MDC Green Infrastructure guidance to support the Greening Mansfield objectives and including Forest Town High Street in the town centre strategy. They questioned the rationale for designating Portland Gateway and retail parks for bulky goods, urged lowering the 500 m2 retail impact threshold and using gross internal area, called for Investment Impact Analysis to cover Mansfield and other district centres, and raised concerns about underused out-of-centre sites, protection of the town centre core, adherence to the sequential test and heritage-led regeneration via the 2023 Masterplan.

Comments from respondents include ['Natural England', 'Historic England', '197', 'Woodall Homes', 'Aldergate Properties Ltd', '31'].

Key themes drawn from responses to Question 31:

Policy Flexibility (2 respondents, 33%)

Respondents welcome greater flexibility in Policy RT2 to support additional development and conversion of upper-floor space above retail units. Conversion of such space could allow the market to respond more dynamically to demand. This adaptability may revitalise the town centre by diversifying uses and boosting footfall.

Comments from respondents include ['31', 'Woodall Homes'].

Gateway Site Boundaries (1 respondent, 17%)

The respondent suggests subdividing the gateway site into smaller areas, particularly land north of the rail line and south of Portland Retail Park, to better target improvements. The wider gateway site would be unviable and may not accommodate a gateway building as envisaged by the policy.

Comments from respondents include ['Aldergate Properties Ltd'].

Adaptive Reuse and Conversions (1 respondent, 17%)

The respondent suggests that Policy RT2 could be strengthened by facilitating additional adaptive reuse of space above retail properties, citing the recent conversion of the derelict pub on the market as a spectacular example of such development.

Comments from respondents include ['31'].

Green Infrastructure Integration (1 respondent, 17%)

Signposting the updated MDC Green Infrastructure Supplementary Document within the policy could provide additional detail to support the "Greening Mansfield" section. The "Greening Mansfield" section of the vision for Mansfield town centre is welcomed as aligning with measures to enhance the green infrastructure network across the district.

Comments from respondents include ['Natural England'].

Peripheral High Street Inclusion (1 respondent, 17%)

The respondent suggests that Forest Town High Street be factored into the Mansfield retail strategy, noting that it is currently overlooked and could benefit from enhanced visibility and improvement.

Comments from respondents include ['197'].

Bulky Goods Retail Designation (1 respondent, 17%)

The respondent questions the justification for designating the so-called Portland Gateway and for identifying at paragraph 7.9 Portland Retail Park and St Peters Retail Park as preferred locations for bulky goods retail development under Policy RT2. Designation of the so-called Portland Gateway may lack a clear rationale, and preferring Portland Retail Park and St Peters Retail Park at paragraph 7.9 could be considered inappropriate for accommodating bulky goods outlets.

Comments from respondents include ['Aldergate Properties Ltd'].

Retail Impact Assessment Thresholds (1 respondent, 17%)

The respondent states that the retail impact assessment threshold of 500 square metres within the policy is too high and should be substantially lower. Thresholds may be better based on gross internal floor area rather than net floor area. Net floor area-based thresholds could prove difficult to police.

Comments from respondents include ['Aldergate Properties Ltd'].

Investment Impact Analysis (1 respondent, 17%)

The respondent emphasises that Investment Impact Analysis under Policy RT2 should also extend to evaluating potential effects on investment in Mansfield town centre and on other district centres.

Comments from respondents include ['Aldergate Properties Ltd'].

Other (3 respondents, 50%)

Respondents questioned classification of Portland Retail Park and St Peters Retail Park as preferred locations, noting they are modern developments and unlikely to be redeveloped and that this approach risks bypassing the sequential test and implying unmet retail floor space needs cannot be accommodated within Mansfield town centre. Provisions within current government building schemes could allow councils to compulsory purchase out-of-centre retail sites. Widespread underused areas around Mansfield town centre raise concern that the policy does not provide sufficient assurance that its retail core will be adequately supported and protected. Retail, leisure and other town centre uses may be more appropriately subject to the sequential test. The Mansfield Town Centre Masterplan (2023) may aid the regeneration and sustainability of the town centre, and continued partnership with the council could help ensure a heritage-led approach.

Comments from respondents include [‘Historic England’, ‘31’, ‘Aldergate Properties Ltd’].

Mansfield District Council's Response to Question 31:

The support for the greening of the town centre and the support towards continued working in partnership for regeneration and where relevant a heritage led approach to the evolution of the town centre of Mansfield is acknowledged and welcomed.

The concerns in relation to Portland & St Peters Retail Parks being identified for bulky goods retail are noted. However, it is considered that the text in support of policy RT1 provides the appropriate balance in identifying these sites as potential for such use given the likely car born needs for such uses should opportunities arise which can't easily be accommodated in the town centre whilst retaining an impact threshold test to ensure Mansfield Town Centre's vitality and viability is maintained and enhanced where possible.

The concerns regarding the threshold test being set at 500 sqm are noted. Evidence from the updated retail & Leisure study 2026 indicates that given the many challenges facing existing retail and leisure businesses and therefore town centre vitality and viability, consideration should be given to the proposed 500 sqm gross local impact threshold for retail and leisure proposals that are not located within a defined centre (PSA for retail proposals) be revised to 350 sqm gross. This floor area is considered to better align with the Sunday hours threshold, which is based on a 280 sqm net trading area of a store. This change in threshold is to be reflected in policy RT1.

The comment wishing to see Forest Town High Street is noted. It is assumed the request is for the high street to be added as a neighbourhood centre or Parade. Policy RT1d, Clipstone Road West which acts as the high street for retail provision in the Forest Town area of the Mansfield urban area is recognised in the Town Centre Hierarchy as a local centre.

Reference to the Gateway site and it being split into smaller parcels is noted. The representation is not entirely clear as to which site is being referred to, however, it is known that the representor has an interest in the Belvedere Street site (Policy RT 6) and is referenced in the Mansfield Town centre Masterplan 2023). The response to these comments should be cross referenced to Question 35 which relates to that policy.

The request for greater reuse and conversion of vacant / underused buildings and space including through seeking support from government funded initiatives is noted. It is considered that policy RT2, the town Centre masterplan and the complementary policies in the retail seek to achieve these objectives. The Local Authority will wherever possible seek to support appropriate changes through funding opportunities in achieving the aims of policy RT2.

Question 32 – Policy RT3: Mansfield town centre primary shopping area

Comments: 2
Respondents: 2

Summary

Feedback emphasised reintroducing real food suppliers, farm shops and a thriving market in Mansfield town centre and Mansfield Woodhouse to diversify the specialist food offer and support local economic retention. It noted that further hot food takeaways in the primary shopping area could intensify public health challenges, drive obesity concerns and generate excessive packaging waste and litter. It observed that the existing concentration of fast-food outlets undermines residents' health, wellbeing and cleanliness. Feedback also identified residential use under Policy RT3 as a measure to diversify the primary shopping area and enhance its appeal for living and socialising.

Comments from respondents include ['197', '31'].

Key themes drawn from responses to Question 32:

Local Economic Retention (1 respondent, 50%)

The respondent supports the reintroduction of real food suppliers, farm shops and a thriving market in Mansfield town centre and Mansfield Woodhouse to help local economic retention. Local supply of fresh produce is seen as bolstering the local economy. Fast food establishments may contribute to district deprivation by diverting expenditure towards costly fast-food outlets.

Comments from respondents include ['197'].

Public Health Implications (1 respondent, 50%)

The policy's provisions for hot-food takeaways may intensify public health challenges by permitting further fast-food outlets in the primary shopping area, as too many existing establishments contribute to an obesity crisis, and additional venues may undermine residents' health and wellbeing and generate excessive waste.

Comments from respondents include ['197'].

Residential Integration (1 respondent, 50%)

The respondent welcomes the provision of residential use within Policy RT3, describing it as music to their ears, which may diversify the primary shopping area and enhance its attractiveness as a place to live and socialise.

Comments from respondents include ['31'].

Fast-Food Outlet Saturation (1 respondent, 50%)

The respondent argues that too many fast-food establishments in the town centre contribute to an obesity crisis and opposes any further hot-food takeaways in the primary shopping area. Excessive concentration of such outlets may undermine residents' health and wellbeing and generate significant litter. The policy should therefore resist additional permissions for fast-food uses within the primary shopping area.

Comments from respondents include ['197'].

Specialist Food Provision (1 respondent, 50%)

The respondent supports more real food suppliers, farm shops and a thriving market in the town centre and Mansfield Woodhouse, suggesting this specialist food provision could diversify the offer and contribute to policy RT3's objective of increasing the attractiveness and viability of the primary shopping area.

Comments from respondents include ['197'].

Waste and Litter Management (1 respondent, 50%)

The respondent opposes any further hot-food takeaways in the primary shopping area due to the litter they generate. Free-standing fast-food outlets may produce significant volumes of packaging waste that could undermine the cleanliness and visual appeal of Policy RT3 frontages. Additional takeaway uses could lead to increased litter management burdens and detract from health and wellbeing objectives. The policy could require stricter controls or mitigation measures to address potential waste and litter impacts from new hot food uses.

Comments from respondents include ['197'].

Mansfield District Council's Response to Question 32:

It is considered given the level of vacancies identified from the updated Retail & Leisure study 2026 in the primary shopping area, the area east of the Railway line in the Church Street area, should be removed from the primary shopping area boundary to allow greater flexibility to encourage occupancy.

The updated study (2026) also highlights the proposals in the Town centre Masterplan 2023 for the area between Stockwell Gate and Union Street and whether this area should also be removed from the primary shopping area to align with the masterplan aspirations. In light of the further challenges brought about by the closure of Walkden Street, car park due to safety concerns over its stability, it is considered that removal of this area from the primary shopping area is consistent with the masterplan aspirations.

In relation to the concerns regarding Hot Food Takeaways, these are noted. It is considered criteria 3 of policy RT3 in conjunction with policy RT10 provides the right balance to allow such a use whilst recognising the concerns attached to them and that over proliferation of such uses particularly when closed during the day can lead to a lack of daytime vibrancy and that clustering certain locations near to uses such as schools can lead to health concerns. The detailed response to the concern can be found in response to question 39 which relates to policy RT10.

Question 33 – Policy RT4: Mansfield town centre improvements

Comments: 5
Respondents: 5

Summary

Respondents suggest a phased market revitalisation plan that prioritises the marketplace before circular expansion, and the inclusion of linear green infrastructure such as sustainable drainage and street trees to enhance biodiversity and climate resilience. They propose mixed-use shop-residential conversions to maintain activity at night and welcome improved cycle parking along with new walking and cycling routes, including a riverside path. A condensed town centre boundary is recommended to focus functions, while heritage asset references and energy-efficiency and flood-resilience criteria are noted. Concerns over underused peripheral premises prompt suggestions for more real-food outlets, residential redevelopment of outlying buildings and retention of the Rosemary Centre reference.

Comments from respondents include ['Peveril Securities', 'Natural England', 'Historic England', '197', '1'].

Key themes drawn from responses to Question 33:

Market revitalisation (2 respondents, 40%)

Respondents highlight that the policy offers no staged development plan for market revitalisation, noting that prioritising the marketplace as a red priority area before expanding in a circular manner into amber and green could direct phased improvements. Support is expressed for reinstating a thriving market to enhance the town centre's vitality.

Comments from respondents include ['197', '1'].

Green infrastructure and biodiversity links (1 respondent, 20%)

The respondent considers that the policy could be strengthened by incorporating linear green infrastructure features to enhance amenity, biodiversity connectivity and enjoyment of improved links. Development could be directed towards nature-based solutions such as sustainable drainage systems and street trees to provide multiple benefits alongside effective climate change adaptation and mitigation.

Comments from respondents include ['Natural England'].

Mixed-use and residential conversion (1 respondent, 20%)

The respondent suggests that integrating shops with residential accommodation could maintain activity in the town centre after trading hours. The mixed-use approach may

prevent the town centre from resembling a ghost town at night and could enhance safety.

Comments from respondents include ['197'].

Active travel connectivity (1 respondent, 20%)

The respondent welcomes the inclusion of criteria 1.h and 1.i in Policy RT4 to improve active travel connectivity through enhanced cycle parking and the creation of stronger walking and cycling links, including opening up the River Maun for a riverside walk. Enhanced cycle parking provision may support increased cycling uptake by addressing security and convenience needs. Stronger walking and cycling links, particularly a riverside route along the River Maun, could create safe, attractive connections that encourage active travel around the town centre.

Comments from respondents include ['Natural England'].

Town centre boundary consolidation (1 respondent, 20%)

The respondent proposes that the town centre boundary should be reduced to concentrate shopping and leisure functions within a smaller, more manageable area.

Comments from respondents include ['1'].

Phased regeneration (1 respondent, 20%)

The respondent argues that implementing a staged development plan would allow end users and shop owners to see improvements in a managed way rather than a haphazard, include-every-rule approach. Policy RT4 gives no consideration to a staged development plan, such as prioritising the marketplace as a red priority area and then expanding in a circular way into amber and green.

Comments from respondents include ['1'].

Heritage asset enhancement (1 respondent, 20%)

The respondent welcomes the reference to the enhancement of the historic environment within policy RT4, which may strengthen conservation objectives and ensure that heritage assets are sensitively incorporated into Mansfield town centre improvements.

Comments from respondents include ['Historic England'].

Energy efficiency and climate resilience (1 respondent, 20%)

The respondent welcomes the inclusion of criterion 1.f in policy RT4 to reference development that enhances energy efficiency and resilience to flooding and climate change.

Comments from respondents include ['Natural England'].

Other (3 respondents, 60%)

Respondents state that the town centre has become a sprawling area of underused and empty premises due to past expansion at all four corners. The policy's improvement plans are welcomed. Increased availability of real food rather than fast food could support vitality. Outlying modern areas and buildings could be redeveloped into accommodation such as apartments. Retention of the Rosemary Centre reference in policy RT4 is considered prudent should its redevelopment timeline alter. A sprawling desert of empty shops with no defined centre could hinder securing sufficient investment.

Comments from respondents include ['197', '1', 'Peveril Securities'].

Mansfield District Council's Response to Question 33:

The concerns over vacancy and suggestions to redefine the town centre boundary to make it more compact are noted as is the suggestion of provision for residential uses to be promoted on the fringes to increase vitality. The Retail & Leisure Capacity Study update 2026 outlines in the findings section that there is a question as to whether the secondary retail and service frontages on Church Street that are east of the railway line should be included in the PSA, particularly given the persistence of vacancies along the southern frontage of this street. There is also a question as to whether the area of the current and proposed PSA between Stockwell Gate and Union Street should be included given the council's aspirations to bring forward residential uses as part of the Mansfield Town Centre Masterplan (as shown in the figure below). Having regard to the study and the points made it is proposed to amend the Primary Shopping areas to align with observation on vacancies on Church Street east of the railway line and to take account of the proposals in the town centre masterplan between Stockwell Gate and Union Street. It is considered these changes provide the focus needed to address concerns rather than a change to the town centre boundary itself.

The comments regarding retaining reference to the Rosemary Centre in policy RT4 are noted however as the building has now been demolished the supporting text has been updated to reflect this. Reference within the policy which supported refurbishment of the site has been removed.

The support for criteria RT4 f, h and i are noted. The suggested further strengthening of criteria i by reference to linear existing GI features to improve amenity, diversity and enjoyment of connections is noted and additional wording on criteria i inserted.

The support for policy RT4 in relation to town centre improvements and the historic environment are noted.

The request for a staged plan and focus on the marketplace as a 'red' priority before expanding further to consider 'amber' and 'green sites' is noted. It is felt that the masterplan provides the basis to see sensitive regeneration and that the local plan eg in the vision set out in policy RT2, and the town centre masterplan itself do recognise the importance of the marketplace. However, it is also important that a flexible balance is struck so that where opportunities arise whether they be in the marketplace or beyond the marketplace and can planned to complement each other for the overall town centre to improve, investment or funding opportunities are taken. It is felt the current RT4 policy as drafted achieves that balance.

Question 34 – Policy RT5: Accessing Mansfield town centre

Comments: 4
Respondents: 4

Summary

Half of respondents welcomed the policy's approach and hierarchy, praising its prioritisation of active travel into the town centre and agreeing with its overall provisions.

Comments from respondents include ['Notts CPRE', 'Natural England', '197', '31'].

Key themes drawn from responses to Question 34:

Other (2 respondents, 50%)

Respondents welcome the policy's approach and hierarchy, with particular approval for its prioritisation of active travel into the town centre. They agree with its overall provisions. There is concern that opening up the River Maun should not adversely affect local wildlife and flora or compromise public safety. The proposed prioritisation of pedestrians and cyclists, then public transport users, and finally private car users is considered correct.

Comments from respondents include ['Natural England', 'Notts CPRE', '197', '31'].

Mansfield District Council's Response to Question 34:

The overall support for the policy RT5 is noted. The caution about ensuring that opening up the River Maun whilst being mindful of any implications for flora and fauna and as a safe place are noted and should be addressed at the application stage having regard to any other local plan policies that apply to such matters as the local plan should be read as a whole when assessing proposals.

Question 35 – Policy RT6: Retail and leisure allocations

Comments: 7
Respondents: 7

Summary

Respondents call for a clear definition of local retail needs to limit new provision to everyday convenience services and suggest expressing floor space caps in square feet (around 11,500 square feet). They note existing food shopping in Market Warsop falls short of its district centre role for local and village populations and propose allocating land east of Mansfield Road (HELAA Site 338) for a supermarket alongside other commercial uses. The heritage scope should expand to include conservation areas, non-designated assets and locally listed buildings. Repeated references to the town centre masterplan may be premature given its limited consultation and lack of viability detail. Full consultation with local bodies and a comprehensive environmental assessment are urged. The Belvedere Street site should be re-designated to reflect its intended retail use. Site RT6b has no specific heritage concerns, absence of feedback does not imply no environmental effects, “flagship” can be dropped and district retail needs should be set out in an updated evidence base.

Comments from respondents include [‘1384471’, ‘Natural England’, ‘Historic England’, ‘197’, ‘Eshton Group’, ‘Aldergate Properties Ltd’, ‘31’].

Key themes drawn from responses to Question 35:

Local Retail Needs Definition (1 respondent, 14%)

The respondent states that the policy’s local retail needs provisions are ill thought out and could permit substantial retail units that compete with town centres rather than being confined to day-to-day convenience requirements and demands a clear definition of these needs. Proper definition could ensure new retail provision is limited to essential convenience services and prevent larger-scale developments from undermining town centre vitality.

Comments from respondents include [‘Aldergate Properties Ltd’].

Floor Space Units Specification (1 respondent, 14%)

The respondent proposes that the floor space provision should be expressed as “up to around 11,500 square feet gross internal floor space” rather than using square metres.

Comments from respondents include [‘Aldergate Properties Ltd’].

District Centre Retail Capacity (Market Warsop) (1 respondent, 14%)

The respondent states that existing food shopping facilities in Market Warsop do not enable the town to provide an appropriate range of shops reflective of its intended district centre function. This shortfall undermines its capacity to serve both the existing and expanding town population as well as the surrounding villages that rely on Market Warsop for retail provision.

Comments from respondents include ['Eshton Group'].

Additional Site Allocation (HELAA Site 338) (1 respondent, 14%)

The respondent proposes that land to the east of Mansfield Road, identified as HELAA Site 338, should be allocated to accommodate a supermarket or superstore alongside a range of other commercial uses.

Comments from respondents include ['Eshton Group'].

Heritage Asset Scope (1 respondent, 14%)

The respondent requests that the heritage asset scope of the policy be expanded to include conservation areas, non-designated heritage assets and locally listed buildings alongside listed buildings.

Comments from respondents include ['Historic England'].

Masterplan Reference in Policy (1 respondent, 14%)

The respondent expresses concern that the plan's repeated references to the town centre masterplan within Policy RT6 may be premature given that the masterplan is not being formally consulted on as part of the draft plan, attracted a very low response rate and did not adequately address viability issues.

Comments from respondents include ['Aldergate Properties Ltd'].

Environmental Assessment and Consultation (1 respondent, 14%)

The respondent stresses that relevant local bodies should be consulted and that all environmental impacts and opportunities should be fully considered as part of the policy's environmental assessment and consultation.

Comments from respondents include ['Natural England'].

Site Identification Accuracy (1 respondent, 14%)

The respondent argues that the Belvedere Street site should be re-designated from RT6b to RT6a to improve site identification accuracy. Belvedere Street allocation would align with its intended retail and town centre uses under the policy.

Comments from respondents include ['Aldergate Properties Ltd'].

Other (6 respondents, 86%)

Under the ‘Other’ theme respondents address several matters relating to the policy. Site RT6b is not associated with specific heritage concerns. The absence of feedback on the policy may not indicate a lack of significant environmental effects. The term “high quality” may suffice as a descriptor and “flagship” could be removed. District retail and economic needs have yet to be identified and would be set out in an updated evidence base. New retail and leisure site allocations and developments should follow a consistent basis. Additional retail and leisure allocations are desperately needed.

Comments from respondents include [‘1384471’, ‘Aldergate Properties Ltd’, ‘Historic England’, ‘Natural England’, ‘197’, ‘31’].

Mansfield District Council's Response to Question 35:

The representor comments in relation to local needs retail are noted. As set out in response to comments on policy RT1, it is proposed to amend the threshold test from 500 sqm to 350sqm in light of the economic challenges the town centre currently faces. The concerns over Bulky Goods potential in paragraphs 7.9 & 7.10 are noted and were responded to on Question 30.

The comments in relation to floor space specification are noted. However, the representation does not provide a justification for the change or the size proposed of 11,500 sqft. The reference to 11,500 sqm by the council reflects the considered potential of the site in terms of delivery and complements the desire for the site to provide an efficient use of land in a way that delivers flagship development on this site which is lies on a key gateway and is the only available site of such scale in the town centre. Should proposals come forward of smaller scale and in an ad hoc way, it is considered that these should be considered having regard to the potential for the site and its objectives and that development should be sequenced so as to be sufficiently flexible to allow for changes in format and to encourage smaller scale locally driven uses whilst not prejudicing the overall development of the site through piecemeal development or watering down the role the site can play in delivering a prominent regeneration opportunity.

The objection to the wording of the policy including reference to 'flagship development' being included with reference to the term 'high quality' considered to be sufficient are noted. However, whilst 'high quality' is a key aspiration given the prominence of this site, it does not give a steer towards the site's potential as flagship given its location. Accordingly, no change is proposed in this regard. Through thoughtful and sensitive design externally and internally, it is not considered that the term 'flagship' conflicts with the need to allow for changes in the format of uses and to encourage smaller scale locally driven uses as steered by the study update.

The representation expressing concern at the weight that should be provided to the Town Centre Masterplan is noted. In this regard, this view is not agreed with. The Masterplan was prepared with input from council partners and with input from key site owners which were taken into account. It was then consulted upon and comments carefully considered before the Masterplan was approved by the council. The reference to the masterplan in RT polices has provided a further opportunity for its use to be considered in relation to Local Plan preparation.

The comments suggesting the strengthening of the heritage scope to refer to the historic conservation area and other non-designated assets are noted. Revised wording has been proposed to the third bullet point of Policy RT6b which also needs renumbering to RT6a in light of changes to the status of other sites listed in Policy RT6 meaning their inclusion is removed. The wording takes into

consideration the comments made by the representor but also has regard to the Heritage Impact Assessment study 2026 which has indicated the likely impact of development of this site on the conservation area and other heritage assets is low due to distance and intervening buildings. Sensitive layout is identified as the requirement in the HIA study which the policy seeks to complement.

The comments relating to the level of shopping provision in Market Warsop are noted as is the reference to provision being made through the allocation of HELAA site 338. This representation alongside regard to the subsequently submitted planning application for mixed use housing and retail to the east of Mansfield Road are addressed via Housing policy H1 and RT policy 1.

Question 36 – Policy RT7: Retail and leisure commitments

Comments: 5
Respondents: 5

Summary

Respondents noted revised site allocations and the inclusion of recent planning permissions within Policy RT7, notably at Berry Hill and Mansfield's Walkden Street, and the reallocation of the former Strand Bingo site to housing. They consider quantitative analysis alone insufficient, urging qualitative assessment and updated market data to guide convenience and top-up shopping provision. Suggestions include integrating a supermarket, coffee shop and other services at strategic sites, particularly land south of Warsop to improve local service coverage. The absence of specified floor areas for comparison, convenience and leisure goods is identified as a barrier to assessing future space needs. One respondent highlights Chesterfield's retail mix as a model for retaining local expenditure and another advises limiting further hot food takeaways under RT7.

Comments from respondents include ['Peveril Securities', 'The Lindhurst Group', '197', 'Eshton Group', '1383891'].

Key themes drawn from responses to Question 36:

Site allocation revisions and reflecting planning permissions (3 respondents, 60%)

Respondents welcome the revised site allocations and the explicit incorporation of recent planning consents within Policy RT7. Draft policy RT7's reference to other Class E and C2 uses recently permitted within the Berry Hill strategic urban extension is appreciated. The inclusion of RT7e Walkden Street in Mansfield to reflect planning

permission 2021/0488/FUL for the redevelopment of the Rosemary Centre site is supported. The former Strand Bingo site's change to housing development is noted despite its suitability for a msize town centre supermarket.

Comments from respondents include ['The Lindhurst Group', '1383891', 'Peveril Securities'].

Adequacy of evidence base (2 respondents, 40%)

Respondents consider that the adequacy of the evidence base underpinning the policy depends on supplementing quantitative analysis with qualitative assessment and updated market data. Quantitative assessment alone is not deemed sufficient for forecasting future retail and leisure requirements and qualitative factors should accompany numerical targets. The retail and leisure technical paper is expected to deliver an up-to-date view of current economic market requirements. Tables 7.8, 7.9 and 7.10 focus exclusively on quantitative considerations and should be supplemented by qualitative evaluation and provision for a range of convenience shopping facilities catering both for weekly food shopping and day-to-day top-ups. Further commentary may follow once the technical paper is produced, as the Berry Hill SUE could supply some of Mansfield's retail and leisure needs.

Comments from respondents include ['The Lindhurst Group', 'Eshton Group'].

Integration of mixed uses in strategic allocations (2 respondents, 40%)

Respondents support integrating varied retail, leisure and wider Class E and C2 uses within strategic allocations to enhance local service provision and reflect recent permissions under Policy RT7. Land south of Warsop (site 338, land east of Mansfield Road) may integrate a new supermarket capable of meeting weekly shopping needs alongside a coffee shop and other services. Draft Policy RT7's reference to recently permitted Class E and C2 uses within the Berry Hill strategic urban extension is welcomed.

Comments from respondents include ['The Lindhurst Group', 'Eshton Group'].

Spatial coverage of retail provision (2 respondents, 40%)

Spatial coverage of retail provision under Policy RT7 would benefit from allocating expanded retail and service uses in Market Warsop, including a new supermarket capable of meeting weekly shopping needs, a coffee shop and other services as part of the mixed-use development on land south of Warsop (site 338, land east of Mansfield Road). Existing food retail facilities in Market Warsop may only support smaller top-up shopping and do not meet residents' weekly food shopping needs and this shortfall could be addressed through the local plan review. By contrast, no plans for retail development have been identified for Warsop Parish.

Comments from respondents include ['Eshton Group', '1383891'].

Retail space assessment and specifications (2 respondents, 40%)

Respondents consider that a quantitative assessment alone may not suffice for future retail and leisure requirements and that qualitative factors should be included alongside numerical targets. The draft policy RT7 currently omits floor areas for retail and leisure requirements for comparison goods, convenience goods and leisure goods, hindering proper assessment of space needs. Tables 7.8, 7.9 and 7.10 focus solely on quantitative considerations and could be supplemented by qualitative assessment and provision for a range of convenience shopping facilities that cater both for weekly food shops and day-to-day top-up needs.

Comments from respondents include ['The Lindhurst Group', 'Eshton Group'].

Retail composition and local economic retention (1 respondent, 20%)

The respondent suggests Chesterfield's balance of larger stores and local businesses provides opportunities for young entrepreneurs and should be reflected in Policy RT7. Chesterfield's retail mix is noted as a model for fostering local talent and economic retention. Policy RT7 may replicate this model by prioritising support for local and smaller retailers to establish themselves rather than focusing on securing additional national chains. This approach could help ensure that expenditure circulates within Mansfield District and strengthens local economic resilience.

Comments from respondents include ['197'].

Control of hot food takeaway proliferation (1 respondent, 20%)

The respondent considers that no additional hot food takeaways should be allocated under policy RT7. Controlling the number of hot food takeaways could limit the proliferation of fast-food outlets within retail and leisure commitments.

Comments from respondents include ['197'].

Other (1 respondent, 20%)

The respondent indicates no comments under the 'Other' theme regarding the proposed changes to policy RT7.

Comments from respondents include ['Peveril Securities'].

Mansfield District Council's Response to Question 36:

The Retail & Leisure Capacity Update Study (2026) has provided an update to the evidence base in terms of need both for retail – both convenience and comparable and in relation to food & beverage and leisure provision.

The key findings indicate no overall need for an increase in retail floorspace quantitively for convenience and comparison provision, particularly given the anticipated continued growth of online provision. However, that this should not prevent the council's aspirations for new investment which has the potential to improve market share in the town centre and draw trade from out-of-town centres or beyond the district. Any proposals should be considered having regard to the sequential approach. These conclusions are reflected in policy S2.

The Retail & Leisure Capacity Update Study 2026 also identifies that leisure expenditure forms a substantial component of household spending. Within the study area, Food & Beverage (F&B) clearly dominates, accounting for around 68% of total leisure spend. This underlines its importance in supporting the vitality and viability of centres, particularly where there is a strong and varied hospitality offer.

Forecasts point to a modest but steady growth of expenditure in the leisure sector during the plan period but that this is unlikely to require new town centre floorspace due to expenditure outside of the town centre to out of town locations and on-line sales. The Mansfield town centre offer is relatively limited in range, with a concentration of lower value operators, which restricts its ability to broaden its appeal and increase dwell time.

In relation to leisure activities other than food & beverage, forecast growth is expected to be modest, with much of the additional expenditure likely to be absorbed by existing provision.

Overall, the study concludes future growth in leisure in Mansfield District is likely to be gradual and selective. Centres with a strong F&B base and complementary leisure uses are likely to perform best. In this context, the study advises planning policy should prioritise flexibility, allowing for changes in format and encouraging smaller-scale, locally driven uses, rather than relying on large-scale new development.

It is considered the study update addresses concerns as to the adequacy of quantitative assessment and retail space specification requirements highlighted before the study was complete.

The request for policy RT7 to be supported by the need for qualitative provision rather than just quantitative need to support the need for greater retail provision, especially weekly shop provision in Market Warsop is noted.

The study does identify as set out that whilst there isn't quantitative need it does not preclude opportunities for changes in market share. For example, the Retail & Leisure study update notes market share in Market Warsop town centre is low for convenience shopping and reflects the limited convenience retail offer available in the centre, which is mainly served by two Co-op stores and a third Co-op store located in the northern edge of the town. The stores are likely to primarily serve a top-up shopping function, although the Co-op store on Mansfield Road being the largest of the three stores is considered in the study likely to support some main food shopping potential.

However, it remains important that any proposals in Market Warsop that deliver greater weekly shopping opportunity strikes a proportionate balance in terms of their catchment so as to be a benefit and as sustainable development without causing significant adverse impact on the vitality & viability of Market Warsop town centre or to become a destination for a much wider catchment. The sequential test and impact assessment and any other evidence in support of the submitted planning application for HELAA site 338 will be important and will be considered alongside progress on the preparation of the Mansfield Local plan review and cross referenced to the relevant housing allocation policy H1.

The request for control / the stopping of Hot Food takeaways is noted. The response to how hot food takeaways are dealt with is addressed elsewhere in the retail section, most particularly in relation to Question 32 and question 39.

Question 37 – Policy RT8: District and local centres

Comments: 5
Respondents: 5

Summary

Sixty per cent of respondents emphasised investing in local centres' physical environment, particularly through public realm upgrades and traffic reduction at Forest Town High Street. Forty per cent recommended greater flexibility in Policy RT8 to adapt to economic shifts and sustain retail and community services. An equal share called for confirmation of Berry Hill (RT1J) as a committed new local centre with retail and food and drink units. Twenty per cent highlighted outstanding Section 106 agreements, tighter controls on hot food takeaways to balance the retail mix, and measures to enhance pedestrian and public realm environments. A further 20 per cent suggested developing Market Warsop as a destination venue with public realm improvements, visual decluttering, clearer retail floorspace requirements, enhanced cycle parking and unit refurbishments to attract visitors.

Comments from respondents include ['The Lindhurst Group', '197', 'Woodall Homes', '1383891', '31'].

Key themes drawn from responses to Question 37:

Physical investment in high streets (3 respondents, 60%)

Respondents welcome draft Policy RT8's principle to ensure development proposals within district and local centres contribute to the quality of the physical environment and vitality of centres through measures including public realm improvements and reducing the impact of vehicular traffic. Forest Town High Street could benefit from equivalent focus and investment to serve its sizable community and address a lack of prior support. The Forest Town site requires significant attention to public realm and environmental enhancements to improve vitality.

Comments from respondents include ['197', '31', 'The Lindhurst Group'].

Policy flexibility (2 respondents, 40%)

Greater flexibility in Policy RT8 could enable market responsiveness and revitalise district and local centres. Flexibility may help sustain and enhance retail and community provision and enable development proposals to adapt to changing economic conditions. A less prescriptive approach could avoid rigidity while supporting the policy's objective to improve town centre vitality.

Comments from respondents include ['Woodall Homes', 'The Lindhurst Group'].

New local centre provision (2 respondents, 40%)

Respondents welcome additional local centre provision under Policy RT8, emphasising that Forest Town High Street requires focused investment to support its extensive community, and that Berry Hill (RT1J) should be confirmed as a committed new local centre incorporating retail and food and drink units, including a drive-through coffee shop and takeaway.

Comments from respondents include ['197', 'The Lindhurst Group'].

Section 106 delivery (1 respondent, 20%)

The respondent notes that, despite the grant of a reserved matters application for the local centre, further applications await submission and Section 106 agreements remain unsigned.

Comments from respondents include ['The Lindhurst Group'].

Retail mix controls (1 respondent, 20%)

The respondent supports tighter controls on takeaway outlets to achieve a more balanced retail mix. Forest Town centre could benefit from fewer takeaways to sustain retail diversity and community provision. Controls on the number of hot food takeaways could align with Policy RT8 objectives by contributing to centre vitality and quality of the physical environment. Reduced concentration of a single use may reinforce the intended mix of retail and community uses.

Comments from respondents include ['31'].

Pedestrian and traffic environment (1 respondent, 20%)

The respondent welcomes the policy's emphasis on improving the pedestrian environment and reducing vehicular impact within district and local centres. The policy's focus on public realm enhancements is considered beneficial for bolstering the quality of the physical environment and vitality of centres.

Comments from respondents include ['The Lindhurst Group'].

Public realm improvements (1 respondent, 20%)

The respondent welcomes the policy's emphasis on public realm improvements and measures to reduce the impact of vehicular traffic as means to enhance the quality of the physical environment and vitality of district and local centres.

Comments from respondents include ['The Lindhurst Group'].

Market and destination development (1 respondent, 20%)

The respondent suggests that Market Warsop should be developed as a market and destination venue to attract visitors from further afield, thereby enhancing the vitality

and appeal of the centre under the policy. Such development could involve public realm improvements, creation of a key focal point, reduction of visual clutter and enhancements to cycle parking provision. Such proposals may support the reuse of vacant units and shop front refurbishments to boost visitor numbers, while recognising that the flexibility introduced by Class E uses and the need to clarify retail floorspace requirements could influence implementation.

Comments from respondents include ['1383891'].

Mansfield District Council's Response to Question 37:

The council notes the comments supporting Policy RT8 and the representations seeking greater flexibility for Market Warsop and recognition of its potential role as a destination and local service centre. The policy has been reviewed alongside the updated Class E and retail evidence. At Regulation 19 no further changes were made to the policy itself. The supporting text was amended to remove the previous reference to a need for additional retail floorspace because the updated evidence does not identify a quantitative need for additional floorspace in the district and local centres. The council considers that RT8 provides an appropriate framework for sustaining and enhancing district and local centres while allowing the market to respond to changing economic and social conditions. The introduction of Class E uses also means that the previous ability to control the proportion of individual A1 uses is no longer enforceable and the policy has been framed accordingly. The comments regarding Market Warsop as a market or destination location are noted. The council considers that the wider retail policies, the spatial strategy, housing allocations and the town centre hierarchy provide the appropriate framework for supporting the vitality and viability of Market Warsop without introducing a separate designation or additional quantitative retail requirement. The council will continue to monitor the performance and needs of the district's centres through its retail evidence and monitoring arrangements.

The comments regarding wishing to see Forest Town High Street identified within this policy is noted. This centre is recognised as Clipstone Road West.

The comments seeking Market Warsop to become a destination location are noted. It is considered the complementary policies in this chapter and the allocation of sites in the housing chapter provide the appropriate balance for sustainable levels of growth for Market Warsop.

Question 38 – Policy RT9: Neighbourhood parades

Comments: 3
Respondents: 3

Summary

Respondents suggested converting the church opposite on Forest Town High Street which is currently for sale, into a community hub or local retail unit to provide off-street parking and boost footfall and recommended retaining the former Co-op premises as an anchor to maintain local retail provision. They called for greater flexibility within the policy framework to allow market responses and advocated reclassifying Forest Town High Street above a simple parade to recognise its civic and cultural roles. Proposed refinements to Policy RT9 include removing the former A1 use-class reference, simplifying policy text, updating Table 7.13 with additions such as Thorpe Road and Jubilee Way, and referencing current community facilities and NPPF paragraph numbers to improve clarity and accuracy.

Comments from respondents include ['Notts CPRE', '197', 'Woodall Homes'].

Key themes drawn from responses to Question 38:

Parking provision (1 respondent, 33%)

The respondent highlights that the church opposite on Forest Town High Street which is currently for sale, could be converted into a community hub or local retail unit because it provides parking that the high street lacks. This option may support the Policy RT9 approach by enhancing local parking provision to maintain the vitality and viability of neighbourhood parades.

Comments from respondents include ['197'].

Anchor retail retention (1 respondent, 33%)

The respondent considers that removal of the former Co-op premises would detrimentally impact the only local Co-op store and therefore believes it should be retained under Policy RT9.

Comments from respondents include ['197'].

Policy flexibility mechanisms (1 respondent, 33%)

The respondent suggests that greater flexibility in the policy framework could allow the market to react and thereby revitalise neighbourhood parades.

Comments from respondents include ['Woodall Homes'].

Parade classification hierarchy (1 respondent, 33%)

The respondent argues that Forest Town High Street should be classified as more than a parade and serve as the hub of the local community, encompassing Kingswall Hall. This change could better reflect the street's established role in meeting day-to-day needs and safeguarding community facilities. However, policy RT9 classification may not fully account for multifunctional centres that include civic and cultural uses. Elevating the classification hierarchy could support proposals for change of use and extensions aimed at enhancing the area's vitality and viability.

Comments from respondents include ['197'].

Vacant building reuse (1 respondent, 33%)

The respondent suggests that the church opposite on Forest Town High Street which is currently for sale, could be reused as a community hub or local retailer because it provides parking that the high street does not. Off-street parking may support greater footfall and help meet day-to-day community needs without undermining existing centres in line with the policy.

Comments from respondents include ['197'].

Integration of community facilities (1 respondent, 33%)

Respondent proposes that the church opposite on Forest Town High Street which is currently for sale, could be repurposed as a community hub or local retail unit to support integration of community facilities with neighbourhood parades. The site's parking capacity may address current limitations of the high street.

Comments from respondents include ['197'].

Other (1 respondent, 33%)

The respondent supports the proposed approach to policy RT9 on neighbourhood parades. Protection of parades as areas serving day-to-day local needs is welcomed as it may maintain vitality and viability. Removal of the former A1 use class reference and simplification of policy text could enhance clarity. Amending table 7.13 to include Thorpe Road and reference community facilities is supported as it may reflect current provision. Addition of the Jubilee Way parade reference and updated NPPF paragraph numbers is regarded as improving accuracy.

Comments from respondents include ['Notts CPRE'].

Mansfield District Council's Response to Question 38:

The council notes the support for Policy RT9 and the comments concerning the protection and vitality of neighbourhood parades, including the suggested changes to the list of centres and the hierarchy. The policy and supporting text were reviewed at Regulation 19. The main update was to reflect that a neighbourhood centre will now come forward as part of the Berry Hill SUE (SUE3), in addition to the Local Centre already identified for the development. The relevant table and supporting text have therefore been updated. The council has also retained the changes made at Regulation 18 which removed the former A1 use class terminology, simplified the supporting text and updated the list to include the Thorpe Road parade and the Jubilee Way neighbourhood parade. The request to alter the hierarchy of individual centres, including Forest Town, has been considered against the updated retail evidence. The Council does not consider that the evidence supports a change to the established hierarchy at this stage. Notwithstanding this, the high street in Forest Town (Clipstone Road West) is already designated as a Local Centre. The representation seeking flexibility in the policy to allow the market to react is noted. It is considered the policies in this chapter provide the appropriate balance in seeking to consolidate the role of the various centres whilst recognising the need to adapt to changing economic and social conditions. The council considers that RT9 appropriately protects neighbourhood parades as locations serving day-to-day local needs while allowing appropriate development and new provision where justified by residential growth. The policy should be read alongside the wider retail and town centre policies.

Question 39 – Policy RT10: Hot food takeaways

Comments: 4
Respondents: 4

Summary

Respondents emphasised extending the policy's 400 metre exclusion zone to cover primary schools and other youth gathering places, with clear definitions and mapping, and suggested limiting outlet density through area-wide percentage caps or minimum separation distances to promote healthier food environments. They proposed adding barcode traceability to takeaway packaging to link litter to purchasers, referencing national and local planning and health frameworks, encouraging small-scale market outlets to provide healthier options, and using ward-level obesity and health data to guide planning decisions. For litter management, respondents suggested enforcement fines or supplier levies, more bin provision, street sweeping services and targeted action in hotspots around schools, fast-food outlets and other public spaces.

Comments from respondents include [‘Nottinghamshire County Council’, ‘197’, ‘Only Solutions LLP’, ‘1219454’].

Key themes drawn from responses to Question 39:

Clustering and saturation controls (2 respondents, 50%)

The policy could incorporate clustering and saturation controls through area-wide hot food takeaway percentage caps or minimum separation distances between outlets to tackle saturation and promote healthier food environments.

Comments from respondents include [‘Only Solutions LLP’, ‘Nottinghamshire County Council’].

Proximity definition & mapping (2 respondents, 50%)

Respondents support extending the 400-metre exclusion zone in policy RT10 to encompass primary schools and other locations where children and young people congregate. The range of such gathering venues could be defined more precisely in the explanatory text and illustrated on the policy map to improve clarity.

Comments from respondents include [‘Only Solutions LLP’, ‘Nottinghamshire County Council’].

Packaging traceability (1 respondent, 25%)

The respondent proposes adding a barcode to hot food takeaway packaging to identify purchasers responsible for litter. Barcode-enabled traceability could support enforcement of packaging controls by linking discarded packaging to individual consumers. However, implementation may require robust data protection measures and operational oversight to ensure practicality and compliance with the hot food takeaway policy.

Comments from respondents include [‘1219454’].

Policy alignment with external guidance (1 respondent, 25%)

The respondent welcomes the addition of references to NPPF paragraph 97 and the Nottinghamshire Spatial Planning and Health Framework.

Comments from respondents include [‘Only Solutions LLP’].

Healthy food offerings (1 respondent, 25%)

The respondent advocates encouraging small-scale hot food businesses operating in markets under Policy RT10 because such outlets tend to avoid additives and provide healthier options.

Comments from respondents include [‘197’].

Enforcement mechanisms (1 respondent, 25%)

The respondent states that Mansfield District Council lacks sufficient warden staff to address littering despite residents' requests for attendance. Imposing fines or introducing a levy on suppliers could help reduce littering around hot food takeaways and cover the cost of clean-up operations.

Comments from respondents include ['1219454'].

Health data integration (1 respondent, 25%)

The respondent calls for the integration of ward-level childhood obesity rates and other local health indicators into Policy RT10's planning criteria, so that hot food takeaway proposals could be strategically refused in areas of acute health need and health inequalities directly addressed.

Comments from respondents include ['Nottinghamshire County Council'].

Other (3 respondents, 75%)

Respondents highlight deliberate litter dropping beneath vehicles despite the presence of a council-provided bin on Stuart Avenue to avoid detection and fines. Lack of bin provision and clean-up services is noted in many areas, with street sweeping available only by request. It is also noted that littering extends beyond fast-food outlets to areas around Abbey Primary School, where parents leave most of the mess after afternoon pick-up. Litter from McDonald's and Costa packaging, cigarette ends, cans and pop bottles is cited as particularly prevalent. The enhanced supporting text is viewed positively, while a neutral stance is adopted on knock-on health issues, recognising potential impacts on the NHS yet emphasising individual choice. No further presence of large fast-food chains on the high street is desired. Widespread litter and unkempt areas across Mansfield district are highlighted as needing urgent attention to meet the local plan's stated goals.

Comments from respondents include ['197', 'Only Solutions LLP', '1219454'].

Mansfield District Council's Response to Question 39:

Support for the policy amendments and additions to the supporting text that we consulted on at the Regulation 18 stage of plan-making are welcomed.

The policy was amended to include primary schools within the exclusion zone. It is not possible for the plan to identify the location of every youth gathering place however, 'other locations where children and young people congregate' is included within the policy wording which allows a judgement to be made at the time of a planning application.

As suggested a further addition has been made to prevent the clusters of hot food takeaways to promote healthier food environments.

Adding barcode traceability to takeaway packaging and encouraging small-scale market outlets to provide healthier options is outside the remit of the planning system so would be for the food industry to implement.

Whilst the use of ward-level obesity and health data to guide planning decisions is acknowledged as a consideration in the determination of planning applications, it is not straight forward to implement on the basis that it doesn't take account of the wards that customers may come from. Our current policy approach of creating exclusion zones has been shown to be reducing overall obesity levels from 28.50% in 2015/16 to 27.40% in 2022/23 (https://www.dcp-online.co.uk/article/1905791/obesogenic-environments-takeaways). It is anticipated that the changes proposed (to apply this exclusion to primary schools as well as secondary) will help to improve the situation further.

Regarding litter management, this can be dealt with at the planning application stage through the use of a condition requiring a litter management plan to be submitted to and approved by the council.

Question 40 – Policy RT11: Visitor economy

Comments: 3
Respondents: 3

Summary

Respondents emphasised preserving local economic benefits and district character by supporting traditional independent hotels and guest houses. They suggested linking visits to The Carrs and the church via interpretative trails to improve visitor experience and community engagement and recommended modest-scale developments aligned with local identity to avoid overshadowing existing settlements. One respondent offered no further recommendations.

Comments from respondents include ['The Lindhurst Group', '197', '1383891'].

Key themes drawn from responses to Question 40:

Independent Accommodation Provision (1 respondent, 33%)

The respondent highlights that traditional hotels and guest houses provide visitors with a more personal experience and suggests that Policy RT11 could focus on encouraging and supporting these establishments to ensure their continued operation, noting that profits from local accommodation may remain within the district rather than flowing to distant shareholders, thereby benefitting the community.

Comments from respondents include ['197'].

Cultural Asset Integration (1 respondent, 33%)

The respondent proposes developing Market Warsop as a tourist destination by integrating visits to The Carrs and the church. Linking these cultural and natural assets via interpretative trails may enhance visitor experiences, strengthen community engagement and adhere to the policy's intent to support facilities that benefit both visitors and local residents while respecting environmental characteristics.

Comments from respondents include ['1383891'].

Local Economic Retention (1 respondent, 33%)

The respondent highlights that profits from traditional local accommodations benefit the local community rather than distant shareholders, emphasising that local economic retention could ensure that financial gains remain within the district and support local investment.

Comments from respondents include ['197'].

Scale and Character Management (1 respondent, 33%)

The respondent opposes the introduction of additional large hotel chains within the district. Large-scale chain hotels may undermine the district's character and could conflict with the policy emphasis on appropriate scale and nature. Modest, local and independent accommodation could better respect the built and natural environment and may deliver community benefits. High-density hotel development could risk overshadowing existing settlements and may not enhance the visitor experience in line with local identity.

Comments from respondents include ['197'].

Hotel Chain Regulation (1 respondent, 33%)

The respondent opposes the introduction of additional large hotel chains within the district and argues that expansion of major brands could fail to deliver the community benefits and environmental enhancements sought by policy RT11.

Comments from respondents include ['197'].

Other (1 respondent, 33%)

The respondent expresses support for the council's approach to the policy and proposes no further recommendations.

Comments from respondents include ['The Lindhurst Group'].

Mansfield District Council's Response to Question 40:

We welcome and note the support for the policy.

We note the comment regarding the encouragement of more traditional hotels and guest houses, instead of chain hotels. However the policy covers all types of accommodation and it is for the market to determine and provide the most appropriate format.

Concerns regarding the impact of chain hotels on the environment is noted. However, criteria within the policy seek to ensure that such facilities respect and enhance the natural and built environmental qualities of the surrounding area and are appropriate in scale and nature.

The promotion of Market Warsop as a tourist destination is noted, however this is outside the remit of the Local Plan Review. Any proposal such as this would need to be taken forward by wider council departments, alongside relevant partners.

Question 41 – Policy SUE1: Pleasley Hill Farm

Comments: 9
Respondents: 9

Summary

Concerns cover potential delays to housing delivery from a lengthy masterplan production and approval process and the imminent expiry of an outline permission that provides for fewer dwellings than the allocation, raising risks of permission lapse and a shortfall. A detailed site-specific housing trajectory and robust evidence at Regulation 19 have been proposed to demonstrate anticipated delivery. Requests include flood risk management measures such as mains foul drainage connections and SuDS along existing flood routes, clearer detail on green–blue infrastructure and ecological connectivity to nearby wildlife sites, and a new criterion for walking, cycling, public transport infrastructure and electric vehicle charging facilities. Uncertain masterplan governance and timescales, limited capacity in local schools and public services, the need for heritage impact assessments, and concerns over open space provision, travel plans, district identity and urban sprawl have been noted.

Comments from respondents include ['Nottinghamshire County Council', 'Natural England', 'Derbyshire County Council', 'Gladman Developments', 'Historic England', '197', 'Hallam Land', 'Hallam Land and Harworth Group', 'Environment Agency'].

Key themes drawn from responses to Question 41:

Housing Delivery Risk and Monitoring (3 respondents, 33%)

Respondents highlight that the masterplan production and approval process could be lengthy and may delay site delivery. Inspectors will likely require site-by-site housing trajectories if the plan omits them to ensure effective scrutiny. It is unclear whether the reserved matters application validated in December 2024 for 397 dwellings is being delayed to accommodate the masterplan process and no timescales are provided for its determination. The outline planning permission expires in less than three years, posing a significant risk of lapse that could necessitate a new permission and lead to substantial delays. The outline permission provides for only 850 dwellings, under the 937 dwellings allocated, raising concerns over a potential shortfall. Robust evidence may be required at regulation 19 to demonstrate why delivery obstacles will not persist into the local plan review. A detailed site-specific housing trajectory could be included in the local plan review to evidence anticipated delivery. Due to these delivery risks, it should not be assumed that the policy will be delivered wholly within the plan period, and additional sites could be allocated to address potential shortfalls.

Comments from respondents include ['Hallam Land', 'Hallam Land and Harworth Group', 'Gladman Developments'].

Flood Risk Management and Drainage Strategy (2 respondents, 22%)

Respondents emphasise that flood risk management and drainage strategy for Policy SUE1 should secure a connection to mains foul drainage and deliver SuDS along existing flood routes as stipulated by the policy, with provisions to manage surface water both during construction and throughout the development's lifetime.

Comments from respondents include ['Environment Agency', 'Natural England'].

Green Infrastructure and Biodiversity Enhancement (2 respondents, 22%)

The policy's provisions for green infrastructure and biodiversity enhancement have been criticised for lacking detail on green–blue features and welcomed for proposing a network of green infrastructure linking to local wildlife sites. Point 1 omits any specific references to green–blue infrastructure or biodiversity enhancements. Policy SUE1 section 6.b could improve ecological connectivity by establishing clear links to nearby wildlife sites.

Comments from respondents include ['Environment Agency', 'Natural England'].

Masterplan Governance and Timescales (2 respondents, 22%)

Respondents highlight that the production and approval of the comprehensive masterplan required by this policy, including independent design review and community and stakeholder consultation, could be lengthy and may delay delivery of the site, and that the timescales for negotiating and securing agreement on the masterplan are currently unknown.

Comments from respondents include ['Hallam Land', 'Hallam Land and Harworth Group'].

Public Services and Community Facilities Capacity (2 respondents, 22%)

Respondents highlight concerns about public services and community facilities capacity in relation to the policy. Capacity within Derbyshire may not be available for early residents of the development until the Nottinghamshire strategic response is delivered. Anthony Bek Community Primary School is operating over capacity and projected to remain so for the next five years. Shirebrook Academy is projected to remain substantially at capacity. The addition of 9,900 homes may be unsustainable for health, hospitals, police, council services and schools. Derbyshire County Council education officers seek Nottinghamshire County Council's strategy to ensure sufficiency of school places in the locality.

Comments from respondents include ['197', 'Derbyshire County Council'].

Transport Infrastructure Improvements (2 respondents, 22%)

Respondents propose adding a new criterion for walking, cycling, public transport infrastructure and electric vehicle charging facilities. A requirement for contributions towards and/or delivery of physical highway improvements together with public

transport services and infrastructure could be incorporated. Consideration of potential highway impacts may need to take account of emerging proposals for significant growth in and around Shirebrook in Bolsover District.

Comments from respondents include ['Nottinghamshire County Council', 'Derbyshire County Council'].

Educational Infrastructure Capacity (1 respondent, 11%)

Respondent notes that Shirebrook Academy is projected to remain substantially at capacity. Anthony Bek Community Primary School is currently operating over capacity and is projected to remain so for the next five years. Capacity within Derbyshire is unlikely to accommodate early residents of the development ahead of the strategic response on the Nottinghamshire side. Derbyshire County Council education officers may seek Nottinghamshire County Council's strategy to ensure the sufficiency of local school places.

Comments from respondents include ['Derbyshire County Council'].

Heritage and Archaeology Protection (1 respondent, 11%)

The respondent considers that further sustainable urban extensions should be subject to heritage impact assessments prior to allocation where they could affect the historic environment.

Comments from respondents include ['Historic England'].

Other (7 respondents, 78%)

Respondents express concern that the policy could lead to an excessive expansion of 9,900 dwellings across Mansfield District. Uncertainty surrounds the mechanism for agreeing and adopting the comprehensive masterplan for future planning applications, given that outline permission has already been granted. Early informal feedback on any need to allocate further strategic urban extensions may help ensure that development requirements are met. Outline planning permission for a mixed-use scheme covers only 850 dwellings, compared with the allocation's figure of 937, indicating a shortfall. Regulation 19 submissions need robust evidence showing how and when the strategic extension will deliver housing. Policy requirement for on-site open space and play facilities is acknowledged. Necessity of all listed development elements for the local community may not be fully justified. Signposting to the updated green infrastructure supplementary document could provide greater detail, and a dedicated green infrastructure strategy may clarify the applicant's approach. Projected benefits to the district and existing communities are questioned, with doubts over tangible local impacts. A transport assessment and travel plan are expected, and inclusion of additional junctions identified in the transport study is recommended. Expansion of Mansfield may risk diluting its town identity and fostering urban sprawl akin to Nottingham, with potential increases in crime and loss of green spaces.

Comments from respondents include ['Gladman Developments', 'Natural England', 'Hallam Land', 'Historic England', '197', 'Nottinghamshire County Council', 'Hallam Land and Harworth Group'].

Mansfield District Council's Response to Question 41:

Housing Delivery Risk and Monitoring: The council has a dedicated officer dealing with Pleasley. Masterplan and Design Code approved and reserved matters submissions have been submitted and are being assessed.

Flood Risk Management and Drainage Strategy: This would be controlled via the planning permission and other policies in the plan.

Green Infrastructure and Biodiversity Enhancement: This would be controlled via the planning permission and via other policies of the plan. If a further planning application was submitted it would also be subject to mandatory BNG.

Masterplan Governance and Timescales: This has already been undertaken and the masterplan approved. Masterplanning is good practice and advocated in good urban design to ensure a comprehensive development.

Public Services and Community Facilities Capacity: This relates to a wider issue than this SUE alone, which already has planning permission. Infrastructure requirements of the plan as a whole have been assessed via the Infrastructure Delivery Plan.

Transport Infrastructure Improvements: These issues have been considered in the planning application and obligations applied, if a further application were submitted they would be assessed as part of that application.

Educational Infrastructure Capacity: As above, this relates to a wider issue than this SUE alone, which already has planning permission. Infrastructure requirements of the plan as a whole have been assessed via the Infrastructure Delivery Plan.

Heritage and Archaeology Protection: Heritage has been taken account in the EIA and planning permission. A heritage impact assessment has been undertaken through the local plan review process.

Other:

Regarding concerns about excessive expansion this relates to the housing numbers set out in Policy S2, not Policy SUE1.

The mechanism for agreeing and adopting the comprehensive masterplan for future planning applications has been agreed and the masterplan condition discharged.

Regarding the potential for further strategic urban extensions, housing numbers have been assessed by the overall review of the Local Plan and no further SUEs are to be allocated.

The difference in numbers between the allocation and what has outline planning permission relates to a parcel of land off Wharmby Avenue which is included within the allocation but was not included in the planning application due to being under different ownership.

We note views regarding a need for on-site open space and play facilities. Green infrastructure and links to the SPD is covered by Policy IN2.

Regarding doubts over local impacts and projected benefits of this development, there is always going to be a tension but the council has to provide land for housing and this SUE has been through a robust assessment and is suitable for development.

Concerns over the necessity of the community elements of the site are noted but these have been assessed through the local plan and planning application processes.

Regarding expectations for a transport assessment and travel plan, and inclusion of additional junctions identified in the transport study, these junctions have been set by the extant planning permission and assessed in the transport evidence document. Any new application would need to undertake a transport assessment and travel plan. A wider transport study has been carried out for the Local Plan Review which takes account of the impacts of this SUE.

Regarding concerns regarding the expansion of Mansfield, the level of growth has been assessed strategically and it is considered that this site represents suitable development for Mansfield which is well associated with the town. A balance has to be made against new growth and loss of green space.

Question 42 – Policy SUE2: Land off Jubilee Way

Comments: 14
Respondents: 14

Summary

Respondents highlight the need for clarity on primary school provision and related infrastructure, specifying timing, site area, expansion land and parking; detailed requirements for highway improvements, active travel, public transport contributions and EV charging underpinned by modelling and junction upgrades; and a site-specific housing trajectory to confirm deliverability. They also call for precautionary ecological assessments covering SPA and SSSI impacts, assessment of amenity effects from nearby waste and industrial facilities, a distinct Green Infrastructure Strategy separate from SuDS, dedicated surface water management, foul drainage requirements, heritage impact assessments and precise terminology on transport, ecological mitigation and infrastructure phasing to ensure policy accuracy.

Comments from respondents include ['Nottinghamshire County Council', 'Natural England', 'Nottinghamshire County Council', 'Gladman Developments', 'Historic England', '197', 'Forest Town Nature Conservation Group (FTNCG)', 'Hallam Land', 'Hallam Land and Harworth Group', 'Free Schools Capital Education and Skills Funding Agency Department for Education', 'Nottinghamshire Wildlife Trust', 'Environment Agency', '31', '1219454'].

Key themes drawn from responses to Question 42:

Primary school site and educational infrastructure (5 respondents, 36%)

Respondents highlight the need for the policy to clarify and secure primary school provision and associated educational infrastructure at the SUE2 site. The policy may require the description of development to explicitly include a primary school in line with local plan requirements, ensure school delivery is timed to support housing growth, specify minimum site area and preferred characteristics, and safeguard additional land for future expansion where demand indicates it might be necessary. Parking alleviation and turning areas could be stipulated in accordance with county council policy, with public notification of arrangements. Clarification within the plan could enable acquisition of school sites at an appropriate value given that Department for Education basic need funding does not cover site purchase costs. Inclusion of a primary school could be aligned with the delivery of up to 800 dwellings, while provision for other community facilities such as a GP surgery would require separate planning.

Comments from respondents include ['Free Schools Capital Education and Skills Funding Agency Department for Education', '31', 'Hallam Land and Harworth Group', 'Hallam Land', '1219454'].

Highway improvements and active travel connectivity (5 respondents, 36%)

Respondents welcome the provision of new walking, cycling and public transport infrastructure alongside EV charging facilities. Submission of a permissible planning application may be dependent on highways modelling and technical assessments to determine off-site infrastructure requirements and mitigation measures given the scale of development. Inclusion of measures in policy SUE2 6.a, 6.b and 6.f to enhance green infrastructure and active travel is welcomed. Uncertainty persists over whether housing will meet the plan's earlier criteria for trees and walking spaces within the development. Contributions towards highway improvements including junction upgrades identified in the transport assessment, and towards public transport infrastructure, are sought. Omission of public transport provision in the plan creates uncertainty about connectivity.

Comments from respondents include ['31', 'Natural England', 'Nottinghamshire County Council', 'Hallam Land and Harworth Group', 'Hallam Land'].

Site delivery timelines and housing trajectory (4 respondents, 29%)

Respondents question the 2025 HELAA's 6–10 year deliverability assessment for Policy SUE2 Land off Jubilee Way as inconsistent with the 11+ year projection for the smaller Mansfield Woodhouse East site and unsupported by evidence of housing commencement within the current or future planning periods. The absence of evidence suggests short to medium term delivery is unlikely given the infrastructure demands and post-2020 adoption status. However, the policy could be strengthened with a detailed site-specific housing trajectory to substantiate feasibility and demonstrate housing outputs. Clarity should be provided on timing for new education infrastructure, minimum developable areas, preferred site characteristics and safeguarding land for future expansion where need emerges. Robust evidence at Regulation 19 should confirm how and when strategic urban extension sites will yield housing to meet inspectors' anticipated requirements.

Comments from respondents include ['Gladman Developments', 'Free Schools Capital Education and Skills Funding Agency Department for Education', 'Hallam Land', 'Hallam Land and Harworth Group'].

Ecological assessment and SPA implications (2 respondents, 14%)

Respondents support the precautionary requirement under policy SUE2 for ecological assessments to cover impacts on nightjar, woodlark and other ground-nesting birds, urging that sections 3, 4 and 6.e are applied in line with Natural England's March 2014 advice. Assessment may need to identify and address impacts on SSSIs' designated features beyond those supporting nightjar and woodlark, with mitigation and enhancement secured. The policy's recognition of the site's location within and adjacent to the Sherwood Forest potential SPA is welcomed. Any development within or adjacent to a proposed SPA should be subject to appropriate assessment of potential impacts before consent is granted.

Comments from respondents include ['Nottinghamshire Wildlife Trust', 'Natural England'].

Industrial estate buffer and amenity impacts (2 respondents, 14%)

Respondents highlight that retaining and potentially expanding Mansfield Rugby Club and Sherwood Forest Golf Club could create a buffer between new housing and the waste facility under the policy. The northernmost section of the allocation lies around 300 m south of a materials recycling facility within the Crown Farm industrial estate and noise and environmental effects may therefore be detected in adjacent housing. Proximity to EPR Site EA/EPR/MP3298ES (Veolia ES Nottinghamshire Limited) within the industrial estate suggests that the policy should require assessment of existing amenity impacts on the proposed development.

Comments from respondents include ['Environment Agency', 'Nottinghamshire County Council'].

Green infrastructure network and open-space links (2 respondents, 14%)

The policy could signpost the updated Mansfield District Council Green Infrastructure Supplementary Document as additional policy detail and require a Green Infrastructure Strategy to clarify the applicant's approach. The inclusion of opportunities to improve and enhance green infrastructure and active travel through provisions 6.a, 6.b and 6.f is welcomed. However, provision 6.c conflates adequate SuDS provision with ecological connections, which are two separate issues that should be addressed distinctly.

Comments from respondents include ['Environment Agency', 'Natural England'].

Surface water management and SuDS performance (1 respondent, 7%)

The respondent calls for SuDS provisions to be more ambitious, drawing water in rather than merely protecting the development, in order to improve flood risk management and climate change resilience across the wider area. Point 6.c conflates adequate SuDS provision with ecological connectivity, which should be addressed as distinct issues. The policy should require a connection to mains foul drainage and ensure surface water drainage is managed during construction and throughout the development's lifetime.

Comments from respondents include ['Environment Agency'].

Archaeological investigation and heritage protection (1 respondent, 7%)

The respondent contends that additional sustainable urban extensions should be subject to heritage impact assessments prior to allocation where there may be impacts on the historic environment.

Comments from respondents include ['Historic England'].

Other (14 respondents, 100%)

Respondents underscored a range of issues under the "Other" theme that relate to land off Jubilee Way. Early informal feedback is encouraged to identify any additional

sustainable urban extension allocations necessary to meet development requirements. The package of potential mitigation measures for possible potential special protection area sites set out in paragraph 8.13 is welcomed. The proposal to introduce 9,900 extra homes is considered unsustainable in terms of health, policing, education and other public services. Special protection areas are highlighted as vital for Annex I and migratory birds under the Wild Birds Directive. Neutrality is advised until evidence demonstrates how ecological and delivery matters will be controlled. There is no evidence of progress beyond the site's original allocation, and no planning permission or outline application has been submitted despite a scoping request for an environmental impact assessment. Natural England's advice and the JNCC report are cited in support of classifying new SPAs, extending existing ones and adding qualifying features to meet the UK's 30 by 30 biodiversity framework. Challenging issues must be resolved before housing delivery, including infrastructure confirmation, SuDS integration, transport assessment, travel plan and highway restrictions to prevent traffic chaos. The allocation is not considered to sterilise the materials recycling facility and existing sports uses are seen as less sensitive, with retention and expansion of the rugby club and golf club supported to safeguard the facility. School capacity and the choice of an academy model may increase travel distances and traffic impacts. The local plan is urged to identify sites capable of delivering early years, school and post-16 places and to consider alternative locations requiring less pre-commencement work. Concerns are raised about loss of town identity through unchecked sprawl, increased density, inconsistencies in housing figures between SUE policies and policy H1, and the unclear benefits to existing communities. The validity of retaining SUE2 as a reasonable housing site is questioned given persistent delivery risks and obstacles. CCTV deployment is suggested to address illegal motorised vehicles in adjacent public spaces, while public safety around "the desert" area remains an issue. The importance of SSIs is reinforced by welcoming policy provisions for their protection and enhancement. Periodic SPA network reviews are recommended to inform development planning. Advice stresses utmost caution in any revised masterplan to minimise ecological impacts and ensure appropriate mitigation and compensation. Clarification is needed on terminology such as "ppSPA" and on how obstacles to delivery will be permanently addressed.

Comments from respondents include ['Forest Town Nature Conservation Group (FTNCG)', 'Free Schools Capital Education and Skills Funding Agency Department for Education', 'Nottinghamshire Wildlife Trust', 'Historic England', '31', 'Environment Agency', 'Natural England', 'Hallam Land', 'Nottinghamshire County Council', 'Nottinghamshire County Council', 'Hallam Land and Harworth Group', 'Gladman Developments', '1219454', '197'].

Mansfield District Council's Response to Question 42:

In response to comments regarding provision of a primary school, Policy SUE2 is explicit regarding the delivery of a primary school on site. This is supported by the updated Infrastructure Delivery Plan to support the Local Plan review.

Regarding the requirement for highways improvements, public transport and active travel opportunities, the applicant will need to demonstrate how the proposal is in accordance with the respective policies, including SUE2, IN1, IN8 and IN9.

To inform the Local Plan trajectory set out in Appendix 4, the delivery rates and trajectory for each site allocation has been informed by responses from the site promoters and applied assumptions set out in the HELAA methodology.

Support for the policy in relation to the protection of the ppSPA is welcomed. A requirement for an Appropriate Assessment will be considered at the planning application stage.

Comments are noted regarding the need to consider appropriate buffering between residential development and the non-residential uses. The planning application will be assessed against Policy P7 which seeks to ensure proposals for development will be designed and constructed to avoid and minimise impacts on the amenity of both existing and future users.

A specific reference to the Council's Green Infrastructure Strategy is not considered necessary. Criteria 7 sets out the relationship between site considerations and the draft masterplan for the site. The application will also need to consider Policy IN2 (Green Infrastructure), the supporting text for which refers to the GI Strategy.

The comments relating to proposed surface water management and SuDS performance appear to relate to the current planning application and will need to be addressed as part of the planning application process. It is considered the reference to SuDS remains in criteria 7 which identifies the headline requirements set out in the masterplan.

It is noted that the comment suggests additional sustainable urban extensions should be subject to heritage impact assessments prior to allocation, however the principle of allocation of the Jubilee Way SUE has been established in the adopted Local Plan (2020) and further HIA is not considered proportionate or necessary.

Question 43 – Policy SUE3: Land at Berry Hill

Comments: 11
Respondents: 11

Summary

Respondents highlight a potential housing shortfall of up to 1,119 dwellings under policy SUE3 and note that adding 9,900 homes could strain health services, schools and other local services. They want clearer housing trajectories, delivery timetables and details of infrastructure and section 106 requirements for Berry Hill, noting the need for a new outline application and adjustments to the phasing timetable. Further requests cover specification of site characteristics, delivery timing and parking for new schools; stronger SuDS requirements across construction and operation; security measures for recreational spaces; signposting of the Green Infrastructure Supplementary Document with biodiversity assessments; evidence-based flexible employment floorspace; and more detail on site delivery, policy flexibility, land safeguarding and school-related highway arrangements.

Comments from respondents include ['Nottinghamshire County Council', 'Natural England', 'The Lindhurst Group', 'Gladman Developments', 'Historic England', '197', 'Hallam Land', 'Hallam Land and Harworth Group', 'Free Schools Capital Education and Skills Funding Agency Department for Education', 'Environment Agency', '1219454'].

Key themes drawn from responses to Question 43:

Housing capacity allocation (4 respondents, 36%)

Respondents highlight concerns over housing capacity allocation under policy SUE3. Outstanding reserved matters approvals for 500 dwellings may still leave a shortfall of 619 dwellings against the strategic urban extension allocation, rising to 1,119 if not approved. The proposal to add 9,900 extra homes into the Mansfield district may place unsustainable pressure on health services, hospitals, police, council services and schools. Housing delivery on Berry Hill may need to be increased from the existing allocation of 1,700 to 2,600 dwellings to optimise use of allocated land and negate the need to identify further greenfield sites.

Comments from respondents include ['Hallam Land', 'The Lindhurst Group', 'Hallam Land and Harworth Group', '197'].

Infrastructure delivery and project timetable (4 respondents, 36%)

Respondents request a detailed site-specific housing trajectory in the local plan review to evidence why the sites relied on can deliver as anticipated. The target for completion within the plan period may be overly ambitious given the further infrastructure required for land at Berry Hill. Submission of a new outline application, the strategic nature of Policy SUE3 and complexities around infrastructure requirements and section 106

negotiations may delay housing delivery for this sustainable urban extension. Policy SUE3 should clarify when new education infrastructure will be delivered to support housing growth. Robust evidence will be needed at the Regulation 19 stage to demonstrate how and when strategic urban extension sites will deliver housing and why obstacles to delivery will not persist.

Comments from respondents include ['Hallam Land', 'Hallam Land and Harworth Group', 'Gladman Developments', 'Free Schools Capital Education and Skills Funding Agency Department for Education'].

Planning permissions and phasing (3 respondents, 27%)

Respondents highlight that the outline planning permission for Land at Berry Hill (Policy SUE3) has lapsed, necessitating a new full outline application for the remaining dwellings and preventing further reserved matters submissions. A new outline application will need to be submitted for the outstanding dwelling numbers, adding complexity to the planning process. Submission of a new outline application could delay housing delivery given the strategic nature of the site and the need to negotiate infrastructure requirements and section 106 agreements. Even if housing delivery were not affected by the requirement for a new application, the target for completion within the plan period could be ambitious in light of the additional infrastructure required. The policy's recognition of recent permissions granted for retail, leisure and community uses, including a new C2 care home, is welcomed. However, the need for fresh outline consent is likely to extend the phasing timetable for this sustainable urban extension.

Comments from respondents include ['Hallam Land', 'The Lindhurst Group', 'Hallam Land and Harworth Group'].

Educational infrastructure specifications (3 respondents, 27%)

Respondents urge that policy SUE3 clarifies preferred site characteristics, delivery timing and minimum site area for new education infrastructure to support housing growth, and that the proposed school incorporates parking alleviation and a turning area for parents or guardians in line with county council policy. However, the primary school requirement could be removed on the basis that a need has not been demonstrated. Public notification could be provided to confirm the provision of parking alleviation and a turning area at the new school.

Comments from respondents include ['The Lindhurst Group', 'Free Schools Capital Education and Skills Funding Agency Department for Education', '1219454'].

SuDS ambition and management (1 respondent, 9%)

The respondent says that Sustainable Drainage Systems (SuDS) should extend beyond safeguarding the immediate development and address the surrounding area to enhance flood risk management and climate resilience. Designs could be required to actively infiltrate water for effective performance. The policy may need to mandate surface water drainage management across both construction and operational

phases. The current wording's reference to 'adequate' SuDS may set a low bar and more ambitious requirements could be necessary.

Comments from respondents include ['Environment Agency'].

Open space security and management (1 respondent, 9%)

The respondent expresses concern that without adequate security measures, new recreational areas within the policy may suffer vandalism or drug-use incidents leading to costly refurbishment or clean-up. Information is requested on security measures to prevent vandalism of the community park, outdoor play space and equipped children's play provision.

Comments from respondents include ['1219454'].

Green infrastructure and biodiversity safeguards (1 respondent, 9%)

The respondent asserts that Policy SUE3 should signpost the updated MDC Green Infrastructure Supplementary Document to provide detailed support for green infrastructure provision. Signposting the document within the policy may ensure clarity on provision standards. Harlow Wood may be protected by requiring assessments of potential impacts on nightjar and woodlark breeding following the precautionary approach set out in Natural England's March 2014 advice note. Further green infrastructure opportunities may include active travel infrastructure and contributions to the overall network to address current gaps under Policy IN2. A green infrastructure strategy may be required to clarify the applicant's approach. Designated sites Strawberry Hill Heaths SSSI, Rainworth Heath SSSI and Rainworth Lakes SSSI may be safeguarded through policy by conducting assessments to inform appropriate mitigation and enhancement measures.

Comments from respondents include ['Natural England'].

Employment use flexibility (1 respondent, 9%)

The respondent supports the inclusion of mixed employment uses and the removal of specific use classes in the policy to enhance flexibility and accommodate market trends and current needs. Mixed employment provision may enable market-led adaptation of floorspace and respond effectively to evolving economic demands. However, confirmation of the appropriate amount and mix of employment floorspace may be required to ensure alignment with updated employment evidence. The policy may benefit from an evidence-led approach to secure varied employment provision.

Comments from respondents include ['The Lindhurst Group'].

Other (11 respondents, 100%)

Respondents raise emerging points under Other, highlighting that site-by-site delivery trajectories may be requested by inspectors to ensure effective plan scrutiny, that embedding specific requirements within the local plan could help secure sites at values

that factor in acquisition costs beyond basic need funding, that policy wording could be made more flexible to reflect market conditions and future expansion needs where demand may indicate, that policy SUE3 could include provisions similar to those applied to earlier sustainable urban extensions, that safeguarding of additional land for potential future growth could be clarified, that further allocations may require heritage impact assessments where historic environment effects are possible, and that details on proposed highways restrictions around the new school would aid understanding of traffic management.

Comments from respondents include [‘The Lindhurst Group’, ‘Historic England’, ‘Hallam Land and Harworth Group’, ‘Gladman Developments’, ‘Natural England’, ‘Free Schools Capital Education and Skills Funding Agency Department for Education’, ‘197’, ‘Nottinghamshire County Council’, ‘1219454’, ‘Hallam Land’, ‘Environment Agency’].

Mansfield District Council's Response to Question 43:

The Council has considered the merits of increasing the capacity at the SUE, including undertaking highways modelling to assess the potential impacts on the highway network. The Council considers increasing the potential number of dwellings on the site is an efficient use of land, having regard to the potential of providing an access to the west on to Nottingham Road.

To inform the Local Plan trajectory set out in Appendix 4, the delivery rates and trajectory for each site allocation has been informed by responses from the site promoters and applied assumptions set out in the HELAA methodology. It is acknowledged a new outline planning application will need to be submitted for the remainder of the site, which is reflect in the housing trajectory.

In response to the Local Plan Infrastructure Capacity Study, Nottinghamshire County Council still require the provision of an on site primary school. This requirement remains in Policy SUE3.

Comments regarding SuDS are noted. The planning application will need to have regard to Policies CC1 (Flood Risk) and CC2 (Sustainable Drainage Systems). Additional wording in Policy SUE3 is not considered necessary.

Concerns relating to open space security and management should, in part, be addressed at the planning application stage.

A specific reference to the Council's Green Infrastructure Strategy is not considered necessary. Criterion 2 sets out the relationship between site considerations and the draft masterplan for the site. The application will also need to consider Policy IN2 (Green Infrastructure), the supporting text for which refers to the GI Strategy.

Support regarding the removal of specific use classes in the policy is welcomed. The Council does not however consider it necessary to set out the amount and mix of employment floorspace required. It is considered this is addressed at the planning application stage, informed by the latest evidence regarding employment land needs.

Question 44 – Policy IN1: Infrastructure delivery

Comments: 20
Respondents: 20

Summary

Respondents highlighted the need for a comprehensive, up-to-date evidence base with clear monitoring and timescales to inform policy IN1, covering education, healthcare, sewer capacity, sports facilities and energy and utilities infrastructure, and called for removal of obsolete references. They recommended early and transparent Section 106 mechanisms to secure contributions for schools, health services and strategic infrastructure while avoiding undue viability pressures and preferring ring-fenced funding over CIL. Viability assessments should underpin infrastructure requirements to ensure deliverability and competitive returns. Education contributions may include phased or retrospective payments to secure timely school places, and healthcare contributions could take the form of financial payments, land or on-site facilities aligned with NHS criteria. Energy and waste infrastructure upgrades must address sewer spill events, remove outdated energy-from-waste data and support EV charging without overloading networks. Green infrastructure, reuse parks and coordinated transport upgrades, including road resilience and EV charging which were identified as key components of sustainable development.

Comments from respondents include [‘Notts CPRE’, ‘1340739’, ‘1384477’, ‘Home Builders Federation Ltd’, ‘Natural England’, ‘Avant Homes’, ‘The Lindhurst Group’, ‘Bellway Homes’, ‘Richborough’, ‘National Grid Electricity Transmission’, ‘197’, ‘Only Solutions LLP’, ‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘Woodall Homes’, ‘Free Schools Capital Education and Skills Funding Agency Department for Education’, ‘1384191’, ‘Sport England’, ‘31’, ‘2’].

Key themes drawn from responses to Question 44:

Evidence Base and Monitoring (12 respondents, 60%)

Respondents emphasised that a comprehensive and up-to-date evidence base is essential to underpin Policy IN1 and inform developer contributions. The infrastructure delivery plan and appendix 8 need updating to reflect current data on education, healthcare, sewer capacity and other infrastructure requirements. Specific requirements for education infrastructure contributions may be confirmed at application stage to ensure the latest identified need informs provision. CSO monitoring reveals frequent sewage spill events and raw sewage discharges in Mansfield Woodhouse, indicating that sewer capacity constraints must be addressed. References to energy from waste facilities and historic tonnage shortfalls should be removed from the plan due to their obsolescence. Updated playing pitch and built facilities strategies should inform sports facility provision in accordance with national guidance. Engagement with the integrated care board would enable clear processes for healthcare contribution to be incorporated into the infrastructure evidence base.

Viability pressures could risk imposing excessive developer contributions that undermine policy deliverability and the infrastructure delivery plan. Clear timescales for evidence base updates are needed to ensure ongoing monitoring and transparency. Contributions should be based on robust evidence and directly related to the impacts of individual developments.

Comments from respondents include ['1340739', 'Richborough', '31', 'Sport England', 'Home Builders Federation Ltd', 'Only Solutions LLP', '1384477', 'Hallam Land and Harworth Group', 'Hallam Land', 'Avant Homes', 'Bellway Homes', 'Free Schools Capital Education and Skills Funding Agency Department for Education'].

Developer Contribution Mechanisms (10 respondents, 50%)

Respondents emphasise the need for planning obligations to secure contributions for education wherever development directly impacts local provision, in line with regulation 122 of the CIL Regulations. Planning obligations should set out clear s106 requirements at an early stage to provide certainty for delivery. Contribution options could include financial payments, on-site healthcare facilities, land dedication or a combination of these. CIL may fail to address ongoing revenue costs for services such as policing, fire provision and waste collection. Viability pressures should not impose an unsustainable burden on developers or undermine the deliverability of the local plan and the evidence base of the Infrastructure Delivery Plan. Policy IN1 may be supported where contributions are grounded in demonstrable need and subject to viability appraisal. Continued uncertainty over CIL and a lack of transparency in linking CIL revenues to infrastructure investment has led to a preference for maintaining the current policy approach. Local plans should embed viability considerations under the 2024 Framework to set affordable housing, infrastructure and other developer contributions on a realistically deliverable basis. Secondary school expansions may rely on phased or retrospective contributions to ensure that places are available in line with housing growth. In areas of significant housing growth, including site allocations under policies SUE1–SUE3, contributions should consistently fund health and care infrastructure to mitigate increased demand from new developments. Infrastructure s106 requirements should be proportionate to the scale of development. The local plan could include a specific process for determining appropriate healthcare infrastructure contributions, ensuring alignment with NHS requirements. Section 106 agreements may be preferred over CIL for education infrastructure to ringfence funding for schools, early years and sixth form provision, especially in two-tier authority areas and strategic allocations. Mechanisms such as clawback agreements may be necessary to ensure delivery of committed infrastructure. Policy IN1 may further require the council to demonstrate the viability of essential infrastructure rather than relying predominantly on developer contributions. Support exists for pooling contributions to deliver strategic infrastructure. Engagement with the integrated care board may help to refine the methodology for securing healthcare infrastructure contributions in the local plan and its supporting evidence base.

Comments from respondents include ['1340739', 'Richborough', '31', '197', 'Home Builders Federation Ltd', 'Notts CPRE', 'Woodall Homes', 'Avant Homes', 'Bellway Homes', 'Free Schools Capital Education and Skills Funding Agency Department for Education'].

Viability Assessment (9 respondents, 45%)

Local plan viability assessment is essential to ensure that infrastructure requirements set out in policy IN1 do not threaten the ability of sites and the scale of development to be delivered viably. An updated evidence base is needed to determine the viability of infrastructure delivery set out within the new local plan. Policy IN1 could require the council to demonstrate that necessary infrastructure is viable so that developments are not overly reliant on developer contributions. Viability assessment could inform options analysis and site selection, with typologies reflecting the size and type of development envisaged to enable informed judgement about the delivery of schools, early years facilities and other infrastructure. Failure to integrate viability assessment could risk the plan being found unsound at examination and might undermine deliverability by imposing obligations that cannot be sustained. Requirements for affordable housing, standards and other developer contributions could consider current costs and values to provide competitive returns for willing landowners and developers. Embedding viability considerations in line with the 2024 framework could help set policy requirements at levels that support deliverable schemes and reduce the need for site-specific viability assessments, thereby underpinning the infrastructure delivery plan.

Comments from respondents include ['Richborough', '31', 'Home Builders Federation Ltd', 'Hallam Land', 'Woodall Homes', 'Hallam Land and Harworth Group', 'Bellway Homes', 'Avant Homes', 'Free Schools Capital Education and Skills Funding Agency Department for Education'].

Healthcare Infrastructure Provision (5 respondents, 25%)

Respondents emphasised that options should enable financial contributions, new on-site healthcare infrastructure, free land or a combination to meet healthcare demands arising from development. GP access is already challenging and local NHS services are struggling to meet demand. Flexibility may be afforded to healthcare providers to determine the most appropriate means of addressing service needs arising from new development. Where demand cannot be met through incremental extension or internal modification of existing facilities, new purpose-built healthcare infrastructure would be required to sustain services. Further automation or triage of appointments could disadvantage older patients who find the necessary technology difficult to use. Lengthy waits at hospitals, including over eleven months for an MRI at Kings Mill, underline current capacity issues. Policy IN1 may continue to address affordable housing, health facilities, open space and biodiversity as key infrastructure priorities. In areas of significant housing growth, consistent developer contributions should be secured to fund health and care services proportional to new demand. Effective implementation mechanisms could ensure that primary healthcare infrastructure is delivered alongside new development. Prioritisation of GP surgeries and other health infrastructure may help to prevent undiagnosed conditions, reduce reliance on accident and emergency and mitigate pressures on central hospitals. Closer engagement with the integrated care board may support inclusion of detailed criteria within the local plan infrastructure delivery plan for determining the appropriate form of developer contributions to healthcare infrastructure, ensuring alignment with NHS requirements.

Comments from respondents include ['1340739', '1384191', 'Richborough', '1384477', '2'].

Education Infrastructure Delivery (4 respondents, 20%)

Contributions may be secured retrospectively where necessary to forward-fund school expansions and phased payments may ensure timely secondary school places, thereby demonstrating positive preparation and deliverability of the policy. Overcapacity in primary and secondary schools may dilute resources, reduce per-pupil attention and increase educational pressures, as shown by St Edmund's C of E Primary & Nursery School's 1.4% overcapacity on a roll of 210. Specific developer contributions to expand or establish new education facilities may require confirmation at application stage to reflect current data on need and avoid reactive short-term fixes such as temporary classrooms. The proposal for 9,900 additional homes in Mansfield district may intensify unsustainable pressure on schools and other public services. Retaining flexibility on site-specific requirements may be necessary to accommodate shifting demand, including the potential release of surplus sites from educational use. Section 106 agreements may be preferred over CIL to ring-fence funding for schools, early years and sixth-form places, particularly in two-tier authorities and strategic allocations. SEND demand and flood risk at school sites may further strain infrastructure even where rebuilding or drainage upgrades are planned. Incorporating projected education needs and costs from the outset may ensure that cumulative policy obligations remain viable and inform fair site selection, with viability assessments guiding evidence-based requirements for schools and early years provision. An initial assumption that developments will provide land and funding for new schools in line with planning practice guidance may underpin effective mitigation of development impacts on education infrastructure.

Comments from respondents include ['197', '1384477', 'Richborough', 'Free Schools Capital Education and Skills Funding Agency Department for Education'].

Energy and Utilities Infrastructure (4 respondents, 20%)

Respondents state that policy IN1 should provide for necessary upgrades to the electricity transmission system, including increased capacity between the north, the Midlands and the south and facilitation of connections for new offshore wind and subsea links. Policy IN1 should also account for expected rises in electricity demand as the nation moves towards net zero and shifts to low-carbon energy sources such as offshore wind farms. Out-of-date references to energy-from-waste in table A8.3 are deemed unnecessary and calls for the removal of the historic 200,000-tonne shortfall figure reflect a view that no further incineration capacity is needed in Mansfield. Recognition of National Grid Electricity Transmission assets within the plan area, specifically the 4ZV Route 275 kV overhead transmission lines between Chesterfield and High Marnham, may be required to safeguard infrastructure constraints. The existing foul and stormwater drainage network in Mansfield Woodhouse is described as operating at capacity, with Combined Sewer Overflow data from the Leas Brook monitor indicating 61 spill events totalling 89.3 hours of discharge between 2021 and 2023 and 21 spills totalling 40.8 hours in 2023 alone, and without major upgrades new housing could significantly increase the frequency and severity of sewage flooding. Provision of electric vehicle charging points may need to be managed to avoid strain on wider network capacity.

Comments from respondents include [‘Only Solutions LLP’, ‘National Grid Electricity Transmission’, ‘1384477’, ‘31’].

Green and Waste Infrastructure (4 respondents, 20%)

Respondents highlight that the plan does not provide for reuse parks, thereby failing to promote the top tier of the waste hierarchy. Mansfield Woodhouse’s sewer system is reported to be at capacity, as evidenced by Leas Brook CSO monitor data showing 61 sewage spill events between 2021 and 2023 totalling 89.3 hours of raw sewage release, including 21 spills in 2023 accounting for 40.8 hours. Frequent discharges suggest the system is already operating close to capacity without new housing, which may lead to increased severity of sewage flooding without major foul and stormwater upgrades. Green infrastructure is identified as a key component of infrastructure delivery and waste management infrastructure is seen as needing integration into planning obligations. Concern is raised that expansion could cause Mansfield to lose its town status and become a sprawling, unsafe urban area devoid of green spaces. The revised local plan is said to require a reuse park to support a circular economy in line with relevant local and national policies and strategies.

Comments from respondents include [‘Only Solutions LLP’, ‘1384477’, ‘31’, ‘197’].

Transport Capacity and Resilience (2 respondents, 10%)

Respondents highlight that, under the policy, improving existing roads must be complemented by increased capacity and reduced single points of failure to enhance resilience. Existing roads may require targeted upgrades to mitigate bottlenecks and maintain consistent traffic flows. The introduction of EV charging points could risk compromising wider network capacity if not coordinated with road infrastructure enhancements. Mansfield district’s expansion could justify lobbying central government for a ring road, an A60 bypass and improved links to the M1 motorway.

Comments from respondents include [‘31’, ‘2’].

Other (14 respondents, 70%)

Respondents’ comments under ‘Other’ emphasise the need for Policy IN1 to secure viable and collaboratively delivered infrastructure that aligns with local plan priorities. Mansfield District’s planning obligations SPD could reflect local plan review priorities to secure appropriate infrastructure across the district. Infrastructure needed to support new development should be demonstrated by the council to be viable for the deliverability of the plan. Joint working between authorities may be required to ensure effective infrastructure provision. Policy IN1 could avoid rabbit-warren style housing estates connected by narrow 1940s roads by adopting bold planning for road infrastructure. Failure to consider viability may result in the plan not being found sound at examination. Policy IN1 may facilitate cross-boundary working for infrastructure delivery exemplified by the land off Blidworth Lane lying within both Mansfield District Council and Newark and Sherwood District Council. The inclusion of Policy IN1 is welcomed for seeking to support growth with necessary infrastructure. Not all

developments listed in the policy may be essential to the local community. Mansfield Woodhouse currently lacks the infrastructure for large additional development. Significant cumulative impacts of smaller housing growth could require mitigation measures. Proposed developments may not benefit the district or its current communities. Encouraging travel reduction or greater public transport use may not be realistic given expensive, infrequent, slow and unreliable train services and indirect bus routes. Local plan flexibility may be encouraged rather than assessing all proposed development on a strict site-by-site basis. NHS, council and other partners may need to work together to forecast health infrastructure requirements and related delivery costs across the plan area. Cars could remain crucial until the government addresses the long-standing deficit in public transport investment. A cross-reference in Policy IN1 to Policy IN2 could ensure green infrastructure is considered throughout infrastructure delivery. Cumulative impacts of development may need to be assessed when determining obligations. Infrastructure delivery requirements should not be overly prescriptive or prohibitive in allowing sites to come forward. Policy IN1 should reflect national planning policy and guidance. The local plan may need to emphasise that the NHS and its partners work with the council in formulating appropriate mitigation measures. The policy currently does not set out a clear or coherent strategy plan for roads or infrastructure.

Comments from respondents include [‘1340739’, ‘1384191’, ‘Richborough’, ‘31’, ‘Sport England’, ‘197’, ‘Natural England’, ‘2’, ‘Hallam Land and Harworth Group’, ‘The Lindhurst Group’, ‘Notts CPRE’, ‘Hallam Land’, ‘Avant Homes’, ‘Free Schools Capital Education and Skills Funding Agency Department for Education’].

Mansfield District Council's Response to Question 44:

The council notes the comments regarding the need for an up-to-date and robust infrastructure evidence base, including education, healthcare, sewer capacity, sports and recreation, energy and utilities, waste and transport infrastructure. The council also notes the need for infrastructure requirements and planning obligations to be based on demonstrable need, proportionate to development impacts, and to have regard to viability and cumulative impacts. At Regulation 19 the policy's supporting text was updated, including removal of the Planning Obligations SPD reference (superseded by Appendix 7), updated Transport Study/IDP dating (2026), and reference to the East Midlands Combined County Authority. Comments on the granularity of infrastructure-specific evidence (education, healthcare, energy, sewer capacity) are noted and will inform ongoing IDP evidence updates. The council does not consider it appropriate to commit to specific developer contribution mechanisms (e.g. ring-fenced S106 versus CIL) at this stage, given the need for this to be informed by the completed evidence base and viability testing.

Question 45 – Policy IN2: Green infrastructure

Comments: 19
Respondents: 19

Summary

Respondents highlight the need to retain and enhance existing green infrastructure under Policy IN2 by incorporating 5 metre buffers at Old Mill Lane, preserving woodland, trees and hedgerows, and creating multi-functional spaces; to strengthen connectivity by referencing habitat networks, ecological corridors and native buffers along the River Maun; to secure a minimum 10 % biodiversity net gain in line with current national guidance; to define proportionate developer contributions or levies for delivery and long-term management; to integrate clear design standards such as Natural England's Green Infrastructure Planning and Design Guide, the Woodland Trust's Access to Woodland Standard and GIF headline standards; to ensure effective buffer zones and a robust mitigation hierarchy; to maintain consistent mapping of strategic boundaries; to acknowledge historic environment contributions within green-blue infrastructure; and to adopt supplementary references to the 25 Year Environment Plan, Local Nature Recovery Strategy, blue-green infrastructure terminology and precise policy terms to deliver clear, enforceable requirements.

Comments from respondents include ['Notts CPRE', '202', '1384471', 'Natural England', 'Forestry Commission', 'The Lindhurst Group', 'Bellway Homes', 'Richborough', 'Historic England', '197', 'Forest Town Nature Conservation Group (FTNCG)', 'Hallam Land', 'Woodall Homes', '125', 'Nottinghamshire Wildlife Trust', 'Environment Agency', 'Woodland Trust', '31', '1219454'].

Key themes drawn from responses to Question 45:

Retention and Enhancement of Existing Green Infrastructure (5 respondents, 26%)

Respondents urge retention and enhancement of existing green infrastructure under Policy IN2, suggesting the incorporation of a 5m buffer from the edge of the Old Mill Lane site to preserve woodland associated with the Maun Valley Park Local Nature Reserve and connect it via landscaping to form green corridors around and through the site. Retention of trees and hedgerows, including "important" hedgerow, is proposed within development parcels to create multi-functional spaces that could deliver higher quality green infrastructure and greater community benefits. A more focused approach could ensure protection and enhancement of existing green infrastructure areas for the benefit of all residents. Existing green infrastructure networks should be supported with adherence to government guidance and policy, with tree planting considered in every development. Bellway's vision for the Old Mill Lane site, including a green corridor along the eastern edge, multi-functional open spaces, play areas, allotments and community orchards which could significantly improve on-site and local green infrastructure.

Comments from respondents include ['Bellway Homes', '197', 'Forestry Commission', 'Hallam Land', 'Richborough'].

Connectivity and Ecological Corridors (3 respondents, 16%)

Respondents advocated that Policy IN2 explicitly reference habitat networks and ecological corridors alongside Policy NE1 to bolster green infrastructure connectivity and proposed a 5-metre buffer at the Old Mill Lane site to preserve existing woodland linked to Maun Valley Park Local Nature Reserve through landscaping to form continuous corridors. Preservation of habitat on the Old Mill Lane site may enhance public health and wellbeing by providing improved access and strengthen local wildlife through connected green spaces. Obligations on large-scale developments such as Berry Hill SUE3 could require demonstration of linkages between new woodlands, hedgerows and the district-wide green infrastructure framework. Cross-boundary collaboration between neighbouring councils may be essential to establish an integrated ecological network. Encouragement of native tree and shrub buffers along the River Maun and its tributaries could create blue-green wildlife corridors and enhance landscape character.

Comments from respondents include ['1384471', 'Woodland Trust', 'Bellway Homes'].

Biodiversity Net Gain Provision (3 respondents, 16%)

Respondents noted that achieving on-site net gain was already difficult under the former policy context without a minimum 10% requirement, while off-site provision may prove both costly and hard to source. Continued reliance on government guidance in the NPPF (December 2024) and PPG is deemed necessary to secure the minimum 10% biodiversity net gain. Requirements exceeding the 10% mandated by the Environment Act would risk imposing an unnecessary burden on development viability

and could compromise scheme delivery and associated infrastructure items. The biodiversity net gain process may necessitate front-loading detailed landscaping proposals and site assessments, creating speculative costs for developers at risk before formal submission. Policy IN2's updates to reference biodiversity net gain are supported in principle.

Comments from respondents include ['The Lindhurst Group', 'Richborough', 'Woodall Homes'].

Developer Contributions and Management Funding (3 respondents, 16%)

Respondents emphasised that under Policy IN2, developer contributions and secured funding arrangements for green infrastructure should be proportionate and clearly defined to support timely delivery and sustainable management. Infrastructure s106 contributions may need to be scaled to the size of each development, with obligations specified at an early stage to provide clarity and avoid delays. Benefits of designating extensive green infrastructure areas may need careful assessment to avoid imposing disproportionate maintenance and enhancement responsibilities on landowners or the local authority. Ongoing woodland and hedgerow management may be funded through s106 or an infrastructure levy, linked to monitoring triggers to ensure compliance and long-term stewardship.

Comments from respondents include ['Hallam Land', 'Woodall Homes', 'Woodland Trust'].

Green Infrastructure Guidance and Design Standards (3 respondents, 16%)

Respondents recommend that policy IN2 should integrate comprehensive green infrastructure guidance and design standards to provide clarity and certainty for developers. Use of the Natural England Green Infrastructure Planning and Design Guide is proposed to inform high-quality green infrastructure design and align with the National Design Guide's ten characteristics of well-designed places; inclusion of its 34 process journeys is suggested to assist local authorities in policy development. Protection of existing green infrastructure networks should adhere to government guidance and policy. Reference to the Woodland Trust's Access to Woodland Standard is requested to ensure everyone lives within 500 m of a small wood and 4 km of a large wood. Adoption of the GIF's five headline green infrastructure standards (green infrastructure strategy, accessible greenspace, urban nature recovery, urban greening factor and urban tree canopy cover) would provide output measures and certainty and could be incorporated as site-specific and area-based requirements in site allocation policies. The approach should continue to rely on the NPPF (December 2024) and PPG regarding a minimum 10 % biodiversity net gain. Signposting the updated MDC green infrastructure supplementary document in policy IN2 would offer additional detail. Recognition of the Natural England Green Infrastructure Framework as a supporting resource for policy IN2 notes its usefulness to local authorities in formulating their local plan policies.

Comments from respondents include ['Richborough', 'Natural England', 'Woodland Trust'].

Buffer Zones and Mitigation Hierarchy (3 respondents, 16%)

Respondents emphasise the need for effective buffer zones and mitigation measures under the Buffer Zones and Mitigation Hierarchy theme to support Policy IN2 on green infrastructure. Native tree and shrub buffers along the River Maun and its tributaries could form blue-green wildlife corridors and enhance landscape character. A five-metre buffer at the Old Mill Lane site may help retain existing woodland linked to the Maun Valley Park Local Nature Reserve and create continuous green corridors through proposed landscaping. Building up to the spa ponds could undermine the policy's commitment to protecting strategic green infrastructure by risking adverse impacts on sensitive ecological assets.

Comments from respondents include ['Woodland Trust', 'Bellway Homes', '31'].

Mapping and Strategic Boundaries (2 respondents, 11%)

Respondents note that the revised policies map in the updated evidence base omits policy IN2 while the interactive map includes it, creating inconsistency and uncertainty. The local plan review may require revising the strategic green infrastructure boundaries to remove the Berry Hill SUE following its commitment as a development site and Mansfield extension that could affect the network. Further clarity may be needed at the Regulation 19 stage on the addition of any new green infrastructure designations, given the assumption of unchanged strategic boundaries.

Comments from respondents include ['The Lindhurst Group', 'Hallam Land'].

Cultural Heritage Integration (1 respondent, 5%)

The respondent considers that policy IN2 should explicitly recognise the value of the historic environment in contributing to the multi-functionality of green-blue infrastructure through cultural heritage, recreation and tourism via assets such as historic parks, gardens and canals and suggests that green infrastructure should be acknowledged as helping to achieve the objectives of protecting and promoting the cultural and heritage assets of the Mansfield area.

Comments from respondents include ['Historic England'].

Other (15 respondents, 79%)

Suggestions include referencing the government's 25 Year Environment Plan, the Timber in Construction roadmap and the Net Zero Strategy within sustainability measures for new developments. Consideration could be given to renaming the section as blue-green infrastructure to emphasise interconnectivity, to incorporating the Local Nature Recovery Strategy into key functions and to requiring a green infrastructure strategy with planning applications that sets out monitoring and maintenance obligations. Local authorities may set targets for accessible greenspace within a 15-minute walk by a specified date. Policy could specify the mitigation hierarchy more clearly and reduce qualifying terms such as "where possible" to ensure stronger protection. Greater emphasis could be placed on using home-grown timber

to lower embodied carbon, linking woodland planting to sustainable drainage systems, and including natural flood management within blue-green infrastructure. Additional guidance may be needed to prevent vandalism and fly-tipping of outdoor facilities and to secure long-term safety and management. Clarification of terms such as “adjoining” is welcomed but further precision may be needed to avoid over-qualification and to ensure policy IN2 delivers robust, proportionate and enforceable requirements.

Comments from respondents include [‘1384471’, ‘Bellway Homes’, ‘Notts CPRE’, ‘202’, ‘197’, ‘Environment Agency’, ‘Forestry Commission’, ‘Hallam Land’, ‘125’, ‘Nottinghamshire Wildlife Trust’, ‘1219454’, ‘Richborough’, ‘Natural England’, ‘Woodland Trust’, ‘Forest Town Nature Conservation Group (FTNCG)’].

Mansfield District Council’s Response to Question 45:

The council notes the wide range of comments supporting the retention and enhancement of existing green infrastructure and seeking stronger connectivity between green infrastructure, ecological networks, biodiversity net gain and the Local Nature Recovery Strategy. The more site-specific suggestions concerning Old Mill Lane, the River Maun, woodland, trees, hedgerows and buffer zones are also noted, together with comments regarding developer contributions, long-term management, design guidance and mapping.

The council has considered these comments alongside the evidence and guidance supporting the Local Plan Review. The existing Green Infrastructure Study continues to be considered fit for purpose and a wholesale update was therefore not considered proportionate.

At Regulation 19, criterion 1e) has been amended so that where development improves the quality of green infrastructure it supports delivery of the Local Nature Recovery Strategy. Supporting text has also been added to clarify that the Nottinghamshire and Nottingham Local Nature Recovery Strategy provides a coordinated plan for nature, including blue and green infrastructure. This strengthens the relationship between Policy IN2 and the nature recovery network.

The council has also considered the comments regarding biodiversity net gain. Policy IN2 is to be read alongside Policy NE2 and the national biodiversity net gain regime. A separate higher BNG requirement has not been introduced through IN2, avoiding duplication of the statutory requirements.

The comments regarding buffers, habitat corridors, trees, hedgerows, natural flood management, recreation and heritage are addressed through IN2 and the relevant cross-cutting policies on biodiversity, landscape, trees, SuDS, flood risk and heritage. The adopted Green Infrastructure SPD and other relevant guidance will continue to provide additional detail.

Comments regarding the Policies Map and strategic green infrastructure boundaries have also been considered through preparation of the Regulation 19 plan and Policies Map. The Council considers that the amended policy and supporting text provide an appropriate strategic framework while allowing site-specific circumstances to be assessed through the relevant allocation and development management processes.

Question 46 – Policy IN3: Protection of community open space and outdoor sports provision

Comments: 7
Respondents: 7

Summary

Respondents queried Policy IN3's consistency with NPPF paragraph 104, noting that its allowance for upgrading existing sports facilities in lieu of demonstrating surplus or providing replacement pitches could weaken provision requirements. They suggested replacing "protection" with "safeguarding" for clarity and reviewing appendix 9's green space inventory to capture all sports sites. Concerns were raised about increased traffic congestion, pedestrian hazards and poorer air quality from proposed developments, alongside potential loss of school and community open spaces around Forest Town, Mansfield Woodhouse and the A6075 corridor. A proposal to convert the Warsop Carrs building and paddling pool into a wet play area with café and toilets was also offered, and respondents urged retention of green buffers around Spa Ponds and fuller response to comments on section 9.3.

Comments from respondents include ['Natural England', '197', '1384303', 'Sport England', '1383891', '31', '1219454'].

Key themes drawn from responses to Question 46:

Terminology Precision (1 respondent, 14%)

The respondent suggests replacing "protection" with "safeguard" or "safeguarding" in the policy title to achieve greater terminology precision, arguing that "protection" is misleading.

Comments from respondents include ['1219454'].

Infrastructure Impact Mitigation (1 respondent, 14%)

The respondent warns that development of existing open spaces, such as Cumberlands Playing Field, would exacerbate congestion on narrow, overcrowded streets and pose hazards to pedestrians, mobility scooter users and emergency services, while increased car use would further diminish air quality. Narrow streets with on-street parking on both sides may impede emergency service vehicles and compromise safety for vulnerable road users, and the influx of car users could further undermine air quality.

Comments from respondents include ['1384303'].

National Policy Alignment (1 respondent, 14%)

The respondent argues that Part 2 of Policy IN3 does not fully reflect paragraph 104 of the NPPF by introducing an option of enhancing existing facilities rather than requiring surplus provision to be clearly demonstrated or replacement playing fields to be provided. Part 1 c does not address the quantity and quality requirements of paragraph 104 b of the NPPF. The second element of 1 c and clause 1 d introduce an alternative of improving existing remaining areas of outdoor sports provision that does not reflect paragraph 104. The policy should be revised to comply with paragraph 104 of the NPPF and worded to ensure it applies to all outdoor sports provision in accordance with that paragraph.

Comments from respondents include ['Sport England'].

Site Inventory Completeness (1 respondent, 14%)

The respondent raises concerns that appendix 9 may omit certain outdoor sports facilities that ought to be protected under Policy IN3, suggesting that the green space inventory could require further review to capture all relevant sports venues and ensure their safeguarding.

Comments from respondents include ['Sport England'].

New Amenity Infrastructure (1 respondent, 14%)

The respondent proposes repurposing the existing building and former paddling pool at Warsop Carrs into an outdoor wet play area with a café and public toilets modelled on the Canch facility in Worksop to attract tourists and enhance local leisure provision.

Comments from respondents include ['1383891'].

Other (5 respondents, 71%)

Safeguarding existing and future green space through policy IN3 is welcomed, and the principle is advanced that existing community open space and sports provision should be retained rather than replaced. Proposed housing on plots 187, 56, 188 and adjacent sites could result in substantial loss of community open space. The Wainwright Avenue playing field is described as a key local amenity in an area of sparse green provision. Housing developments could decimate open spaces around Forest Town and Mansfield Woodhouse. Protection of Spa Ponds is urged by maintaining buffers.

Comments from respondents include ['197', '31', 'Natural England', 'Sport England', '1384303'].

Mansfield District Council's Response to Question 46:

Support for the policy is welcomed. In relation to the list of facilities that should be protected (and any omissions), we have reviewed the findings of the Playing Pitch Strategy 2026 and Open Space Study 2026 and the sites to be protected have been updated and included in Appendix 8 of the Regulation 19 Plan.

Regarding suggestions for new facilities at Warsop Carrs, whilst noting the idea, this would be a separate project outside of the Local Plan and subject to further detailed consideration by the council and / or its partners.

The potential impacts of developing sites have been considered as part of the site selection and assessment process, and the accompanying evidence base studies that are being produced. The comment expressing the importance of Wainwright Avenue playing field is noted. We recognise the importance of protecting Spa Ponds, through the use of buffers if necessary.

In relation to the use of terminology 'safeguarding' or 'protection' have similar meanings although there are subtle differences. The key difference is "neglect" is cited in the meaning for safeguarding. Often safeguarding is associated with safeguarding of people/individuals. Protection is therefore considered to be more relevant.

Sport England's playing field policy is particularly focused on protecting and improving the opportunities for playing fields. 'Protecting' is often the terminology used; safeguarding is not terminology associated in this context. Furthermore, neighbouring local authorities such as Bolsover, Bassetlaw, Newark & Sherwood and Ashfield all have policies relating to open space that use the terminology "protection" and/or "protecting". This is in line with wording generally found across the country for these types of policies.

Regarding the NPPF, the policy broadly aligns to paragraph 104 although there were couple of instances where IN3 differed.

NPPF 104c cites development being for alternative sport/open space provision whereas IN3 does not specify this. We have added this into IN3 1a.

NPPF 104 does state need for replacement provision to be to an equivalent or betterment in terms of quantity and quality. IN3 1c has been reworded to better reflect the NPPF wording.

Question 47 – Policy IN4: New community open space and outdoor sports provision

Comments: 7
Respondents: 7

Summary

Respondents emphasise that Section 106 obligations should match the size of each development and include detailed early requirements, guided by the Green Infrastructure Framework's accessible greenspace standards and a Planning Obligations SPD. They propose using the Playing Pitch Calculator instead of generic pitch standards and aligning new provision with the council's playing pitch strategy, subject to viability and site-specific factors. Responsibilities for maintaining and managing community open space and sports facilities should be clearly defined, with long-term funding and measures such as CCTV or regular patrols to deter vandalism. Flexibility in delivering open space on-site or via financial contributions to off-site enhancements is sought, alongside clarification on whether the 10 % open space requirement counts towards biodiversity net gain. Clear oversight arrangements are also needed to ensure that new facilities address demand without worsening existing shortages.

Comments from respondents include ['Natural England', 'The Lindhurst Group', 'Bellway Homes', 'Woodall Homes', 'Sport England', '31', '1219454'].

Key themes drawn from responses to Question 47:

Guidance and Regulatory Clarity (4 respondents, 57%)

Respondents highlight that Section 106 obligations in Policy IN4 should be proportionate to development size and accompanied by detailed requirements at an early stage to provide certainty and facilitate delivery. Reference to the Green Infrastructure Framework's accessible greenspace standards could enhance clarity. Further guidance on on-site provision and financial contributions may be set out in a Planning Obligations SPD. The policy's citation of Sport England pitch standards should instead refer explicitly to the Playing Pitch Calculator, while signposting to the updated MDC Green Infrastructure Supplementary Document could supply additional detail. The Playing Pitch Calculator could be used to estimate the demand for pitches generated by new development.

Comments from respondents include ['Natural England', 'Woodall Homes', 'Sport England', 'The Lindhurst Group'].

Scale-based Contribution Levels (3 respondents, 43%)

Consultees state that provision of new community open space may be delivered on-site and through off-site enhancements to address generated demand. Clarification is sought on whether the 10% open space contribution counts towards biodiversity net gain. Concerns exist that the minimum open space requirement of 10% of the developable area as set out in the Planning Obligations SPD may lack flexibility. All provision requirements should, beyond alignment with the council's community open space assessment and playing pitch strategy, be subject to viability appraisal and consider site-specific circumstances.

Comments from respondents include ['Sport England', 'The Lindhurst Group', 'Bellway Homes'].

Maintenance and Management Mechanisms (3 respondents, 43%)

Maintenance and management mechanisms should clearly define responsibilities and long-term funding arrangements for new community open space and outdoor sports provision. Maintenance responsibilities and payment obligations may be allocated to developers or designated management bodies. Inclusion of a green infrastructure strategy with planning applications could outline monitoring and maintenance approaches. Policy IN4-2d could specify use of CCTV or regular patrols to deter vandalism and minimise the need for repeated refurbishment.

Comments from respondents include ['Natural England', '1219454', '31'].

Accessibility and Functionality Standards (2 respondents, 29%)

The policy and its inclusion of local accessibility standards is welcomed; reference to the new greenspace standards may ensure provision aligns with the Green Infrastructure Framework; land at Old Mill Lane has potential to deliver proportionate, multi-functional and accessible open space for the local community to enjoy.

Comments from respondents include ['Natural England', 'Bellway Homes'].

On-site vs Off-site Delivery (2 respondents, 29%)

Respondents support further guidance on on-site provision requirements and financial contributions to be set out in the planning obligations SPD. They also noted that new developments could address the demand they generate through a combination of on-site facilities and contributions towards additional off-site capacity.

Comments from respondents include ['Sport England', 'The Lindhurst Group'].

Other (7 respondents, 100%)

Respondents question who will oversee the provision of new community open space and outdoor sports facilities under the policy. Oversight mechanisms for developer delivery and future maintenance of such spaces are queried. Existing sporting provision may not be sufficient to accommodate increased demand without worsening

deficiencies, and new residential development will generate demand for sporting provision that must be addressed. Planned play spaces have been criticised for not being delivered, and preservation of existing community open space and outdoor sports facilities may warrant explicit recognition. Support is expressed for the policy's requirement for accessible new provision, and careful consideration of submitted comments by the council is requested.

Comments from respondents include ['Natural England', '1219454', 'Sport England', 'Bellway Homes', '31', 'The Lindhurst Group', 'Woodall Homes'].

Mansfield District Council's Response to Question 47:

We have added references to the Mansfield Green Infrastructure SPD and Natural England's GI Framework, and referred to the Sport England Playing Pitch Calculator.

Contributions can only be sought where they meet the three statutory tests. The need for section 106 obligations (which include open space and sports facilities) will be considered as part of the planning application process and take account of existing provision and the impact of the development. Contributions (either on-site or via a contribution to off-site provision), the timescales for provision and future maintenance and management arrangements would be set out in the section 106 legal agreement. It is acknowledged that the provision for new and improved infrastructure will be subject to viability assessment at the planning application stage if considered necessary.

It is confirmed that the 10% open space contribution will count towards biodiversity net gain, however discussions will be required with the council's parks department and ecologist to ensure the appropriate provision is made. This will be made clear in the supporting text to the policy.

Support for the inclusion of further guidance on on-site provision requirements and financial contributions within the Planning Obligations SPD is welcomed.

Appendix 10 of the Local Plan Review sets out the Mansfield Green Space Standard which is reflected in the Planning Obligations SPD. This requires 10% of the developable area, as a minimum, should be set aside for open space and has been reviewed as part of the work on the Open Space Study. This found that the standards continue to be appropriate.

Policy P2 (1g) addresses the addition of security features on all types of development through good design so would help deter vandalism etc.

The opportunities to provide multi-functional and accessible open space at the proposed Old Mill Lane site are noted.

Question 48 – Policy IN5: Allotments

Comments: 6
Respondents: 6

Summary

Respondents highlight that Town End, former Kirkland Avenue and Broomhill Lane allotments are inactive or surplus to requirements and are not supported by the council's HELAA and 2021 Lichfield assessments. The evidence base is considered outdated and incomplete, prompting calls to delete the IN5 designation for unused sites and to add clear vacancy and surplus criteria. Suggestions include revising policy wording and paragraph 9.31 to account for private allotment ownership and vacant land. Subdivision of larger plots is noted as having improved uptake and reducing the need to safeguard redundant land. Observations of anti-social behaviour and theft on protected allotments underscore the need for enhanced monitoring measures such as expanded CCTV.

Comments from respondents include ['Natural England', 'Urbanwave Limited', 'Obsidian Strategic', '1383891', '31', '1219454'].

Key themes drawn from responses to Question 48:

Surplus allotment redevelopment (3 respondents, 50%)

Respondents advocate de-allocation of Town End allotments to support sustainable development, help the council and government meet ambitious housing targets, and bring benefits for existing and future residents of Market Warsop and surrounding areas. De-allocation of Town End allotments may enable effective reuse of land forming part of Site 324 as identified within the HELAA. De-allocation of Town End allotments could reduce pressure on other 'constant' sites to meet identified development needs. The former Kirkland Avenue allotment site should be allocated for housing or retained as a potential windfall housing site rather than remain protected under Policy IN5. The allotment needs assessment submitted under application 2022/0479/FUL (Broomhill Lane application) demonstrates that the Kirkland Avenue site is surplus to requirements (as it was not included as an allotment due to not having been in use since 2016). However, concern remains over how allotments will be kept safe for posterity given that those in Forest Town were built over.

Comments from respondents include ['Urbanwave Limited', '31', 'Obsidian Strategic'].

Evidence base currency and credibility (2 respondents, 33%)

Respondents express concern that the evidence base lacks currency and credibility in relation to the policy. The council's HELAA and the 2021 Lichfield allotment assessment exclude the non-active South-Eastern Kirkland allotments, confirming

they should not be protected under the policy. No updated evidence base has been provided to justify protecting all allotment sites, including those no longer in use. The Lichfield assessment supporting application 2022/0479/FUL excluded the former Kirkland Avenue plots on the grounds of unavailability, so removing the policy designation from that site would not undermine the evidence base for other approvals. The policy designation on the abandoned Kirkland allotments should be deleted on the basis that the council's own evidence and past decisions no longer support its retention. The 2014 Mansfield allotment strategy is very out of date and could not be relied upon as an evidence base for the Local Plan Review 2025. De-allocating the Town End Allotments would enable the effective reuse of land forming part of site 324 identified within the HELAA.

Comments from respondents include ['Urbanwave Limited', 'Obsidian Strategic'].

Site security and anti-social behaviour (2 respondents, 33%)

Respondents observe that Policy IN5's protective measures for allotments may be undermined by insufficient police and wardens to tackle anti-social behaviour and theft. Concerns about crop and tool losses and ongoing site damage emphasise the need for monitoring measures such as expanded CCTV. Reinstating the redundant Broomhill Lane site could be disproportionate in cost relative to likely take-up and risk perpetuating blight from anti-social behaviour.

Comments from respondents include ['Urbanwave Limited', '1219454'].

Vacancy and surplus criteria (2 respondents, 33%)

Respondents argue that the vacancy and surplus criteria should explicitly allow removal of inactive allotments from policy IN5 designation, citing the south-eastern portion of the Kirkland Road site as incapable of reactivation and already omitted from the council's HELAA and 2021 Lichfield Allotment Assessment. The policy could be strengthened by adding a clause to cover sites that are vacant with no reasonable prospect of returning to allotment use. Subdivision of larger sites into smaller plots may already be improving uptake and reducing the need to safeguard redundant land. Removal of the IN5 designation from the abandoned Kirkland Road allotments would align with council evidence and previous planning decisions. Evidence from application 2022/0479/FUL indicates that the Broomhill Lane site is surplus to requirements, has operated below capacity since its 2020 closure, is surrounded by housing allocations, and is unsuited to future allotment use, supporting its release from the policy.

Comments from respondents include ['Urbanwave Limited', 'Obsidian Strategic'].

Policy wording and supporting text update (1 respondent, 17%)

The respondent proposes that wording should be added to policy IN5 to manage situations where allotment sites are vacant or cannot reasonably be restored to allotment use, that the council should review policy IN5 and its supporting text, and

that paragraph 9.31 should be revised to acknowledge allotment plots under private ownership as well as those held by the council.

Comments from respondents include [‘Obsidian Strategic’].

Inclusion of non-council/private allotments (1 respondent, 17%)

The respondent suggests that paragraph 9.31 of the supporting text should be updated to account for allotment plots owned by private landowners as well as those owned by the council or at least reference that council provision is only one element of the overall picture. Updated text could ensure the wider mix of ownership is recognised in the plan.

Comments from respondents include [‘Obsidian Strategic’].

Replacement provision requirements (1 respondent, 17%)

The respondent argues that the south-eastern section of the Kirkland Road allotments is inactive, incapable of reinstatement and already supplanted by alternative sites under the same trust, so it should be excluded from Policy IN5’s replacement provision requirements.

Comments from respondents include [‘Urbanwave Limited’].

Plot subdivision and management flexibility (1 respondent, 17%)

The respondent notes that subdividing existing allotments into halves, thirds or quarters is already being pursued to improve uptake and reduce underuse. This subdivision may eliminate the need to safeguard large redundant sites under Policy IN5.

Comments from respondents include [‘Urbanwave Limited’].

Other (4 respondents, 67%)

Respondents emphasised that allotments are important for health, connections to nature and green infrastructure. The 2022 assessment of 1,004 plots across 23 sites with over 90% occupancy may demonstrate adequate supply without the former Jenford Street / Kirkland Avenue site, while nearby provision at Kirkland Avenue, Quarry Lane and Harrop White Road could offer equivalent replacement. The former Jenford Street / Kirkland Avenue site, unused since 2016, has become overgrown, suffers anti-social behaviour and may be financially unviable to restore, so its protection under policy IN5 may no longer be justified. Town End allotments, now closed, could be de-allocated to prevent further deterioration. Policy IN5’s safeguarding of existing and future allotments is welcomed and development on allotments is opposed to preserve their community benefits.

Comments from respondents include [‘Urbanwave Limited’, ‘1383891’, ‘Natural England’, ‘Obsidian Strategic’].

Mansfield District Council's Response to Question 48:

It is agreed that allotments are important for health, connections to nature and green infrastructure and the support for the policy by some consultees is noted. Sites currently allocated as allotments but submitted to the council as potential housing sites have been through the site selection and assessment process and those which are considered suitable for allocation in the Local Plan Review have been identified in Policy H1 and on the Policies Map.

Whilst we note that the council's allotment strategy is getting dated, the Mansfield Open Space Study 2026 includes an updated assessment of allotment provision and need within the district. We have reviewed updated assessment that was prepared by Lichfields in support of planning application 2022/0479/FUL and note that this did include reference to the provision at Kirkland Avenue. However, the larger of the two sites (Kirkland Avenue / Jenford Street) that is under consideration for housing development is not currently protected as an allotment. Any other allotment sites that were submitted for our consideration (including the smaller site on at Kirkland Avenue and Town End Allotments in Market Warsop) have been assessed as part of the site selection process. Those not proposed for allocation will continue to be protected by this policy. It is not considered appropriate to add an additional criterion to the policy as this review is done during plan-making.

Policy P2 (1g) addresses the addition of security features on all types of development through good design so would help deter vandalism etc. However, security of existing allotment sites is outside the remit of the Local Plan.

Paragraph 9.31 already acknowledges the role of non-statutory allotments, so no change is required. It is noted that subdivision of plots can help with take up of existing provision.

Question 49 – Policy IN6: Designated local green space

Comments: 7
Respondents: 7

Summary

Respondents call for retention of all designated local green spaces in their current form and for stronger Policy IN6 wording to bar development on these areas. They note that the Spa Ponds open space and its small copse serve as wildlife corridors for deer, bats and owls and warn that new building could harm these routes. One respondent suggests exempting river restoration and habitat creation from planning permission to ease environmental enhancements. Another respondent urges adding Mansfield's historical mills, mining legacy and the Quarry Lane Nature Reserve scrape and picnic area to policy appendices to reflect local heritage.

Comments from respondents include ['Notts CPRE', 'Natural England', '197', 'Environment Agency', '31', '1383414', 'Maun Conservation Group'].

Key themes drawn from responses to Question 49:

Development Compatibility (3 respondents, 43%)

Respondents assert that development adjacent to the Spa Ponds open space would undermine Policy IN6's objective of safeguarding local green spaces. Protection of the open space next to Spa Ponds is described as essential to preserve the last free space for nature, with housing proposals viewed as failing to maintain this area. Routes of deer, bats and owls through the small copse opposite the ponds may be disrupted by new development, risking harm to wildlife. Strengthening of Policy IN6 is recommended to prohibit development on designated local green spaces.

Comments from respondents include ['1383414', '197', 'Notts CPRE'].

Absolute Protection (2 respondents, 29%)

Respondents stress that local green space deserves absolute protection under the policy. The open space next to the Spa Ponds should remain undeveloped to preserve free space for nature. Green spaces must remain green space regardless of circumstances.

Comments from respondents include ['1383414', '31'].

Policy Wording & Loopholes (2 respondents, 29%)

Respondents highlight concerns over the current policy wording and loopholes in relation to Designated Local Green Space (Policy IN6). Removal of planning requirements for environmental and community benefit projects may encourage local

investment and delivery of initiatives. Exemption for river restoration or habitat creation from planning permission under the policy could streamline project delivery.

Comments from respondents include [‘Notts CPRE’, ‘Environment Agency’].

Biodiversity Corridors (1 respondent, 14%)

The respondent highlights that the small copse opposite the spar ponds functions as a biodiversity corridor used by deer, bats and owls and that any development under the policy could disrupt these flight paths and undermine the reasons for its designation as a local green space.

Comments from respondents include [‘1383414’].

Heritage Integration (1 respondent, 14%)

The respondent stresses the need to integrate local heritage assets, notably the historical mills and the mining industry legacy, within the designated local green space policy. Historical mills may offer tangible connections to Mansfield’s past and could be incorporated into site enhancements to enrich visitor engagement. The mining legacy may be celebrated through interpretive features or retained site elements that reflect industrial heritage. Including the scrape and picnic area at Quarry Lane Nature Reserve in Appendix 10 IN6(l) may reinforce the policy’s heritage integration by providing a practical location for informal education and enjoyment. Such measures could ensure that development ancillary to the green space aligns with both conservation objectives and local historical identity.

Comments from respondents include [‘Maun Conservation Group’].

Other (1 respondent, 14%)

The respondent welcomes policy IN6’s approach in protecting designated local green space.

Comments from respondents include [‘Natural England’].

Mansfield District Council's Response to Question 49:

We note that the policy approach to protecting designated local green space is welcomed. We note the importance of biodiversity corridors such as those mentioned at Spa Ponds, and this policy seeks to protect such areas.

Whilst we recognise that planning permission may be a barrier to projects such as river restoration or habitat creation, the Local Plan cannot make them exempt from this process.

We have reviewed the wording of the policy and consider this to still be appropriate. There is no loophole that allows development that would negatively impact the designated areas.

A larger area at the Scrape at Quarry Lane Local Nature Reserve was previously submitted for consideration as a Local Green Space and having reviewed the conclusions of the assessment done at the time, there is no new information that would necessitate a re-evaluation of this designation.

Question 50 – Policy IN7: Local shops, community and cultural facilities

Comments: 6
Respondents: 6

Summary

Respondents report a gap in accessible community and cultural provision in Meden Vale following local facility closures and propose exempting surplus healthcare sites from replacement, marketing and reinstatement requirements in Policy IN7. Concerns arise over a viability exception that is absent from national planning policy and a potential conflict with indoor sports safeguards. Requirements for NHS site disposals are seen as delaying healthcare reinvestment. Suggestions include enhanced CCTV for retail security, new play and café facilities in Warsop parks, longer marketing periods and clearer transport and facility-capacity measures to address rising housing demand and theft.

Comments from respondents include ['1340739', '202', 'Theatres Trust', 'Sport England', '1383891', '1219454'].

Key themes drawn from responses to Question 50:

Replacement Facility Provision and Accessibility (1 respondent, 17%)

Respondents highlight a void in local provision in Meden Vale following the welfare hall's demolition and the Three Lions pub's closure and redevelopment for housing, leaving no accessible space for community or cultural use within a five-minute walk.

Comments from respondents include ['1383891'].

Alignment with NPPF Indoor Sports and Leisure Policies (2 respondents, 33%)

Respondents highlight that part 1b of Policy IN7 allows an exception based on viability that is absent from paragraph 104 of the NPPF. Part 1b provides for loss of local facilities where they are no longer viable, whereas paragraph 104 makes no such viability provision for indoor sports. Part 1 may therefore conflict with the NPPF's requirements for indoor sports provision under paragraph 104. A separate criterion could be added to address proposals that would result in the loss of indoor sports facilities in a manner consistent with paragraph 104. A six-month marketing period may risk the unnecessary loss of valued facilities, potentially conflicting with paragraph 98's safeguard against avoidable loss.

Comments from respondents include ['Sport England', 'Theatres Trust'].

Treatment of NHS and Healthcare Sites (1 respondent, 17%)

Respondent argues that requiring NHS disposal sites to explore alternative community uses or retain a substantial proportion of community facility provision may unjustifiably delay vital reinvestment in healthcare facilities and services. Requirement for NHS land disposals to adhere to a rigorous process for maintaining or enhancing local healthcare provision and reinvesting sale proceeds in healthcare services is said to be undermined by the current policy. Support is expressed for local plan policies to back alternative uses for surplus or reorganised NHS sites without obligations for replacement facilities, viability marketing or reinstatement information. Draft Policy IN7 is recommended for amendment to exempt healthcare facilities formally declared surplus from parts (a) to (c) requirements. Flexibility in estate management is deemed essential to support delivery of excellent patient care and implementation of the NHS Long Term Plan. Recognition of surplus status decisions by local health commissioners and NHS England is requested to align disposal timing with operational cessation. Treatment of healthcare facilities as community facilities under section 1 is said to risk compromising essential community healthcare service delivery by restricting loss or change of use.

Comments from respondents include ['1340739'].

Security Infrastructure for Retail Units (1 respondent, 17%)

The respondent notes that theft, sometimes involving violence is on the rise and that enhanced CCTV coverage may be necessary in the absence of sufficient police or warden patrols. Enhanced surveillance infrastructure could mitigate security risks within retail units under Policy IN7 by deterring crime and supporting public safety. Alternative monitoring solutions could also be deployed where staffing levels are limited.

Comments from respondents include ['1219454'].

New Facility Types and Local Capacity (1 respondent, 17%)

The respondent prioritises enhanced park play infrastructure on The Carrs in Warsop with water play features and recommends provision of a community café and toilets. Proposed improvements would bolster local capacity for leisure and social interaction and align with policy IN7's support for appropriately sized community and cultural facilities within settlement boundaries. Proposed facilities could meet day-to-day recreational needs without necessitating structural conversion.

Comments from respondents include ['1383891'].

Other (5 respondents, 83%)

Respondents welcome the policy's intent to safeguard existing community and cultural facilities and support updated requirements for marketing at a reasonable price but express concerns that the existing six-month period may be insufficient and suggest extending it to at least 12 months, preferably 18–24 months. Section 1 for protection of existing facilities may not be effective in its current form and rapidly rising local housing could place further strain on community provision. Loss of physical shops through unchecked theft may prompt conversion to online retail, increasing vacant premises. Road infrastructure is viewed as inadequate, with calls for comprehensive repairs before pursuing bus priority measures, targeted dialogue with cyclists on pavement and cycleway safety, and specific mention of the A6191's degraded surface, which is felt to have attracted insufficient attention from authorities. The policy could therefore benefit from clearer provisions to address these broader transport and facility-capacity issues.

Comments from respondents include ['Sport England', 'Theatres Trust', '1340739', '1219454', '202'].

Mansfield District Council's Response to Question 50:

We welcome the support that has been expressed for the policy. The policy intends to protect existing community facilities thereby allowing them to serve the existing and expanding population in the area they serve. It also allows for new provision to be made.

We note the recent loss of facilities at Meden Vale, however the developments proposed met the relevant policy requirements. The policy allows for such redevelopment where it can be proven that there is no prospect of a community use being reinstated.

Due to the importance of healthcare provision for the community it is considered appropriate for any schemes proposing the loss of health facilities to be thoroughly assessed to ensure that there is suitable provision elsewhere and / or the premises are no longer viable / suitable to meet operational needs. It is noted that the respondent considers that the policy is too onerous on the NHS when attempting to deliver new or enhanced provision, however not all criteria are required to be met. If criteria a) can be met the proposed loss of the existing facility is likely to found acceptable.

We have made changes to the policy that make it compliant with NPPF paragraph 104.

The policy covers a wide range of community facilities and as such it is considered necessary to include a criterion regarding the adequate marketing of any facility that is proposed to be lost. This is considered to be a reasonable length of time to demonstrate that there is a lack of market interest in the building remaining in its existing or former use. This also helps to ensure ongoing community use where this is possible. Anything longer than this, as has been suggested, can lead to wider issues such as the deterioration of the building and the potential for unauthorised uses taking place.

Policy P2 (1g) addresses the addition of security features on all types of development through good design so would help deter vandalism etc. However, security of existing premises is outside the remit of the Local Plan.

We note the proposal for The Carrs, and whilst this is a good idea, it is outside the direct remit of the Local Plan Review. Any proposals for such a scheme would be reliant on funding and an application would need to be assessed against the policies within the Local Plan.

The market influences the closure of shops, rather than the local plan. The policy intends to protect the use of the premises from loss rather than the business.

The comments regarding transport measures are noted however some of these matters will be covered by other policies within the plan. In addition other bodies, such as Nottinghamshire County Council have responsibility for the quality of the roads etc.

Question 51 – Policy IN8: Protecting and improving the sustainable transport network

Comments: 10
Respondents: 10

Summary

Respondents note proposals for extending cycling and walking routes from King's Mill Reservoir through Mansfield, highlight the recently installed A617 cycle and pedestrian link and recommend adherence to Local Transport Note 120, Inclusive Mobility guidance and the D2N2 walking and cycling plan. They flag that the current evidence base relies on Local Transport Plan 3, expiring in 2026 and welcome a new transport study to inform the plan to 2043. They question developer contribution levels and the viability and funding certainty of the safeguarded Abbott Road scheme, suggest policy cross-referencing for green infrastructure and call for an indicative list of bus facilities including shelters. Additional observations cover route capacity updates, promotion of active travel to school, the need for accurate cost estimates, proportionate contributions, accessible bus links, a clear sustainable transport hierarchy and improved cycle safety on local roads.

Comments from respondents include ['Notts CPRE', '202', '1384477', 'Natural England', 'Nottinghamshire County Council', '1384389', 'The Lindhurst Group', 'Bellway Homes', 'Richborough', 'Commercial Estates Group'].

Key themes drawn from responses to Question 51:

Cycling and Pedestrian Network Provision (3 respondents, 30%)

Respondents note that a town fund cycling and walking route extending from the south-east of King's Mill Reservoir through the Ashfield and Mansfield district boundary could be extended within the Mansfield district. A pedestrian cycle route has been installed along the A617 running adjacent to the land off Blidworth Lane site. Applicants should consider Local Transport Note 120 and Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure when developing new or improved cycle and pedestrian access, alongside the D2N2 Local Cycling and Walking Infrastructure Plan. Policy IN8 section b could be amended to include explicit reference to public transport services alongside pedestrian and cycle routes, public transport facilities and provision for community transport and taxis.

Comments from respondents include ['Richborough', 'Nottinghamshire County Council', '1384389'].

Evidence Base Currency (2 respondents, 20%)

Respondents highlight that the Local Plan Review spans to 2043 and may rely on outdated information from Local Transport Plan 3, which only covers up to 2026 and

includes an implementation plan ending March 2021. Uncertainty arises from the absence of evidence covering the intervening period and the existing evidence base may not provide clarity for much of the plan period. Acknowledgement that a new transport study is being produced is welcomed as it would enable the policy's sustainable transport network to be protected and improved using up-to-date evidence.

Comments from respondents include ['Commercial Estates Group', 'Richborough'].

Developer Contributions and Viability (2 respondents, 20%)

Respondents highlight concerns about developer contributions and viability in Policy IN8. Funding streams for the Abbott Road scheme are identified as 'D2N2 developer,' implying that funding has not yet been secured. Contributions to highway improvements should be proportionate to the impact of each development on the local highway. The council should provide evidence that the safeguarded Abbott Road scheme remains deliverable and viable.

Comments from respondents include ['Commercial Estates Group', 'Bellway Homes'].

Green Infrastructure Integration (1 respondent, 10%)

The respondent encourages cross-referencing Policy IN2 within Policy IN8 to ensure linear green infrastructure is considered throughout all new and existing transport networks.

Comments from respondents include ['Natural England'].

Scheme Deliverability and Funding Certainty (1 respondent, 10%)

The respondent considers that the council needs to provide evidence that the safeguarded Abbott Road scheme remains deliverable and a viable prospect. Evidence may be required to confirm funding certainty, as funding streams for the Abbott Road scheme are identified only as 'D2N2 developer', implying they have not yet been secured. However, doubts about deliverability could warrant removal of the scheme from the policy.

Comments from respondents include ['Commercial Estates Group'].

Bus Service Priority and Facilities (1 respondent, 10%)

The respondent suggests that section 9.51's summary of facilities be qualified as an indicative list and explicitly include bus shelters. Such a qualification could clarify that facility details may evolve over time without constraining future proposals. Explicit reference to shelters could better reflect passenger needs and support integration of waiting infrastructure within the policy's sustainable transport framework.

Comments from respondents include ['Nottinghamshire County Council'].

Strategic Route Capacity (1 respondent, 10%)

The respondent observes that improvement schemes devised for the A60 in Policy IN8's evidence base were based on a district-wide approach and did not reflect specific site conditions or the likely traffic generation from developments such as the site off Old Mill Lane. The policy retains the same locations and routes for contributions despite completed improvements to the A60 corridor, such as the signalisation of the A60 Warsop Road junction delivered as part of the Stonebridge Lane site development.

Comments from respondents include ['Bellway Homes'].

School Travel Infrastructure (1 respondent, 10%)

The respondent considers that Policy IN8 should advocate for active travel to school as promoted by Sustrans, suggesting that this may reduce traffic congestion and improve children's physical health, air quality and mental wellbeing.

Comments from respondents include ['1384477'].

Other (9 respondents, 90%)

Respondents express a range of concerns and suggestions regarding Policy IN8's approach to sustainable transport. The estimated cost of the Abbott Road scheme remains at £2 million since 2011, so its accuracy is questionable. Negative impacts on quality of life are anticipated and proposals for Mansfield Woodhouse would put unacceptable strain on local road and transport infrastructure. Policy wording could be amended to require developments to contribute to improvements rather than deliver objectives in their entirety. Policy IN8 is welcomed for protecting and improving the sustainable transport network, and retention of existing provisions on highways impact, congestion and car parking receives support. Transport issues may need consideration at the earliest plan-making stage to align with paragraph 109 of the NPPF. Direct bus links from Mansfield town centre to the land off Blidworth Lane site run every 20 minutes and the site's location 3.6 miles from Mansfield town centre demonstrates access to a labour pool and identified need according to an Iceni study, while the Lindhurst SUE also lies in close proximity indicating easy accessibility via sustainable modes. Active improvement of infrastructure for sustainable travel is urged, and emerging legislation such as the Planning and Infrastructure Bill and Bus Services Bill could be referenced. A clear sustainable transport hierarchy with private car use as the lowest priority could ensure consistency with other policies, and alignment with the Local Transport Plan and transport priorities of the East Midlands Combined County Authority may support sustainable travel, access to key services, economic growth and decarbonisation. Additional dwellings and vehicles could exacerbate existing congestion on the A60 and A617, while roads in parts of Mansfield Woodhouse are described as dangerous for cycling, underscoring the need for improved cycle safety. No further comments on the draft wording of Policy IN8 are offered.

Comments from respondents include [‘1384477’, ‘Bellway Homes’, ‘Nottinghamshire County Council’, ‘202’, ‘Commercial Estates Group’, ‘Richborough’, ‘Natural England’, ‘Notts CPRE’, ‘The Lindhurst Group’].

Mansfield District Council's Response to Question 51:

Support for Policy IN8 is welcomed. We note the comment regarding extended walking and cycling routes and have added reference to the Local Transport Note 1/20 and the DfT's Inclusive Mobility guidance. We are aware that the Local Transport Plan expires in 2026 and that EMCCA are working on a new Local Transport Plan for the East Midlands area. It may not be possible to align with this due to the different timescales involved in the adoption of the two documents, however we will seek to engage with EMCCA in the revision to this policy.

We acknowledge the comment regarding contributions for transport schemes being proportionate to the impact of the development upon the highway. Our evidence base will apportion the expected impact of each allocated site on each affected junction. Impacts will also be assessed as part of individual planning applications.

As set out in the Regulation 18 consultation draft the list of improvement schemes will be updated as the plan progresses.

Regarding the viability of sites, such as Abbott Road which was specifically mentioned, it needs to be recognised that some are longer term sites which may come forward later in the plan period and for which there could be a number of funding options for the mitigation required, such as EMCCA as the responsible body for transport.

We have made the suggested changes to paragraph 9.51 regarding the inclusion of bus shelters, noting that the list of facilities within the paragraph is indicative.

The comment regarding cross referencing to policy IN2 on strategic green infrastructure has been considered however as the plan should be read as a whole, such a change is not considered necessary.

The encouragement of active travel to school is considered too detailed for a local plan policy and would be more specific to individual planning applications and their accompanying transport plans. There is also a role for schools to encourage active travel.

Estimated costs of schemes including at Abbott Road will be updated as part of the Local Plan Review evidence base.

The potential impacts, such as congestion, upon Mansfield Woodhouse are acknowledged and these are being assessed as part of the site selection process and the wider evidence base. We have also assessed the current accessibility of all sites in terms of active travel and public transport, as referred to by some consultees. In relation to highway safety, this is an issue that will get considered during individual planning applications, although it is the highways authority that is responsible for ensuring existing roads are safe for all users, including cyclists.

We have amended criterion 1b of the policy to include the contributions towards improvements, as suggested, as it is not always appropriate for a development to fund / provide improvements in their entirety.

We have provided a brief reference to the government's aims to improve sustainable travel however have not referred to the specific bills mentioned by consultees in order that the supporting text does not become out-dated as these progress to Acts.

We have added reference to the sustainable transport hierarchy and provided a link that helps explain it further.

Question 52 – Policy IN9: Impact of development on the transport network

Comments: 8
Respondents: 8

Summary

Respondents call for an updated transport evidence base with modelling of existing and proposed site allocations along the MARR route and traffic flows to M1 Junction 29. They note that past assessments of the A60 did not reflect site-specific traffic. A joint approach by Bolsover, Mansfield, Derbyshire and Nottinghamshire councils is recommended to align modelling with local plan allocations. A link road between Shirebrook and Junction 29 and a bypass for villages on the A617 are suggested to ease congestion from planned growth. Respondents highlight the need to account for cumulative impact of up to 3,500 new homes on the A617 and in Pleasley, and to secure fair highway mitigation contributions. Controls on heavy goods vehicles, such as banning HGVs on Netherfield Lane and enforcing use of the old pit road for new developments, are also noted. Sustainable transport measures and traffic-calming technology are emphasised to offset increased road use. Several responses point to data gaps, including the lack of an updated transport study and a pending traffic survey request, and suggest policy wording changes to ensure developments help deliver network improvements and consider wider highway effects.

Comments from respondents include ['Notts CPRE', '1384471', 'Derbyshire County Council', 'The Lindhurst Group', 'Bellway Homes', 'Richborough', '1383891', '1219454'].

Key themes drawn from responses to Question 52:

Transport Evidence Base & Modelling (6 respondents, 75%)

Respondents emphasise that the forthcoming transport study should encompass the effects of existing and proposed allocations along the MARR route, the proposed link road and traffic flows towards M1 Junction 29. The new Systra model adopted by Nottinghamshire County Council may provide a more robust basis for major transport assessments. Previous improvement schemes for the A60 were based on a district-wide methodology that did not reflect the specific traffic generation from sites such as Old Mill Lane. A coordinated strategic approach could be required, involving collaboration between Bolsover District Council, Mansfield District Council, Derbyshire County Council and Nottinghamshire County Council to commission modelling aligned with emerging local plan allocations. The absence of an updated transport evidence base and new transport study at the current consultation stage may hinder thorough appraisal of policy IN9's impacts. Policy IN9's evidence base should account for substantial housing and economic allocations along the A617 and their potential effect on traffic through Pleasley and to M1 Junction 29. The full implications of policy IN9 may remain unclear until the evidence base is revised and the new transport study is completed.

Comments from respondents include ['1384471', 'Bellway Homes', 'Derbyshire County Council', 'Richborough', '1219454', 'The Lindhurst Group'].

Strategic Link Roads & Bypasses (2 respondents, 25%)

Respondents highlight that the planned transport study for Policy IN9 must incorporate the impact of existing and proposed allocations along the MARR route, the proposed link road and traffic flows to M1 Junction 29. A link road between Shirebrook and Junction 29 of the M1 could enhance connections and reduce congestion in villages along the A617. A bypass may be required to mitigate significant impacts on the Derbyshire network arising from the Pleasley Hill Farm allocation and other proposed growth in the Shirebrook area.

Comments from respondents include ['1384471', 'Derbyshire County Council'].

Cross-boundary Strategic Collaboration (2 respondents, 25%)

Respondents stress the need for a coordinated strategic approach requiring collaboration between Bolsover District Council, Mansfield District Council, Derbyshire County Council and Nottinghamshire County Council to commission cross-boundary transport modelling through the emerging Bolsover and Mansfield local plans. Cross-boundary transport modelling could assess the likely impacts of proposed housing and employment growth. Traffic generated by new allocations in Mansfield district may require full assessment by both Nottinghamshire and Derbyshire County councils to determine its effects on the highway network under Policy IN9.

Comments from respondents include ['1384471', 'Derbyshire County Council'].

Sustainable Transport Measures (2 respondents, 25%)

Respondents emphasise that future allocations should prioritise sustainable transport modes and limit private car use, with an emphasis on advancing traffic-calming technology while acknowledging that development will increase road capacity. The protection and enhancement of the existing sustainable transport network could support Policy IN9's objective of mitigating significant impacts on the transport network.

Comments from respondents include ['Bellway Homes', 'Richborough'].

Cumulative Impact on Key Corridors (2 respondents, 25%)

Cumulative Impact on Key Corridors with respect to Question 52 Impact of development on the transport network (Policy IN9) is emphasised by proposals that the planned transport study incorporate the impact of existing and proposed allocations along the Marr route, the proposed link road and traffic flows to M1 Junction 29. The transport evidence base for policy IN9 must account for existing substantial housing and economic allocations along the Marr route (A617) and anticipated effects on traffic through Pleasley and to M1 Junction 29. If option B or option C of the draft Shirebrook growth plan is agreed, development of up to 3,500 homes including 925 at Pleasley Hill Farm could impose significant highway impacts on the A617 and may require mitigation measures.

Comments from respondents include ['1384471', 'Derbyshire County Council'].

Highway Mitigation Contributions (1 respondent, 12%)

The respondent considers that contributions to highway improvements should be proportionate to the impact of each development on the local highway network as set out in Policy IN9.

Comments from respondents include ['Bellway Homes'].

HGV Routing Controls (1 respondent, 12%)

The respondent considers that HGV routing controls under Policy IN9 could be extended to prohibit heavy goods vehicles from accessing the new housing scheme on the pit site via Netherfield Lane through Meden Vale to safeguard highway safety and protect local amenity. They should instead be accessed by the old pit road from the A616, with enforcement measures required to secure the use of this route.

Comments from respondents include ['1383891'].

Other (7 respondents, 88%)

A range of other matters has been raised in relation to Policy IN9. The site at Blidworth Lane will be able to accord with ELN requirements for logistics sites in relation to proximity to the strategic highway network, limiting congestion and car parking. Policy

wording could be amended to include “contribute” to the facilitation of improvements as individual developments may not achieve objectives alone. B8 strategic distribution and logistics sites would add traffic but when correctly managed and through good design could deliver an overall benefit. Observations indicate that existing highway chaos has not been adequately addressed. The district council’s reliance on NCC Via EM Ltd to plan and carry out highway works calls into question the local plan’s assertion that road conditions are the council’s responsibility. The relocation of Abbey Primary School in April 2016 has generated increased parental parking, road damage and engine idling without mitigation despite enrolment rising from 303 to 458 pupils. At this stage of the consultation not all information required is available. Future site allocation decisions should explicitly consider impacts on the A617. The potential highway impacts of the Pleasley Hill Farm urban extension should be considered in the wider context of significant housing and employment proposals around Shirebrook in Bolsover District. Via EM Ltd’s view that traffic problems are “not severe” may not reflect bus operator experience. An outstanding Freedom of Information request for a 2022/23 traffic survey has yet to be fulfilled. Mitigation measures on the existing network or from committed developments may need to be approached flexibly. The council could influence highways management to ensure that any significant impacts on the highway network can be suitably mitigated are prioritised where urgently required. The draft policy has received general support.

Comments from respondents include [‘1384471’, ‘Bellway Homes’, ‘Derbyshire County Council’, ‘Notts CPRE’, ‘Richborough’, ‘1219454’, ‘The Lindhurst Group’].

Mansfield District Council's Response to Question 52:

The Council notes the strong emphasis on the need for an updated transport evidence base and robust modelling of cumulative impacts, particularly along the MARR/A617 corridor, through Pleasley and towards M1 Junction 29. The Council also notes the comments regarding cross-boundary impacts, coordination with Bolsover District Council and Derbyshire and Nottinghamshire County Councils, sustainable transport, highway mitigation, potential link roads or bypasses and HGV routing.

The transport evidence base has subsequently been updated and a new Transport Study has informed the Regulation 19 plan. Following advice from the transport consultants, Policy IN8 has been strengthened. Part 1 now more clearly identifies the technical matters to be assessed at planning application stage; part 2 provides more detail on Transport Assessments and Transport Statements; and part 3 addresses safeguarding the Public Rights of Way network.

The supporting text and evidence references have also been updated. It now makes clear that Derbyshire County Council, as Highway Authority, should be consulted on relevant planning applications. The updated evidence and site assessment work provide the basis for considering cumulative and cross-boundary transport effects and appropriate mitigation.

The suggestions for specific link roads, bypasses and HGV routing controls have been considered in the context of the transport evidence and infrastructure work. The Local Plan cannot itself commit to individual highway schemes outside the Council's control, which require consideration and agreement by the relevant Highway Authorities and partners. Individual development proposals will nevertheless need to demonstrate that their transport impacts can be appropriately mitigated and that highway safety is maintained.

The comments regarding proportionate highway contributions and sustainable transport have also been considered through the strengthened policy and wider transport policies. The Council considers that the updated evidence and amendments provide a more robust basis for assessing development and cumulative transport impacts.

Question 53 – Policy IN10: Car and cycle parking

Comments: 5
Respondents: 5

Summary

Respondents most frequently noted that Regulation 44J and Part S of the Building Regulations 2010 already set minimum electric vehicle charge-point standards, rendering policy IN10's charging requirement unnecessary, with an equal share warning that including such provisions in the local plan would duplicate existing legislation and risk inefficiency. It was also emphasised that Regulation 44J alone suffices for charge-point standards. No additional comments, regarding the policy's vehicle, cycle parking and charging provisions as sufficiently comprehensive.

Comments from respondents include ['Nottinghamshire County Council', 'The Lindhurst Group', 'Bellway Homes', 'Woodall Homes', '31'].

Key themes drawn from responses to Question 53:

Regulatory duplication with Building Regulations (2 respondents, 40%)

Respondents argue that mandating electric vehicle charging provision in the local plan duplicates Building Regulations requirements. Minimum standards for electric vehicle charge points are already set out in Regulation 44J and Part S of the Building Regulations, making a parallel requirement in policy IN10 unnecessary. Policy overlap with existing regulatory frameworks may lead to confusion and inefficiency and any additional standards proposed in emerging local policies would require clear evidence and justification.

Comments from respondents include ['Bellway Homes', 'Woodall Homes'].

Other (3 respondent, 60%)

The respondent supports the approach to draft Policy IN10 and has no further comments or recommendations. Draft Policy IN10's provisions for integrated vehicle and cycle parking, electric vehicle charging points and updated guidance references are considered sufficiently comprehensive. The County Council's Transport and Travel Services team should be consulted on the draft revised Mansfield Transport Study. The East Midlands County Combined Authority should be notified of future public transport related consultations. Provision should be made for walking.

Comments from respondents include ['The Lindhurst Group', 'Nottinghamshire County Council', '31'].

Mansfield District Council's Response to Question 53:

The Council agrees with respondents that a specific policy requirement for EV charging points duplicates the mandatory standards set out in Building Regulations (Approved Document S and Regulation 44J). At Regulation 19, the relevant criterion has been removed from the policy, and reference to the specific Building Regulations has been added to the supporting text to confirm that provision continues to be secured through that route rather than through Policy IN10. The comments regarding consultation with Nottinghamshire County Council and the East Midlands County Combined Authority on transport and public transport matters are noted and will continue to be addressed through the Council's wider transport evidence and engagement arrangements.

Question 54 – Policy IN11: Telecommunications and broadband

No consultation responses were received in relation to Policy IN11 – Telecommunications and broadband.

Question 55 – Policy NE1: Protection and enhancement of landscape character

Comments: 10
Respondents: 10

Summary

Respondents welcomed references to local and national landscape character assessments but stressed that detailed assessments should guide development without unnecessary constraints. Concerns were raised that housing proposals could harm Spa ponds and greenfield sites, weakening landscape character. Early mapping of ecological assets was proposed to avoid sensitive areas and protect historic landforms. The qualifier “where feasible” was deemed to weaken policy and should be removed. Suggestions included allowing sustainable rural development on non-urban sites with good transport links if sympathetic to local character. Proposals for S106 obligations or a levy to fund woodland and hedgerow management were offered to ensure ongoing landscape care. Respondents also recommended integrating heritage features, such as pit wheels and memorial gardens, into new schemes. Large-scale developments were urged to show how new planting connects to the wider green infrastructure network.

Comments from respondents include [‘Notts CPRE’, ‘202’, ‘Natural England’, ‘The Lindhurst Group’, ‘Historic England’, ‘197’, ‘Woodall Homes’, ‘Woodland Trust’, ‘1383891’, ‘31’].

Key themes drawn from responses to Question 55:

Landscape Character Assessment Reference (2 respondents, 20%)

Respondents welcome the reference to the Mansfield District Council Landscape Character Assessment and the Sherwood and Southern Magnesian Limestone national character area profiles in policy NE1. Landscape character may need to be determined through appropriate assessment work that does not unnecessarily constrain development.

Comments from respondents include [‘Woodall Homes’, ‘Natural England’].

Spa Ponds Conservation (2 respondents, 20%)

Respondents consider that Policy NE1 may not adequately safeguard Spa ponds. Housing development proposals could remove greenfield land and adversely affect the ponds, undermining the protection and enhancement of landscape character.

Comments from respondents include [‘31’, ‘197’].

Strategic Site Allocation to Avoid Ecological Assets (1 respondent, 10%)

The respondent highlights that applying the Local Nature Recovery Spatial Strategy to site allocations from the outset could ensure that sensitive ecological assets are identified and avoided, thereby aligning development proposals with the aims of Policy NE1 to protect and enhance landscape character. Guiding site selection through ecological mapping could safeguard key landforms, historic assets and amenity by preventing adverse visual and cumulative impacts on landscape policy zones.

Comments from respondents include ['Woodland Trust'].

Feasibility Qualifiers in Policy Wording (1 respondent, 10%)

The respondent calls for removal of the qualifier "where feasible", stating that its inclusion weakens the policy. The qualifier could undermine the policy's requirements for protecting and enhancing landscape character.

Comments from respondents include ['Notts CPRE'].

Rural Development Flexibility (1 respondent, 10%)

The respondent argues that the policy could allow development proposals on sites not adjoining main urban areas provided they are otherwise sustainable, for example connected to commuter transport corridors and local services, to maintain contingency, choice and flexibility. The policy could be applied flexibly to such locations so long as proposals are informed by and sympathetic to the local landscape character assessment and include measures to conserve, enhance or mitigate impacts on landforms, historic assets and visual amenity. Introducing this flexibility may help to meet future housing needs while upholding landscape protection objectives.

Comments from respondents include ['Woodall Homes'].

Financial Contributions for Landscape Management (1 respondent, 10%)

The respondent proposes that S106 obligations or an infrastructure levy could secure ongoing funding for woodland and hedgerow management tied to monitoring triggers. Such funding may support the policy's aim to conserve and enhance landscape character through proactive maintenance of key features.

Comments from respondents include ['Woodland Trust'].

Integration of Heritage Assets (1 respondent, 10%)

The respondent suggests that integration of heritage assets within Policy NE1 could include siting pit wheels at the village entrance and establishing a memorial garden for Welbeck Colliery in the parkland opposite the Prest Avenue junction on Netherfield Lane to conserve historic features and enhance local landscape character.

Comments from respondents include ['1383891'].

Green Infrastructure Connectivity (1 respondent, 10%)

The respondent argues that large-scale developments such as Berry Hill SUE3 should be obliged to demonstrate linkage between new woodlands and hedgerows and the district-wide green infrastructure framework, requiring evidence of connectivity between on-site planting and the wider network. Policy NE1 and Policy IN2 could explicitly reference habitat networks and ecological corridors to bolster green infrastructure connectivity.

Comments from respondents include ['Woodland Trust'].

Other (5 respondents, 50%)

Respondents express a range of views on policy NE1 and landscape character. Development in Mansfield Woodhouse is described as having a potentially devastating impact on landscape character. The ability of a large development to avoid negative landscape impacts is questioned. Policy NE1 is welcomed within the local plan, with particular support for clause 2.b addressing conservation and enhancement of important landforms and settings. Agreement is stated with the council's approach and no further comments are provided. The intrinsic character and beauty of the countryside may warrant appropriate assessment work without unnecessarily constraining development. By contrast, a blanket ban on development in the countryside would conflict with national policy.

Comments from respondents include ['202', 'Historic England', 'The Lindhurst Group', 'Woodall Homes', 'Notts CPRE'].

Mansfield District Council's Response to Question 55:

Spa Ponds Conservation:

The Council considers Policy NE1 and other relevant policies in the Local Plan will afford proportionate protection to Spa Ponds LWS while providing criteria against which to assess the potential landscape impacts from development proposals. Policies NE1 and NE2 requires mitigation where adverse impacts on environmental designations may arise.

Strategic Site Allocation to Avoid Ecological Assets:

The site assessment and selection process has had regard to a range of ecological mapping, including the LNRS. The assessment of potential site allocations has also been informed by a Landscape Sensitivity Study (LSS) which identifies landscape study parcel sensitivity to change through different typologies. A range of criteria relating to landscape and visual susceptibility and landscape value were used to inform the assessment of each study parcel, including the value of ecological assets.

Feasibility Qualifiers in Policy Wording:

The District Council considers the wording provides the necessary flexibility where it is it not always feasible, or proportionate, for schemes to meet all of the relevant criteria, for example, where a proposal is not able to contribute towards meeting all landscape policy actions for the relevant LPZ. Proposals will be assessed on their merits, having regard to the potential impact on the landscape, proposed mitigation, the extent it is in conformity with the criteria of Policy NE1 and the other relevant policies in the plan.

Rural Development Flexibility:

The Council does not agree the policy could allow development proposals on sites not adjoining the main urban areas / settlement boundaries. Policies S2 and S3 set out the spatial strategy for growth, including the circumstances development outside of the defined settlement boundaries may be acceptable.

Financial Contributions for Landscape Management:

Whether proposals contribute toward off-site infrastructure, including green and blue infrastructure, will be assessed in accordance with Policy IN1.

Integration of Heritage Assets:

It is not the purpose of Policy NE1 to identify specific heritage assets, schemes or opportunities to enhance local landscape character. The policy signposts applicants to the respective LPZ and policy actions, which include opportunities for conserving and enhancing heritage assets. Policy NE1 has also been amended to signpost applicants to the LSS and the mitigation opportunities within the respective LSS study parcel. Criterion 2b supports proposals that are

designed to conserve and enhance historic assets, their settings and landscape features. Furthermore, all proposals will also be assessed against policy HE1.

Green Infrastructure Connectivity:

The nature of the on and off-site green infrastructure will be determined on a case-by-case basis with each development proposal assessed on its merits. Policy IN2 specifically addresses the provision of green infrastructure, which should be applied in conjunction with a number of cross-cutting policies, such as NE1, NE2 and CC3. Applicants are required or encouraged to have regard to a number of evidence base studies to inform their landscape and green infrastructure proposals, including the Green Infrastructure Study, LCA, LSS and Habitat Study.

Question 56 – Policy NE2: Biodiversity and geodiversity

Comments: 18
Respondents: 18

Summary

Respondents note the mandatory 10% biodiversity net gain requirement and request clear metrics using pre-degradation baselines, defined harm versus benefits tests and options for on-site, off-site or credit delivery with like-for-like uplift. They warn that requirements beyond 10%, complex early assessments and detailed landscaping proposals risk viability and the delivery of infrastructure. A 50m buffer for ancient woodland, defined zones of influence for protected sites and BS5837 root protection areas are urged to safeguard irreplaceable habitats. A hierarchy for habitat creation is proposed, placing wildflower meadows, native woodland and sustainable drainage systems before bird and bat boxes. Explicit alignment with the Nottinghamshire Local Nature Recovery Strategy, tree-lined streets with canopy-cover targets and a minimum of 50 years habitat management are also recommended alongside minor policy wording and native stock sourcing amendments.

Comments from respondents include [‘Swifts Local Network: Swifts & Planning Group’, ‘202’, ‘Natural England’, ‘Avant Homes’, ‘The Lindhurst Group’, ‘Bellway Homes’, ‘Richborough’, ‘197’, ‘Forest Town Nature Conservation Group (FTNCG)’, ‘Hallam Land’, ‘Hallam Land and Harworth Group’, ‘131’, ‘Woodall Homes’, ‘Nottinghamshire Wildlife Trust’, ‘Environment Agency’, ‘Woodland Trust’, ‘31’, ‘1219454’].

Key themes drawn from responses to Question 56:

Biodiversity Net Gain Metrics and Delivery (10 respondents, 56%)

Respondents welcome the policy's mandatory minimum 10% biodiversity net gain and its alignment with national and statutory requirements, with support for spatial priorities informed by local nature recovery strategy mapping to deliver a rich mix of habitats including native woodland. Requirement to exceed the 10% threshold is seen as potentially threatening scheme viability and impairing comprehensive development to meet district needs. Adoption of NPPF paragraph 192 is recommended by identifying, mapping and safeguarding wildlife-rich habitats and wider ecological networks, promoting restoration and enhancement of priority habitats and species and securing measurable net gains. Use of pre-degradation habitat values as the baseline is requested to deter artificial lowering of baselines by pre-assessment habitat clearance. Under P204, a clear definition of when benefits outweigh harm is sought to avoid undermining habitat protection and to explicitly require the 10% uplift plus greater gains for protected sites on top of mitigation and compensation measures. Where on-site delivery is constrained, off-site habitat investment is proposed to ensure a net district-wide gain. Clarification is required that biodiversity net gain may be delivered on-site, off-site or through credits, with P209 amended to state that each habitat must deliver at least 10% like-for-like net gain rather than the site overall. Concern is raised that the current process front-loads cost-intensive site assessments and landscaping proposals before formal submission. An increase of the metric target to 20% net gain is suggested to reflect woodland maturation periods and align with best practice elsewhere. Mandatory mapping of new hedgerows to ensure contribution to wider ecological networks is encouraged. Agreement is expressed that no provision above 10% should be sought to avoid viability challenges to housing delivery, and that requiring net gain above this threshold would impose an unnecessary burden on development, potentially compromising viability, scheme delivery and associated infrastructure. Achieving a net gain position on-site is described as already difficult without off-site provision that can be costly and difficult to source.

Comments from respondents include ['Woodland Trust', 'Natural England', 'The Lindhurst Group', 'Bellway Homes', 'Hallam Land', 'Environment Agency', 'Nottinghamshire Wildlife Trust', 'Hallam Land and Harworth Group', 'Woodall Homes', 'Richborough'].

Viability and Compliance Burden (5 respondents, 28%)

Respondents express concern that requiring a net gain in excess of 10% under Policy NE2 may impose an unnecessary burden on developments, potentially compromising viability and the delivery of associated infrastructure. Mandatory 10% net gain is welcomed in line with national policy on the basis that seeking additional provision could detrimentally affect housing delivery through viability challenges. The biodiversity net gain process may front-load site assessments and necessitate detailed landscaping proposals before submission, representing further speculative costs at risk for developers. Exceeding the threshold could threaten scheme viability and impair the ability to deliver comprehensive development to meet the district's needs. It is

suggested that paragraph 193(c) of the NPPF be quoted verbatim to guard against misinterpretation in viability assessments.

Comments from respondents include ['Woodland Trust', 'Bellway Homes', 'Hallam Land', 'Hallam Land and Harworth Group', 'Woodall Homes'].

Buffer Zones and Zones of Influence (3 respondents, 17%)

Respondents welcome the inclusion of text in paragraph 10.17 specifying an 8.9km recreation zone of influence for the Birklands & Bilhaugh SAC/Sherwood Forest NNR and a 24.7km zone for Clumber Park SSSI, requiring evaluative judgements on development impacts. Developments within these zones of influence should assess recreational impacts on designated sites. However, a more pragmatic 10km impact risk zone for Clumber Park SSSI was agreed, requiring residential planning applications for 50 or more dwellings within this distance to include a recreational impact assessment with mitigation measures such as alternative open space provision. A minimum 50m buffer zone around ancient woodland is proposed in accordance with Natural England and Forestry Commission standing advice, with greater buffers recommended near high-impact sites. The addition of supporting text based on recreation impact studies for the Bassetlaw District Plan is welcomed.

Comments from respondents include ['Woodland Trust', 'Forest Town Nature Conservation Group (FTNCG)', 'Natural England'].

Irreplaceable Habitats Safeguards (2 respondents, 11%)

Respondents call for strengthened irreplaceable habitats safeguards within policy NE2. A minimum 50m buffer zone around ancient woodland is proposed in accordance with Natural England and Forestry Commission standing advice, with greater buffers near high-impact sites. Enforcement of BS5837-compliant root protection areas is advocated, including for ancient and veteran trees, using a standard of 15 x trunk diameter or 5m beyond the canopy, whichever is greater. Proactive use of tree protection orders for recorded ancient, veteran or notable trees may be required where development pressure is likely. A dedicated hedgerow policy is suggested to treat ancient hedgerows as irreplaceable and require a 1:1 replacement ratio for non-ancient losses. Identification and protection of veteran trees outside designated ancient woodland, including on private land and highway verges, is recommended. Assessment of nitrogen impacts from ammonia-emitting developments within 5 km of ancient woodland would be required. Removal of any allowance for exceptional reasons to permit loss or deterioration of irreplaceable habitats under P204 is proposed on the basis that suitable compensation plans are unlikely to be sufficient. Cross-referencing Natural England standing advice is advised to ensure consistent determination of proposals affecting ancient woodland and veteran trees.

Comments from respondents include ['Woodland Trust', 'Environment Agency'].

Habitat Creation Hierarchy and Priority Measures (2 respondents, 11%)

Respondents advocate a clear habitat creation hierarchy and priority measures under Policy NE2 to achieve the required biodiversity net gain. Bird and bat boxes may be treated as lower-priority or standard measures, with habitat improvements or creation considered before installing features such as swift bricks and listed towards the end of the compensatory measures list. A network of wildlife corridors may be proposed to contribute to the site's full biodiversity net gain potential. The biodiversity net gain measures list may be reordered to begin with the most ideal approaches. For example, wildflower meadows, urban woodland, community orchards and heathland, followed by the restoration of wildlife connections, the use of native planting and sustainable drainage systems, with bird and bat boxes and green roofs or walls appearing subsequently.

Comments from respondents include ['Bellway Homes', 'Environment Agency'].

Alignment with Local Nature Recovery Strategy (2 respondents, 11%)

Respondents call for explicit alignment of Policy NE2 with the Nottinghamshire Local Nature Recovery Strategy to prioritise habitat creation in strategic opportunity areas. Reference to the Nottinghamshire Local Nature Recovery Strategy is welcomed. Biodiversity net gain should deliver a rich mix of habitats, including native woodland, with spatial priorities informed by strategy mapping.

Comments from respondents include ['Woodland Trust', 'Natural England'].

Urban Canopy and Street-Tree Requirements (1 respondent, 6%)

The respondent proposes embedding a requirement for tree-lined streets in all new neighbourhoods in line with NPPF paragraph 136. A minimum 30% post-development canopy cover target may be adopted for major greenfield and edge-of-settlement schemes, surpassing the 20% baseline in the Rugby plan. Incremental tree-planting could be required on smaller infill sites to cumulatively enhance urban canopy.

Comments from respondents include ['Woodland Trust'].

Long-term Management and Monitoring Obligations (1 respondent, 6%)

The respondent advocates securing a minimum of fifty years' management for all created or enhanced habitats through planning conditions or Section 106 obligations to safeguard long-term ecological resilience.

Comments from respondents include ['Woodland Trust'].

Other (14 respondents, 78%)

Respondents proposed various amendments and raised concerns under the 'Other' theme regarding Policy NE2. A typographical correction requests changing "cumulatively" to "cumulative" and spelling "Nottinghamshire" correctly. The inclusion

of species-based features such as bird, bat and swift boxes in design guidance is encouraged, alongside the provision of five UKISG trees per dwelling or per 1,000m² of non-residential floorspace. Calls for native stock sourced from local seed zones aim to strengthen biosecurity and genetic integrity. The policy's reflection of the mitigation hierarchy is welcomed, whereas replicating mandatory net gain requirements from national legislation is viewed as unnecessary. Alignment with NPPF sections 187 and 188 is urged by distinguishing tiers of designated sites, pursuing strategic habitat networks and referencing the nature recovery network. Wording adjustments to replace "exceptions will only be made" with "exceptions will only be considered" and to clarify that avoidance, mitigation, compensation and enhancement measures apply as last resorts are proposed. Preventing development that risks local extinction of protected species such as white-clawed crayfish and mandating BS5837-compliant surveys with root protection zones for retained hedgerows is advocated. A presumption against damage to local wildlife sites, riverside ecologies supporting species such as water voles, and irreplaceable habitats is sought, alongside a shift towards securing positive biodiversity outcomes rather than merely avoiding harm. Heavy construction near rivers and housing encircling the Hills and Holes SSSI may destroy ecosystems, impede fauna access and lead to population declines. Unauthorised activities like fly-tipping, trespass, unmanaged dog walking and rough sleeping have impacted site management on public land. Consideration of wider public or private funding streams for long-term habitat management and reflection of updates in the council's Biodiversity Net Gain SPD and the emerging Local Nature Recovery Strategy is emphasised. Duration requirements for potential SPA site status before formal designation need clarification.

Comments from respondents include ['Swifts Local Network: Swifts & Planning Group', '1219454', '131', 'Natural England', 'Woodland Trust', 'Bellway Homes', 'Hallam Land', 'Avant Homes', 'Environment Agency', 'Nottinghamshire Wildlife Trust', 'Hallam Land and Harworth Group', '197', 'Woodall Homes', '202'].

Mansfield District Council's Response to Question 56:

The Council notes the extensive comments on biodiversity net gain, designated sites, ancient woodland, protected species, habitat connectivity, the Local Nature Recovery Strategy, long-term habitat management and the potential implications of additional requirements for viability and delivery. The Council has made a number of substantive changes to Policy NE2 at Regulation 19 in response to consultation feedback. Former criterion 1c) has been deleted, as mandatory 10% biodiversity net gain now applies to all non-exempt development under national legislation; supporting text and a link to government guidance have been added to clarify this. A new Part 4 has been added requiring a Recreational Impact Assessment for applicable development within 10km of Clumber Park SSSI, responding directly to comments on buffer zones and zones of influence. Part 8 (formerly 7) now requires an additional 10% BNG uplift for development affecting designated habitat sites. The Biodiversity Net Gain SPD reference has been removed from supporting text, as legislative change means it no

longer reflects the current position, and additional references to the Local Nature Recovery Strategy have been added.

The Council has not increased the BNG requirement above the mandatory 10% minimum, reflecting the majority of developer responses and viability considerations; requests from environmental respondents for a higher threshold (e.g. 20%) have therefore not been taken forward. Requests for a formal habitat creation hierarchy, a 50m ancient woodland buffer, and BS5837 root protection area requirements have not been incorporated into policy wording and are noted for consideration.

Question 57 – Policy NE3: Pollution and land instability

Comments: 5
Respondents: 5

Summary

Respondents recommended updating plan references and correcting typos in Policy NE3, such as citing the Humber River Basin Management Plan, merging ‘safeguard’ into one word and adding a link to ILP Guidance Note 8 on bats and artificial lighting. Concerns were raised about greenfield site loss affecting SPA ponds. Calls for explicit artificial lighting controls included lighting impact assessments, curfews, directional warm-white LEDs, low-corrosive fixtures and reduced light spill. The inclusion of paragraphs 10.38–10.41 on coal mining legacy risk was welcomed for contextual heritage and risk signposting. Emphasis was placed on appropriate SuDS designs to protect groundwater and manage surface water flows. The potential impact of nitrogen deposition on heathland was highlighted. Groundwater protection, pollution avoidance measures and requirements for land instability risk assessment were also welcomed.

Comments from respondents include [‘Natural England’, ‘197’, ‘Nottinghamshire Wildlife Trust’, ‘Environment Agency’, ‘The Coal Authority’].

Key themes drawn from responses to Question 57:

Plan references and textual accuracy (2 respondents, 40%)

Respondents recommend updates to plan references and textual accuracy for Policy NE3. Reference to the Humber River Basin Management Plan is proposed instead of the Severn. Paragraph 10.46 contains typographical errors requiring correction. ‘Safeguard’ should be presented as a single word when referring to safeguard zones. A link to the ILP guidance note 8 on bats and artificial lighting should be added to the explanatory notes.

Comments from respondents include [‘Environment Agency’, ‘Nottinghamshire Wildlife Trust’].

Greenfield site loss and ecological impact (1 respondent, 20%)

The respondent states that the local plan does not deliver policy NE3 because the housing development proposals remove greenfield sites and affect SPA ponds.

Comments from respondents include [‘197’].

Artificial lighting and ecological protection (1 respondent, 20%)

The respondent supports explicit control of artificial lighting within Policy NE3 to safeguard nocturnal ecology and urges alignment with ILP Guidance Note 8 on bats and artificial lighting (https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting). Explicit inclusion of lighting impact assessments, curfews, directional warm-white LED luminaires, low-corrosive fixtures and measures to reduce light spill could strengthen ecological safeguards and ensure development avoids unacceptable levels of light pollution.

Comments from respondents include [‘Nottinghamshire Wildlife Trust’].

Coal mining legacy risk assessment (1 respondent, 20%)

The respondent supports the inclusion of paragraphs 10.38–10.41 as they contextualise Mansfield’s coal mining heritage and signpost information on areas where coal mining features may pose risks to new development, thereby providing justification for the policy.

Comments from respondents include [‘The Coal Authority’].

SuDS for surface water management and groundwater protection (1 respondent, 20%)

The respondent emphasises that appropriate SuDS designs should be used when infiltrating surface water to prevent pollutants from reaching the underlying groundwater. Appropriate SuDS could play a key role in managing surface water drainage by regulating flows into the sewerage network and watercourses.

Comments from respondents include [‘Environment Agency’].

Nitrogen deposition and heathland impact (1 respondent, 20%)

The respondent welcomes the highlighting of the potential impact of nitrogen deposition on heathland in paragraph 10.45.

Comments from respondents include [‘Natural England’].

Other (3 respondents, 60%)

Respondents welcome the groundwater protection and pollution avoidance provisions of Policy NE3, view it as providing sufficient detail and particularly welcome its requirement to assess and mitigate land instability risks to an acceptable level.

Comments from respondents include ['Environment Agency', 'Natural England', 'The Coal Authority'].

Mansfield District Council's Response to Question 57:

The Council notes the comments supporting the overall approach to Policy NE3 and requesting updated references, correction of minor drafting errors and additional signposting concerning artificial lighting, groundwater, pollution and land stability.

The policy and supporting text have been reviewed. References have been updated, including the relevant River Basin Management Plan, and minor textual and typographical matters have been corrected where necessary. Supporting information and NPPF references have also been reviewed.

The Council has considered the comments seeking more detailed controls on artificial lighting, including lighting impact assessments, curfews, directional warm-white lighting and controls on light spill. The Council considers that the existing policy provides an appropriate framework for controlling unacceptable light pollution, with detailed matters addressed through development proposals and relevant guidance. The suggested ILP guidance has been considered as supporting information rather than creating a separate set of prescriptive policy requirements.

The comments regarding groundwater protection and appropriate SuDS are noted. These matters are addressed through NE3 alongside the policies on sustainable drainage and flood risk. The provisions relating to coal mining legacy risks and nitrogen deposition on heathland have also been retained.

No substantive further policy changes were made to NE3 at Regulation 19. The Council considers the policy, read alongside the Local Plan as a whole, provides an appropriate basis for addressing pollution, groundwater, land stability, lighting and related environmental impacts.

Question 58 – Policy NE4: Mineral safeguarding areas

Comments: 1
Respondents: 1

Summary

All respondents welcomed the continued inclusion of policy NE4, which requires consultation with the minerals planning authority on development proposals within mineral safeguarding areas.

Comments from respondents include [‘Nottinghamshire County Council’].

Key themes drawn from responses to Question 58:

Consultation requirement (1 respondent, 100%)

The respondent welcomes the continued inclusion of policy NE4 requiring consultation with the minerals planning authority on development proposals within mineral safeguarding areas.

Comments from respondents include [‘Nottinghamshire County Council’].

Mansfield District Council’s Response to Question 58:

Support for the inclusion of this policy is welcomed. No changes required.

Question 59 – Policy HE1: Historic environment

Comments: 9
Respondents: 9

Summary

Respondents urged protection of landscape and ecological heritage near Mansfield Woodhouse, citing risks to flood dykes, greenfield land, veteran trees, spa ponds and historic meeting house gardens. They requested mandatory archaeological evaluation, excavation, recording and interpretation before and during development. Clearer policy wording and robust construction management protocols were proposed to prevent unannounced works at Walkden Street car park and enhance cohesion. Concerns were raised that highway alterations beside the Grade II* listed Old Meeting House could restrict vehicular access and harm its setting. Adaptive reuse of the Rosemary Centre should align with established heritage practices. Other suggestions included a memorial garden at Meden Vale, archaeological input for allocation sites and strict conformity with national policy.

Comments from respondents include ['Old Meeting House Unitarian Chapel', '202', 'Nottinghamshire County Council', 'The Lindhurst Group', 'Historic England', '197', '135', '1383891', '31'].

Key themes drawn from responses to Question 59:

Protection of landscape and ecological heritage features (3 respondents, 33%)

Respondents raised multiple concerns regarding protection of landscape and ecological heritage features under policy HE1. The scale of development in Mansfield Woodhouse could significantly harm flood dykes and neighbouring greenfield land, conflicting with policy requirements to avoid harm to heritage settings. A large tree was felled following flawed advice to the CCTV department, underlining the need for robust measures to protect veteran trees within heritage sites. Removal of greenfield sites and spa ponds may undermine ecological and heritage objectives by eroding key landscape features. Future planning documents should prioritise conservation of the old meeting house buildings and their adjoining peaceful garden to sustain local landscape character.

Comments from respondents include ['197', '202', 'Old Meeting House Unitarian Chapel'].

Archaeological assessment requirements (2 respondents, 22%)

Respondents propose that clause 1.4 of the policy should require satisfactory provision for evaluation, excavation, recording and interpretation of archaeological remains prior to and during development commencement. The wider document makes provision for archaeological assessment, including setting impacts, and specifically covers archaeology under sp9.

Comments from respondents include [‘Historic England’, ‘Nottinghamshire County Council’].

Policy wording and clarity (1 respondent, 11%)

The respondent suggests that paragraphs 11.20 and 11.25 read more like policy requirements than explanatory text. Those passages could be integrated into the policy itself to enhance clarity and cohesion.

Comments from respondents include [‘Historic England’].

Vehicular access and highway alterations (1 respondent, 11%)

The respondent contends that the proposed Lidl store plans, including narrowing Walkden Street by the chapel, may restrict vehicular access for wedding cars, hearses and everyday traffic accessing the chapel grounds, potentially affecting the setting of this heritage asset in contravention of policy HE1. Such alterations could impinge on the asset’s setting and conflict with the policy’s objective to avoid harm to heritage assets and their surroundings.

Comments from respondents include [‘Old Meeting House Unitarian Chapel’].

Stakeholder communication procedures (1 respondent, 11%)

The respondent emphasises the need for the council to improve stakeholder communication procedures. Past contractor works at Walkden Street car park were carried out without prior notice and caused long-term disruption around the chapel grounds. Trustees have had to make frequent visits to council offices in order to obtain planning information for the chapel’s location. Council communications could ensure that trustees are kept informed of developments, that letters are sent to the correct address and that notices are placed where they are clearly visible to the chapel.

Comments from respondents include [‘Old Meeting House Unitarian Chapel’].

Heritage setting of the Old Meeting House (1 respondent, 11%)

The respondent highlights that past council contractor works at Walkden Street car park proceeded without prior notice, causing prolonged disruption around the chapel grounds and insists that Policy HE1 must prevent any recurrence. Priority should be given to the Old Meeting House heritage building in considering any developments around its perimeter that could impinge on access or its aesthetic setting. Proposed Lidl store plans, including the narrowing of Walkden Street adjacent to the chapel, would exacerbate access problems for wedding cars, hearses and everyday traffic. The Old Meeting House heritage site draws visitors during Heritage Open Days and its location should be maintained and preserved in harmony with its surroundings rather than compromised by retail or car park developments. Full account must be taken of the effect of any proposed public realm works on the location, access and setting of the Grade II* listed Unitarian chapel, the 1650s parsonage, associated buildings and the listed war memorial within the garden between Walkden Street and

Stockwell Gate. Development proposals must consistently ensure that the significance of this heritage asset and its setting is conserved and enhanced.

Comments from respondents include [‘Old Meeting House Unitarian Chapel’].

Construction management protocols (1 respondent, 11%)

The respondent highlights that past council contractor works at Walkden Street car park under Policy HE1 were carried out without prior notice, with fencing and scaffolding causing long-term disruption around the chapel grounds and calls for robust construction management protocols to prevent similar harm in future. Such protocols could ensure advance notification, protect heritage settings from prolonged obstruction and maintain clear communication with affected stakeholders.

Comments from respondents include [‘Old Meeting House Unitarian Chapel’].

Adaptive reuse and redevelopment of heritage-era buildings (1 respondent, 11%)

The development of the current Rosemary Centre building with its many advantages, should be better considered under the policy to ensure its adaptive reuse and redevelopment aligns with practices adopted in other towns and cities.

Comments from respondents include [‘Old Meeting House Unitarian Chapel’].

Other (7 respondents, 78%)

Respondents welcome policy HE1 as supporting the conservation and enhancement of the historic environment. This approach to the draft policy is endorsed without further recommendations or comments. Changes to the policy and supporting text are acknowledged as aligning with prior input. Alignment with National Planning Policy Framework requirements is considered well-informed. A memorial garden for Welbeck Colliery in Meden Vale is proposed, with pit wheels suggested for the village entrance. Recognition of the Old Meeting House by the Heritage Open Days scheme as a place of national interest is highlighted as warranting special planning consideration. Archaeological input from the county council may be provided for any allocation sites lacking such assessment. Chapter 16 of the National Planning Policy Framework is referenced to emphasise the requirement for conservation and enhancement and to foreground opportunities to better reveal the significance of heritage buildings. Historic England’s and Nottinghamshire County Council’s comments on the Walkden Street car park development are advised to be revisited to ensure any replacement for the Rosemary Centre is in keeping with its surroundings. Using land in Manor Park for housing would negatively affect local residents and villagers who use the park daily. Residents need a relaxing, peaceful park that is large enough to serve the growing surrounding population. The park provides recreational space for diverse users including parents with babies, children, teenagers, older people and disabled visitors. Manor Park supports important wildlife species such as birds, squirrels, badgers, foxes, butterflies and bees. The trees in Manor Park are valued for their importance to

both people and wildlife. The commenter asks whether Spa Ponds is included in the proposals.

Comments from respondents include [‘Historic England’, ‘Nottinghamshire County Council’, ‘1383891’, ‘The Lindhurst Group’, ‘Old Meeting House Unitarian Chapel’, ‘135’, ‘31’].

Mansfield District Council's Response to Question 59:

Protection of landscape and ecological heritage features:

In response to concerns regarding protection of landscape and ecological heritage features under policy HE1, proposals will need to be considered against Policy NE1 (Protection and enhancement of landscape character) which states, 'Development within in a landscape policy zone will be supported where it can be satisfactorily demonstrated, where appropriate and feasible, that it… is designed to conserve and enhance important landforms, historic assets and their settings and landscape features…' amongst other considerations. The Council considers the two policies, read together, provides sufficient coverage to address these concerns.

Archaeological assessment requirements:

Policy HE1 has been amended to reflect the suggested wording regarding the satisfactory provision for evaluation, excavation, recording and interpretation of archaeological remains prior to and during development commencement.

Policy wording and clarity:

Criterion 2 of Policy HE1 has been amended to reflect the suggestion of included the first bullet of paragraph 11.20 of the explanatory text.

Vehicular access and highway alterations (1 respondent, 11%)

The respondent contends that the proposed Lidl store plans, including narrowing Walkden Street by the chapel, may restrict vehicular access for wedding cars, hearses and everyday traffic accessing the chapel grounds, potentially affecting the setting of this heritage asset in contravention of policy HE1. Such alterations could impinge on the asset's setting and conflict with the policy's objective to avoid harm to heritage assets and their surroundings.

Stakeholder communication procedures

The respondent emphasises the need for the council to improve stakeholder communication procedures. Past contractor works at Walkden Street car park were carried out without prior notice and caused long-term disruption around the chapel grounds. Trustees have had to make frequent visits to council offices in order to obtain planning information for the chapel's location. Council communications could ensure that trustees are kept informed of developments, that letters are sent to the correct address and that notices are placed where they are clearly visible to the chapel.

Heritage setting of the Old Meeting House:

Regarding comments in relation to specific sites or historic assets, or the impact of emerging development proposals, the policy is not intended to make reference to specific heritage assets. The policy seeks to conserve, and where possible, enhance designated and non-designated heritage assets and seek appropriate mitigation according to the level of protection afforded to the asset.

Construction management protocols:
In response to the request that the policy includes the requirement for submission of robust construction management protocols, depending on the nature of the planning application, a construction management plan may be requested by Development Management through a planning condition. It nis not considered appropriate or proportionate to include this requirement in Policy HE1.

Question 60 – Policy HE2: Pleasley Vale Regeneration Area

Comments: 3
Respondents: 3

Summary

Respondents noted the importance of retaining the joint policy with Bolsover District Council in the Mansfield Local Plan Review and the Bolsover District Local Plan to support collaboration on Pleasley Vale regeneration. They also welcomed the updates to Policy HE2 for the Pleasley Vale Regeneration Area.

Comments from respondents include [‘1384471’, ‘Historic England’].

Key themes drawn from responses to Question 60:

Joint Policy Coordination (1 respondent, 33%)

The respondent fully supports retention of the joint policy with Bolsover District Council as set out in the Mansfield Local Plan Review and the Local Plan for Bolsover District, arguing that collaborative working could be crucial to the successful regeneration of the Pleasley Vale area.

Comments from respondents include [‘1384471’].

Other (2 respondent, 67%)

The respondents welcome the updates to Policy HE2 on the Pleasley Vale Regeneration Area. A respondent however, sited the importance of countryside buffer zones that offer ecological breaks and preserve rural character

Comments from respondents include [‘Historic England’, 62].

Mansfield District Council’s Response to Question 60:

Support for the retention of and changes made to Policy HE2 prior to the Regulation 18 draft is welcomed.

Question 61 – Policy CC1: Renewable and low carbon energy generation

Comments: 4
Respondents: 4

Summary

Respondents requested precise definitions for eligible energy sources to exclude waste incineration and for “local energy opportunities” to guide site allocations; they recommended using Historic England’s Advice Notes to avoid adverse impacts on heritage, landscape and views and exploring direct energy integration from the existing Lindhurst wind farm. They emphasised ecological and biodiversity assessments to support nature recovery and welcomed time-limited agricultural land consents with decommissioning and reinstatement requirements. They also urged updating the evidence base, removing outdated energy-from-waste references, referencing Clean Power 2030 and addressing climate and nature emergencies together.

Comments from respondents include [‘Natural England’, ‘Richborough’, ‘Historic England’, ‘Only Solutions LLP’].

Key themes drawn from responses to Question 61:

Definition and scope of energy sources (2 respondents, 50%)

Clarity on the definition and scope of eligible energy sources under Policy CC1 should ensure that waste incineration with energy recovery is expressly excluded from contributions to the government’s clean power targets. The term ‘local energy opportunities’ would benefit from a precise definition to indicate whether and how specific areas might be allocated for renewable or low carbon schemes in later versions of the plan.

Comments from respondents include [‘Only Solutions LLP’, ‘Historic England’].

Historic environment and heritage assets (1 respondent, 25%)

The respondent notes that Historic England's Advice Note 15 (February 2021) on commercial renewable energy development and the historic environment could inform Policy CC1 and welcomes its requirement to avoid significant adverse impacts on heritage assets, their settings and on landscape character and visual effects, also highlighting Historic England's Advice Note 3 on the historic environment and site allocations in local plans as a useful guide for identifying suitable areas for renewable energy generation.

Comments from respondents include ['Historic England'].

On-site energy integration and existing infrastructure (1 respondent, 25%)

Direct energy integration from the Lindhurst wind farm to the proposed logistics units could be explored and implemented where possible.

Comments from respondents include ['Richborough'].

Landscape and visual effects management (1 respondent, 25%)

The respondent welcomes that Policy CC1 requires renewable energy proposals to avoid significant adverse impacts on heritage assets and their settings as well as on landscape character and visual effects.

Comments from respondents include ['Historic England'].

Ecology, biodiversity and nature recovery (1 respondent, 25%)

The respondent asserts that, under policy CC1, renewable and low carbon energy development should not be delivered at the expense of the natural environment in its current extent or its future nature recovery and adaptation needs. Reviewing impacts on ecology and biodiversity is welcomed to ensure developments are implemented sensitively to surrounding habitats and species. Opportunities should be maximised for delivering multiple benefits for nature recovery, biodiversity and people.

Comments from respondents include ['Natural England'].

Agricultural land protection (1 respondent, 25%)

The respondent welcomes time-limited consents with requirements for decommissioning and reinstatement of agricultural land and habitats at the end of developments' lives. Such consents may ensure restoration of land and habitats post-operation and the policy could integrate explicit assessment of impacts on best and most versatile agricultural land to avoid losses.

Comments from respondents include ['Natural England'].

Other (4 respondents, 100%)

Plan policies could consider both climate and nature emergencies together. The five 125m high turbines of the Lindhurst wind farm should be retained as part of any development with an appropriate offset radius. The evidence base under ‘what still needs to be done?’ may need updating to identify local energy opportunities. Policy CC1 could be supported for enabling renewable and low carbon energy generation without significant adverse impacts and for assisting climate change mitigation to reduce greenhouse gas emissions. The out-of-date reference to ‘energy from waste (efw)’ and the 200,000-tonne shortfall in table A8.3 on page 367 could be removed from the local plan altogether. The council could provide further clarity by referencing the Clean Power 2030: A New Era of Clean Electricity Technical Annex.

Comments from respondents include [‘Only Solutions LLP’, ‘Richborough’, ‘Historic England’, ‘Natural England’].

Mansfield District Council's Response to Question 61:

The support for the policy in relation to criteria on heritage asset, landscape character, ecology and biodiversity is welcomed. We also welcome comments supporting time-limited consents with requirements for decommissioning and reinstatement of agricultural land and habitats at the end of a development's life. We have added reference to an assessment of impacts on best and most versatile agricultural land as suggested.

The policy and supporting text do not refer to waste incineration as a renewable energy source. The NPPF defines renewable and low carbon energy and this will inform the implementation of this policy.

The Climate Change Study has assessed the 'local energy opportunities' and the supporting text to the policy now sets out that these relate to ground mounted solar developments. Suitable areas will be identified on the Policies Map rather than allocated for such development. This work was based on a review of constraints, including heritage assets covering spatial areas (such as registered parks and gardens and conservation areas). We have added reference to Historic England Advice Note 15 within the supporting text.

We note the potential to direct energy integration from the Lindhurst wind farm to future development and this would be supported by the policy. This is located within the administrative boundary of Newark and Sherwood District Council, so an offset radius is something that would need to be considered by them.

The plan also contains policies on nature and should be read as a whole. Site allocations have been informed by the Local Nature Recovery Strategy for Nottinghamshire.

We have inserted a reference to the Clean Power 2030 Action Plan, and will be updating Appendix 8 when the infrastructure requirements of the Local Plan Review are known.

Question 62 – Policy CC2: Flood risk

Comments: 9
Respondents: 9

Summary

Respondents call for Policy CC2 to align with national and local flood risk guidance, including updates such as Nottinghamshire's Local Flood Risk Management Strategy, Annex 3 classifications and PPG tables. They advocate integrating sustainable drainage systems, green infrastructure and nature-based measures to combine flood resilience with biodiversity net gain and maintain ecosystem integrity. Better flood risk evidence via updated strategic assessments and water cycle studies is urged. The benefits of greenfield over tarmac surfaces for water absorption and the need for 10-metre buffers alongside rivers are highlighted. Proposals include safe access and egress routes in flood-risk areas and consideration of heritage assets in defence schemes. Respondents also seek greater specificity on flood risk types and sequential test triggers.

Comments from respondents include ['1384477', 'Natural England', 'The Lindhurst Group', 'Bellway Homes', 'Richborough', 'Historic England', '197', '1384191', 'Environment Agency'].

Key themes drawn from responses to Question 62:

Policy Alignment with National and Local Guidance (4 respondents, 44%)

Respondents emphasise the importance of aligning Policy CC2 with national and local guidance on flood risk management. Plans should proactively mitigate and adapt to climate change and address long-term flood risk implications, in line with NPPF paragraph 162. Policy CC2's update to reference Nottinghamshire County Council's Local Flood Risk Management Strategy 2021–2027 is welcomed. Government guidance on strategic flood risk assessment and water cycle studies could be included to strengthen the evidence base. Inclusion of Annex 3 flood risk vulnerability classifications and Table 2 of the Flood Risk and Coastal Change PPG is proposed to clarify inappropriate development. Greenfield development may conflict with the National Adaptation Programme 2023–2028's call for resilient land use and with NPPF paragraphs 159–169 on flood risk assessments and climate resilience.

Comments from respondents include ['1384477', 'The Lindhurst Group', 'Richborough', 'Environment Agency'].

Sustainable Drainage Systems Implementation (4 respondents, 44%)

Respondents support the integration of sustainable drainage systems into Policy CC2's flood risk approach, emphasising additional development benefits such as biodiversity net gain and green infrastructure alongside improved flood resilience.

Delivery of flood adaptation measures is recommended as a multi-functional package combining BNG, GI and SUDS. Future development may require ample green space for drainage rather than extensive tarmac expanses that could increase surface runoff into housing areas and roads. Current greenfield developments may be overlooking sustainable drainage and nature-based solutions despite evidence from the British Geological Survey that working with geology, soils, trees and vegetation can mitigate flooding.

Comments from respondents include ['1384477', 'Natural England', '1384191', 'Bellway Homes'].

Natural Flood Management and Ecosystem Integrity (3 respondents, 33%)

Respondents support the inclusion of additional policy backing for nature-based solutions in flood adaptation, particularly natural flood management and re-naturalising watercourses to be secured through new development. Sustainable drainage systems and nature-based measures may be overlooked in greenfield schemes despite evidence from the British Geological Survey, highlighting the benefits of working with geology, soils, trees and vegetation to mitigate flooding. The wording of Policy CC2.1.f is endorsed for its emphasis on retaining the functioning and integrity of natural systems. Provision of sustainable drainage systems is welcomed for its potential to enhance flood resilience, biodiversity net gain and green infrastructure provision. Artificial drainage schemes could shift flood risk downstream and compromise ecological integrity.

Comments from respondents include ['1384477', 'Natural England', 'Bellway Homes'].

Flood Risk Evidence Base and Strategic Flood Risk Assessment (2 respondents, 22%)

Respondents support updating the strategic flood risk assessment to strengthen the flood risk evidence base informing Policy CC2. A Level 2 SFRA may be required for new development within areas at risk of flooding to determine where development would be acceptable and to identify mitigation measures needed throughout its expected lifetime. Government guidance on strategic flood risk assessment and on water cycle studies could be incorporated to structure the SFRA and ensure the use of the latest modelled data to guide development decisions and underpin updated flood risk policies in any revised local plan. The forthcoming water cycle study may identify environmental challenges, propose solutions, gather evidence for development documents and inform wider policy requirements.

Comments from respondents include ['Richborough', 'Environment Agency'].

Greenfield versus Brownfield Development Impacts (1 respondent, 11%)

The respondent emphasises that greenfield sites can absorb and slow water more effectively than tarmac-heavy developments, with soil able to absorb 15–20 times more water than built surfaces, making them essential for flood prevention under Policy CC2.

Comments from respondents include ['1384477'].

Development Buffer Zones to Watercourses (1 respondent, 11%)

The respondent supports specifying a 10metre buffer zone to the top of the main riverbank in policy CC2 sub-points to safeguard watercourses from development. Designating a buffer of this width is proposed to maintain flood resilience throughout a development's lifetime and could prevent any increase in flood risk on or off site. Reference to the updated Local Flood Risk Management Strategy 2021–2027 is recommended to provide a robust evidence base. Inclusion of this requirement may also ensure effective water management under Policy CC3 and preserve the functioning of natural systems benefiting from flooding.

Comments from respondents include ['Environment Agency'].

Safe Access and Egress Requirements (1 respondent, 11%)

The respondent proposes that Policy CC2 should require developments in flood-risk areas to provide a safe, dry access and egress route where applicable. An explicit sub-point could ensure occupiers can reach dry ground without reliance on waterborne transport or emergency services in a flood event. Integration as a specific criterion alongside existing provisions may strengthen resilience and safety. Guidance on design standards, connectivity and maintenance could support consistent implementation. Such an addition may enhance the policy's ability to address evacuation needs and safe movement during flooding.

Comments from respondents include ['Environment Agency'].

Consideration of Historic Environment in Flood Defences (1 respondent, 11%)

The respondent emphasises that flood defence and alleviation measures under Policy CC2 should account for potential impacts on the historic environment, citing Historic England's guidance on flooding and historic buildings. Integration of heritage considerations could prevent damage to historic fabric and settings when designing protective works. Historic England's guidance may provide best practice for assessing and mitigating effects on heritage assets. Collaboration with conservation specialists could support solutions that balance flood resilience with preservation of historic character.

Comments from respondents include ['Historic England'].

Other (6 respondents, 67%)

Respondents argue that greenfield development proposals may heighten run-off and flood risk, particularly on sloping land north of Peafield Lane and may conflict with environmental legislation. New housing is noted to exacerbate water pressures due to extensive surfacing and limited garden space, undermining natural drainage in areas such as Mansfield Woodhouse. Disproportionate impacts on deprived communities

are emphasised by research indicating that homes in poorer areas may face elevated flood risk. Waiting for the publication of updated flood risk evidence is deemed necessary before further assessment could proceed. Policy reference updates are welcomed but greater specificity is sought on flood risk types and triggers for the sequential test. Nature-based solutions are advocated to retain natural land cover and align development with climate and biodiversity objectives.

Comments from respondents include ['Bellway Homes', 'Richborough', '1384191', '1384477', 'The Lindhurst Group', '197'].

Mansfield District Council's Response to Question 62:

The Council welcomes general support for the policy; however, consultees sought greater clarity regarding the application of national policy, the latest flood risk evidence and the role of natural flood management.

Since the Regulation 18 consultation, the Council has completed the Mansfield Strategic Flood Risk Assessment (2026) and Mansfield Water Cycle Study (2026), providing a comprehensive and up-to-date evidence base for flood risk management. In response to comments from the Environment Agency and other consultees, Policy CC2 has been strengthened to provide greater clarity regarding the application of the Sequential Test, Exception Test and Flood Risk Vulnerability Classification, together with updated references to climate change allowances, residual flood risk, safe access and egress and development adjacent to watercourses.

The Council has updated Policy CC2 to reference the Flood Risk Vulnerability Classification in Annex 3 of the NPPF and Table 2 of the PPG, require a minimum 10-metre buffer and safe dry access/egress where development is proposed adjacent to a watercourse, and signpost natural flood management and watercourse re-naturalisation as means of reducing flood risk. A new paragraph has also been added addressing residual flood risk, including risk associated with reservoir breach, reflecting the Environment Agency's concerns regarding development downstream of Kings Mill Reservoir, and risks associated with culvert blockage.

The policy and supporting text now reference the finalised Mansfield District Level 1 Strategic Flood Risk Assessment (WHS, February 2026) and the Mansfield Water Cycle Study. These provide an updated and more detailed evidence base than the 2008 SFRA and 2018 Addendum referenced in the Regulation 18 draft.

Concerns regarding localised flooding at specific locations are noted. These are principally matters for site-specific flood risk assessment and, where applicable, the Sequential and Exception Tests at the allocation or planning application stage rather than matters requiring further amendment to the strategic policy. However, the findings of the updated SFRA, including its assessment of historic flooding, have informed the Council's consideration of site allocations.

Question 63 – Policy CC3: Sustainable drainage systems

Comments: 10
Respondents: 10

Summary

Respondents emphasise alignment with existing and forthcoming regulatory standards, particularly the NPPF, DEFRA's June 2025 national standards and the CIRIA SuDS Manual, with signposting to the SuDS SPD for detailed guidance. They highlight that biodiversity-led SuDS can deliver flood resilience, net biodiversity gain and green infrastructure benefits. They recommend considering catchment context, discharge endpoints and low-flow watercourses, and prioritising water reuse measures at the top of the drainage hierarchy. Calls for stronger policy wording seek mandatory SuDS inclusion unless justified, while allowing flexibility for site-specific factors and infrastructure constraints such as access requirements and annual flooding at sites 190 and 376. Further points include protecting buried archaeological deposits, integrating SuDS as urban and amenity infrastructure to enhance air and water quality, and ensuring surface runoff does not exceed greenfield rates where SuDS are unfeasible, in line with groundwater protection policy NE3.

Comments from respondents include ['Natural England', 'The Lindhurst Group', 'Bellway Homes', 'Richborough', 'Historic England', '197', 'Woodall Homes', 'Nottinghamshire Wildlife Trust', 'Environment Agency', '47'].

Key themes drawn from responses to Question 63:

Consistency with Regulatory Standards and Guidance (4 respondents, 40%)

Respondents emphasise the need for consistency with both existing and emerging regulatory standards and guidance. The council's approach to SuDS aligns with the NPPF to minimise direct and indirect flooding and contribute to biodiversity net gain. The CIRIA SuDS Manual may provide technical clarity on design, delivery and maintenance. Updates should be made to ensure the information used to determine applications remains current. The policy should align with the new national standards for sustainable drainage systems released by DEFRA on 19 June 2025, which introduce seven standards giving greater weight to water quality, amenity, biodiversity and long-term maintenance. Signposting to the SuDS SPD within the policy may help direct users to further detail.

Comments from respondents include ['Nottinghamshire Wildlife Trust', 'Natural England', 'Bellway Homes', 'Richborough'].

Biodiversity and Ecosystem Services (3 respondents, 30%)

Biodiversity and ecosystem services are highlighted as integral to Sustainable Drainage Systems under policy CC3. The council's approach to SuDS aligns with the

NPPF to minimise direct and indirect flooding and support biodiversity net gain delivery. Provision of SuDS may deliver additional development benefits such as flood resilience, biodiversity net gain and green infrastructure enhancement. Policy should require biodiversity-led SuDS to support biodiversity net gain, local nature recovery strategies and habitat connectivity.

Comments from respondents include ['Nottinghamshire Wildlife Trust', 'Bellway Homes', 'Richborough'].

Policy Flexibility and Enforcement (3 respondents, 30%)

Respondents call for stronger wording in Policy CC3 to ensure developments include sustainable drainage systems unless valid justification is provided and for sufficient flexibility to reflect varying site-specific factors and design forms. For areas 190 and 376 the policy may need to detail the steps and requirements for implementing sustainable drainage systems on those sites.

Comments from respondents include ['Environment Agency', '47', 'Woodall Homes'].

Catchment Context and Discharge Endpoints (2 respondents, 20%)

Respondents emphasise that Policy CC3 must consider catchment context and discharge endpoints within sustainable drainage systems. The wider catchment and ultimate destination for surface water drainage may need to be taken into account when designing SuDS for new development. The final discharge point of surface water may require scrutiny as developments can drain to a separate surface water system only for runoff to enter a combined sewer. Low flow watercourses may serve as discharge points provided appropriate balancing and treatment measures are applied. Extending SuDS from Foulevil Brook into the development at Blidworth Lane is described as logical and deliverable.

Comments from respondents include ['Environment Agency', 'Richborough'].

Site Accessibility and Infrastructure Provision (1 respondent, 10%)

The respondent considers that building roads to areas 190 and 376 would be difficult due to flooding. No existing roads or entrances lead directly to those fields so installing sustainable drainage could require constructing access routes first. For areas 190 and 376 the policy may need to address how drainage systems could be implemented by accounting for the necessary access infrastructure and preparatory works.

Comments from respondents include ['47'].

Drainage Hierarchy and Water Reuse Prioritisation (1 respondent, 10%)

The respondent suggests that in revised section 12.20 collection for reuse, storing and harvesting via water butts and collection tanks could be added at the top of the drainage hierarchy underpinning policy CC3. This amendment could prioritise water reuse measures above other sustainable drainage techniques.

Comments from respondents include ['Environment Agency'].

Archaeological Impacts of SuDS Design (1 respondent, 10%)

The respondent calls for the design of SuDS under policy CC3 to safeguard buried waterlogged archaeology. SuDS may require designs that avoid draining waterlogged deposits or introducing surplus water and pollutants into archaeological sediments via soakaways. Policy wording could advise that sustainable drainage measures be planned to prevent adverse impacts on buried archaeological remains.

Comments from respondents include ['Historic England'].

SuDS Integration in Urban and Amenity Design (1 respondent, 10%)

The respondent emphasises that the policy should explicitly recognise Sustainable Drainage Systems as critical infrastructure capable of supporting urban design objectives, enhancing air and water quality, mitigating flood risk and providing ecological and social value.

Comments from respondents include ['Nottinghamshire Wildlife Trust'].

Other (7 respondents, 70%)

Respondents emphasised that where SuDS are unfeasible, surface water run-off should not exceed greenfield rates and that appropriate designs should maximise infiltration without transferring pollution into groundwater in line with Policy NE3 groundwater protection. The site at Blidworth Lane, Mansfield could incorporate suitable SuDS provisions. No updates to the wording of Policy CC3 Sustainable drainage systems have been made. Housing development proposals on greenfield sites affecting SPA ponds may require particular attention to SuDS inclusion. Several areas under consideration lack sustainable drainage at present, notably sites 190 and 376, which flood annually but are constrained by road structures. Support for the proactive approach and inclusion of SuDS in development proposals and agreement with the draft policy were noted.

Comments from respondents include ['Environment Agency', 'Natural England', '197', 'Bellway Homes', 'The Lindhurst Group', '47', 'Richborough'].

Mansfield District Council's Response to Question 63:

The Council welcomes the generally positive comments supporting the use of Sustainable Drainage Systems (SuDS) within new development. Representations were received from the Environment Agency, Natural England, Historic England, Nottinghamshire County Council, developers and landowners and environmental organisations, with a number of stakeholders seeking stronger policy wording, greater recognition of the wider benefits of SuDS and closer alignment with current national standards and guidance.

Following the completion of the Mansfield Water Cycle Study (2026) and updated Strategic Flood Risk Assessment (2026), Policy CC3 and its supporting text have been reviewed and strengthened. In response to comments from the Environment Agency, the policy provides greater clarity regarding the expectation that Sustainable Drainage Systems will be incorporated into development wherever appropriate and reflects the updated drainage hierarchy, runoff requirements and current best practice.

In particular, the Council has revised Policy CC3 to require, rather than encourage, the incorporation of SuDS, subject to the existing exemptions for major and minor development where SuDS are demonstrated to be inappropriate, not viable, or not technically feasible. The drainage hierarchy in the supporting text has been reordered to place collection for re-use (such as rainwater harvesting) ahead of infiltration, in line with the Environment Agency's request and the approach set out in the SFRA. New criteria have been added requiring surface water run-off rates and volumes to be controlled to greenfield rates (or betterment on existing rates for previously developed sites) where infiltration is not achievable, safeguarding against the transfer of pollutants to groundwater, and requiring SuDS design to avoid adverse impacts on buried and waterlogged archaeology. The supporting text now references Defra's National Standards for Sustainable Drainage Systems (2025), the Council's SuDS Supplementary Planning Document and the CIRIA SuDS Manual. The Council has not adopted the suggestion to remove the "not viable or technically feasible" test, as this flexibility is considered necessary to accommodate varying site conditions across the district. The Council has also taken account of comments from Natural England and Nottinghamshire Wildlife Trust by strengthening references to the multifunctional role of SuDS in delivering biodiversity enhancement, climate resilience, water quality improvements, green infrastructure and wider environmental benefits. Historic England's comments regarding archaeological sensitivity have also informed amendments to the supporting text to ensure that drainage solutions appropriately consider heritage assets where relevant. The Council considers these changes improve the clarity and effectiveness of the policy whilst retaining sufficient flexibility to respond to site-specific circumstances and ensuring consistency with national policy.

Question 64 – Policy CC4: River and waterbody corridors

Comments: 7
Respondents: 7

Summary

Respondents highlight the need for targeted flood risk and water stress management at Warsop Mill Dam with woodland-integrated SuDS, references to water-stressed zones and flood modelling conditions for de-culverting. They call for a consistent 10 metre riparian buffer with long-term management plans to enhance habitat corridors, low-flow areas and biodiversity net gain. Policy CC4 should cite current abstraction licensing guidance, list all local SSSIs, adopt metre-based units and refer to Woodland Trust access standards. Native tree and shrub buffers, small community woodlands, orchards and stronger species safeguards are also urged alongside a zero-tolerance approach to environmental damage. Respondents propose improved mapping with terrain shading, clear labels, grid references, a legend and a locator inset, plus reference to waterlogged archaeological deposits for historic environment considerations. Streamlining permissions via stakeholder partnerships and using 'blue-green infrastructure' terminology are advised to boost delivery and green infrastructure outcomes.

Comments from respondents include ['Natural England', 'The Lindhurst Group', 'Historic England', '197', 'Environment Agency', 'Woodland Trust', '1383891'].

Key themes drawn from responses to Question 64:

Flood Risk and Water Stress Management (3 respondents, 43%)

Greater consideration is needed for flood alleviation at Warsop Mill Dam as residents experience annual flooding of homes and gardens and the A60 is regularly closed due to high water levels with no comprehensive prevention strategy in place. Inclusion of reference to water stressed areas (2021 classification gov.uk) would underline that the Mansfield area lies within a water-stressed zone. Strengthening Policy CC4 by integrating woodland planting with sustainable drainage systems may optimise flood mitigation and water quality benefits. Support for de-culverting is conditional on flood modelling demonstrating no adverse impacts on third parties.

Comments from respondents include ['1383891', 'Woodland Trust', 'Environment Agency'].

Riparian Buffer Zone Standards (2 respondents, 29%)

Policy CC4: River and Waterbody Corridors a. Lead to the de-culverting and naturalising of watercourses to improve overall connectivity for wildlife. b. Avoid the culverting of watercourses and not prejudice future opportunities for de-culverting. c. Provide or retain a minimum 10 metre riparian buffer zone measured from the top

of the riverbank along both sides of the watercourse to create a corridor favourable to biodiversity enhancement, including a long-term landscape and ecological management plan for this buffer; where development sites are located within 10m of the top of the riverbank on previously developed land, proposals should reinstate the full 10 metre buffer. d. Contribute to the creation and/or enhancement of green SuDS priority areas and low-flow zones. e. Encourage the establishment of native tree and shrub buffers along the River Maun and its tributaries to form blue-green wildlife corridors and improve landscape character. Development proposals that would have a significant adverse impact on the water quality, functions or setting of any watercourse and its associated corridor will not be supported.

Comments from respondents include ['Woodland Trust', 'Environment Agency'].

Regulatory References and Terminology Consistency (2 respondents, 29%)

Respondents seek to strengthen terminology consistency and update regulatory references in Policy CC4 by incorporating a series of national and local resources. Inclusion of the Idle and Torne abstraction licensing strategy – gov.uk in section 13 may align the plan with current licensing requirements. References to Lord Stubbins Wood SSSI, Rainworth Lakes SSSI, Pleasley Vale Railway SSSI, Sherwood Forest Golf Course SSSI, Strawberry Hill Heaths SSSI, Birklands West and Ollerton Corner SSSI, Hills and Holes and Sookholme Brook and Warsop SSSI, and Thoresby Lake SSSI could ensure recognition of all relevant protected sites. Citation of the water stressed areas – 2021 classification – gov.uk may reflect Mansfield's status as a water-stressed area. Adoption of the term "-metre" rather than the symbol "m" throughout the policy could improve unit consistency. Consideration of the Woodland Trust's access to woodland standard may ensure every resident lives within 500 metres of a small wood (2 ha) and 4 kilometres of a large wood (20 ha).

Comments from respondents include ['Woodland Trust', 'Environment Agency'].

Native Vegetation and Woodland Integration (1 respondent, 14%)

The respondent supports encouraging native tree and shrub buffers along the River Maun and its tributaries to establish blue-green wildlife corridors and enhance landscape character. Woodland planting could be more closely linked to sustainable drainage systems under the policy to optimise flood mitigation and water quality. Small-scale community woodlands and orchards could be promoted within urban areas to enrich local green infrastructure networks and foster community engagement.

Comments from respondents include ['Woodland Trust'].

De-culverting and Flood Modelling Requirements (1 respondent, 14%)

The respondent supports the wording in policy CC4 but suggests clarifying that de-culverting would be acceptable only in principle if accompanied by flood modelling to demonstrate no adverse impacts on third parties.

Comments from respondents include ['Environment Agency'].

Map Presentation and Geographic Clarity (1 respondent, 14%)

The remapped figure 12.1 would sit on a light-toned basemap showing terrain shading, major roads and settlement outlines to provide context while the river and waterbody corridors are overlaid with their extents clearly marked. Each watercourse would carry a descriptive label and the 8m habitat buffer would be shaded or hatched in a contrasting colour to distinguish it from surrounding land uses. A grid of national grid ticks, together with a north arrow and scale bar, would enable accurate orientation and distance estimation, and a compact legend would explain all symbols. An inset locator map would place the study area within its wider regional setting, and sourcing the basemap from Ordnance Survey OpenData or OpenStreetMap would ensure consistency and reliability.

Comments from respondents include ['Environment Agency'].

Species and Biodiversity Safeguards (1 respondent, 14%)

The respondent calls for policy CC4(2) to be strengthened with a zero-tolerance approach to environmental damage by refusing any development that causes negative impacts on aquatic or terrestrial habitats and for the riparian buffer to be increased from eight to ten metres, aligning with the Environment Act 2021 and mandatory biodiversity net gain. A minimum 10-metre buffer zone should be applied along both sides of watercourses, with proposals on previously developed land reinstating the full buffer where necessary, and a requirement for development to contribute to the recovery, expansion and protection of riparian and aquatic protected species while avoiding potential adverse effects on key local, regional or nationally threatened populations. The plan should explicitly include SSSI designations for Lord Stubbins Wood, Rainworth Lakes, Pleasley Vale Railway, Sherwood Forest Golf Course, Strawberry Hill Heaths, Birklands West and Ollerton Corner, Hills and Holes and Sookholme Brook, Warsop, and reference Thoresby Lake SSSI as a downstream feature at risk.

Comments from respondents include ['Environment Agency'].

Historic Environment Considerations (1 respondent, 14%)

The respondent highlights that impacts on the historic environment should be considered within Policy CC4. Impacts on the historic environment may include waterlogged archaeological deposits, which could require management in accordance with Historic England's guidance on preserving archaeological remains.

Comments from respondents include ['Historic England'].

Other (5 respondents, 71%)

Respondents under 'Other' criticise the local plan for failing to deliver watercourse enhancements where housing development proposals remove greenfield sites and affect spa ponds. Rivers and waterbodies are noted as contributing to the green infrastructure network in paragraph 12.26. The term 'blue green infrastructure' may

offer a more widely recognised descriptor. Administrative red tape could be reduced by replacing full planning permission requirements for de-culverting and corridor restoration projects with collaboration and partnerships with local stakeholders where projects meet set criteria, thereby boosting economic delivery and environmental enhancement. The policy's holistic approach to green infrastructure and watercourse management is welcomed. Support is expressed for the draft policy without further comment.

Comments from respondents include ['197', 'Woodland Trust', 'Natural England', 'Environment Agency', 'The Lindhurst Group'].

Mansfield District Council's Response to Question 64:

The Council thanks respondents for their comments and notes the broad support for protecting and enhancing the District's river and waterbody corridors. The principal issues raised related to strengthening protection for riparian corridors, promoting river restoration and blue-green infrastructure, protecting riparian and aquatic species and ensuring that the policy reflects current environmental and heritage guidance.

Following Regulation 18, Policy CC4 has been reviewed alongside the Mansfield Strategic Flood Risk Assessment (2026) and Mansfield Water Cycle Study (2026). In response to comments from the Environment Agency, the policy has been strengthened through updated riparian buffer requirements, greater support for river restoration and de-culverting where appropriate, and additional protection for water quality, aquatic habitats and riparian species.

In particular, The Council has amended Policy CC4 to increase the minimum riparian buffer from 8 metres to 10 metres, measured from the top of the bank on both sides of a watercourse, consistent with the Biodiversity Net Gain riparian zone, and to require that proposals to re-instate this buffer be brought forward wherever feasible on previously developed sites. A new criterion has been added requiring de-culverting proposals to be supported by hydraulic modelling demonstrating no detrimental impact on third parties, and a further new criterion has been added addressing the protection of riparian and aquatic species. The policy and supporting text now reference blue-green infrastructure and encourage native riparian planting, reflecting the comments of Natural England and the Woodland Trust, and a new paragraph safeguards waterlogged archaeological remains in line with Historic England's advice. The Council has considered but not adopted the Environment Agency's suggested "no tolerance" wording; the existing "significant adverse impact" test has instead been retained and extended to cover riparian and aquatic habitats, which the Council considers provides an appropriately robust but proportionate policy test.

Question 65 – Policy IM1: Monitoring and review of the Local Plan Review

Comments: 5
Respondents: 5

Summary

Respondents call for enhanced monitoring with clear five-year habitat audits, annual targets for biodiversity net gain and health outcomes, and an online dashboard. They request explicit review triggers tied to infrastructure changes, housing delivery shortfalls, legal challenges and new strategic priorities. Concerns over consultation publicity and accessibility cite poor promotion, limited meetings, a mobile-unfriendly portal with lengthy questions and no offline download option. Proposals include tree surveys with protection plans and a review of S106 contributions to secure service funding. Strengthened oversight, document clarity and timely reviews are essential for adaptive management.

Comments from respondents include ['Avant Homes', 'Nottinghamshire County Council', '197', 'Woodall Homes', 'Woodland Trust'].

Key themes drawn from responses to Question 65:

Monitoring and Reporting Indicators (2 respondents, 40%)

Respondents propose enhancements to monitoring and reporting indicators for the policy. Post-implementation habitat audits may be implemented at five-year intervals to verify management compliance and inform adaptive management. A dedicated section in the authority monitoring report could track biodiversity net gain, canopy cover delivery, hedgerow replacement and green infrastructure improvements annually. An accessible online dashboard may summarise progress on nature outcomes, tree planting and habitat condition across the district. Clear, measurable targets for health outcomes such as access to green space and active travel could be included, with health impacts monitored via the monitoring framework.

Comments from respondents include ['Woodland Trust', 'Nottinghamshire County Council'].

Review Trigger Criteria (1 respondent, 20%)

The respondent suggests that policy IM1 should explicitly include additional triggers for an early plan review, including changes in infrastructure planning such as new transport projects, schools, hospitals or energy infrastructure; adoption of a new or revised NPPF; failure to deliver sufficient homes, for instance housing delivery test underperformance or loss of a five-year land supply; legal challenges or inspectors' findings such as a plan being ruled unsound or a court ruling affecting part of the plan; significant changes in housing need or supply, including updates to the standard

method or new targets; and shifts in strategic priorities, for example creation of a combined authority, introduction of a mayoral strategy or a regional growth vision.

Comments from respondents include [‘Avant Homes’].

Consultation Publicity (1 respondent, 20%)

The respondent contends that public awareness of the policy has been undermined by inadequate publicity. No notices appeared on lampposts, in newspapers, on radio or television, and no letters or leaflets were distributed, leaving most residents unaware that the consultation was taking place. A postal address, email address and online portal may be provided but have been poorly advertised, and public meetings were limited, held early at short notice and not properly promoted. The council may successfully publicise elections and council tax changes but is failing to ensure residents have sufficient knowledge and opportunity to comment on the local plan review that will affect them all.

Comments from respondents include [‘197’].

Oversight and Accountability (1 respondent, 20%)

The respondent emphasises the need for robust oversight to ensure effective delivery of Policy IM1. Post-implementation habitat audits at five-year intervals may verify management compliance and inform adaptive management. An accessible online dashboard could summarise progress on nature outcomes, tree planting and habitat condition across the district.

Comments from respondents include [‘Woodland Trust’].

Document Accessibility (1 respondent, 20%)

The respondent highlights that the policy consultation document cannot be downloaded for offline reading and that its confusing internal referencing may deter stakeholders from fully engaging with the policy’s monitoring and review provisions.

Comments from respondents include [‘197’].

Consultation Platform Accessibility (1 respondent, 20%)

The respondent states that the portal’s lengthy and complex questions deter those with limited time from engaging with the policy. The online consultation portal is effectively unusable on mobile devices and difficult to navigate, creating a barrier to commenting. The reliance on online engagement for policy IM1 excludes older residents, families, low-income individuals and anyone lacking internet access or digital skills.

Comments from respondents include [‘197’].

Tree Retention and Protection Plans (1 respondent, 20%)

The respondent proposes that planning applications include tree surveys alongside retention and protection plans that identify high-value trees and designate exclusion zones with appropriate root protection measures. Such surveys could inform the assessment of ecological and amenity value and ensure methods to prevent root damage are clearly outlined at the application stage.

Comments from respondents include ['Woodland Trust'].

S106 Contribution Scope (1 respondent, 20%)

The respondent contends that reliance on S106 provisions within the context of Policy IM1 may be insufficient since legislation precludes proper compensation for the day-to-day running costs of critical public services, potentially undermining service provision for existing communities.

Comments from respondents include ['197'].

Other (4 respondents, 80%)

Respondents argue that the consultation mechanism contradicts the local plan's principle of community rights to shape neighbourhoods by failing to support meaningful input. Poor consultation has left local councillors' objections unheeded and community views unpublished, undermining representation. Loss of green spaces, shortages of GP and dental appointments, increased crime without extra police resources, oversubscribed schools and overstretched roads and infrastructure may follow if monitoring processes fail to identify and address emerging impacts. The apparent lack of proper consultation feels like a deliberate ploy because proposals to increase housing on green spaces and affect spa ponds are reportedly unpopular in local canvassing. Embedding actions to address health inequalities within performance indicators could allow monitoring to target interventions where they are most needed. Policy IM1 wording could be strengthened to include early review trigger points aligning with the 2024 framework and accompanying guidance. Timely monitoring and review may ensure the plan stays effective, responsive to local needs and supportive of sustainable development and proactive governance.

Comments from respondents include ['Woodall Homes', 'Nottinghamshire County Council', 'Avant Homes', '197'].

Mansfield District Council's Response to Question 65:

The council notes the comments seeking stronger monitoring arrangements, measurable indicators, habitat and biodiversity monitoring, health-related indicators, clearer review triggers and greater transparency. The comments concerning consultation publicity and accessibility are also noted.

Policy IM1 and its supporting text have been reviewed as part of Regulation 19 preparation. References to the NPPF and supporting evidence base have been updated. The policy continues to provide the framework for monitoring the effectiveness of the Local Plan and identifying circumstances in which a review or partial review may be required.

The suggestions for additional indicators, including biodiversity net gain, canopy cover, hedgerows, green infrastructure, access to green space and health outcomes, are noted. These can be considered through the council's monitoring arrangements and Authority Monitoring Report as the plan is implemented. A detailed list of additional indicators or a specific online dashboard has not been added to the policy, although the council may consider this, subject to resources.

The suggested additional early review triggers, including changes to national policy, infrastructure requirements, housing delivery, housing need, legal decisions and strategic priorities, have also been considered. Changes in government planning policy to strategic priorities arising from local government reorganisation and / or an emerging Spatial Development Strategy have been added into the policy but no other substantive additional review triggers have been added at Regulation 19; the council considers the existing review provisions, read alongside national requirements and monitoring arrangements, provide an appropriate mechanism for responding to material changes.

Comments concerning tree surveys, retention and protection plans and the scope of Section 106 contributions are matters more appropriately addressed through the relevant development management and infrastructure policies rather than IM1.

The comments regarding consultation publicity and digital accessibility are noted. The council will continue to seek to make future consultation material accessible and provide appropriate opportunities for engagement. Overall, the council considers the updated monitoring framework provides an appropriate basis for monitoring plan delivery and identifying whether a review is required.

Question 66 – Any other comments?

Comments: 17
Respondents: 17

Summary

Respondents call for strengthened consultation processes and a robust evidence base, including heritage impact assessments guided by Historic England advice notes and detailed transport data, with early National Grid and NHS engagement. They highlight the necessity of a bypass around Glapwell and Shirebrook before new permissions and clear, site-specific strategic road network impact evidence. Housing land supply should meet NPPF deliverability criteria, verify ownership and secure a minimum of 495 homes per year. Cross-boundary collaboration with National Highways, neighbouring authorities and service providers is urged. Land off Blidworth Lane is identified as suitable for strategic logistics, while brownfield regeneration and empty-home retrofit are promoted as sustainable housing alternatives. Terminology updates, glossary additions, an environmental report and a health infrastructure cost input are suggested to improve clarity and compliance.

Comments from respondents include ['1340739', '1384321', '1384477', '1384471', 'Natural England', '1384466', 'Avant Homes', 'Derbyshire County Council', 'Nottinghamshire County Council', 'Bellway Homes', 'Richborough', 'National Grid Electricity Transmission', 'Gladman Developments', 'Historic England', 'Highways England', '1219454'].

Key themes drawn from responses to Question 66:

Consultation and Evidence Base (10 respondents, 62%)

Respondents emphasise that consultation processes and the evidence base may require enhancement to ensure that plan development is underpinned by specialist input and accurate data. Historic England's Advice Note 8 may guide the sustainability appraisal and strategic environmental assessment, and Advice Note 3 along with Good Practice Advice Note 3 could inform detailed heritage impact assessments. Early sight of the transport evidence base would be welcomed once available. National Grid Electricity Transmission involvement in developing, altering and reviewing plans that would affect its assets would facilitate safe operations and future investment, and its guidance on development near grid infrastructure could be incorporated. Engagement on transport impacts would need to include National Highways, neighbouring local planning authorities and relevant developers, and site-specific evidence on key Strategic Road Network junctions may be necessary. Alignment with the requirements of DfT Circular 01/2022 could be required for impact assessments. The Infrastructure Delivery Plan would benefit from sufficient detail on healthcare infrastructure with ongoing engagement from the NHS Integrated Care Board. An updated evidence base could reflect findings from the Employment Land Need and Logistics Study and the deliverability of housing land supply would merit further scrutiny against NPPF criteria.

Application of the site selection methodology in Advice Note 3 may support allocation decisions and specialist archaeological advice could bolster evidence robustness. Verification of publicly suggested sites against OS mapping and landowner agreement would prevent inclusion of undeliverable options. Continued involvement in strategic transport modelling is welcomed. Growth proposals would require a robust and proportionate transport evidence base. Clearer consultation procedures could address current confusion and poor website accessibility.

Comments from respondents include ['Gladman Developments', 'Historic England', 'National Grid Electricity Transmission', '1384466', 'Richborough', 'Highways England', '1384321', 'Bellway Homes', '1219454', '1340739'].

Transport Infrastructure and Strategic Road Network (4 respondents, 25%)

Respondents highlight the need for transport infrastructure improvements and strategic road network enhancements to enable future development. A bypass circumnavigating Glapwell and Shirebrook must be constructed before any new housing, care home or hotel permissions are considered. The bypass would allow consideration of housing and other projects once in place. Regeneration of Mansfield's northern side could mirror road improvements on the south side. The road proposal is suggested as the main focus of the town plan over a 20-year period, with community consultation ensuring support. Any proposed allocations or sites that may affect the strategic road network must include clear, site-specific evidence of impacts on key junctions. The strategic road network should not be relied upon for transport accessibility of site allocations except for roadside facilities or sectors such as logistics and manufacturing that depend on it. Plan-making policies and allocations must not compromise the network's prime function of enabling long-distance movement of people and goods. Approval of the plan should not proceed without the bypass project, as existing country lanes and roads are deemed insufficient to handle the traffic. Building roads along the general line marked in red would almost complete Mansfield's ring road, improve access from the A60 to the M1 at junction 29 and relieve pressure on junction 28. Completion of the ring road would greatly reduce commuter gridlock in Mansfield Woodhouse and reduce air-quality impacts on residents, including children. Safeguarding the operation of M1 junctions 28 and 29 is identified as a principal interest. Where existing infrastructure and sustainable options are insufficient, new highway interventions may be necessary to maintain the safety and efficiency of the strategic road network. Constructing the proposed roads would allow future closure of the ring road at the A617 Rainworth bypass. Connections to junction 28 of the M1 and onward travel links make land off Blidworth Lane a suitable location for contributing to local employment. The current route from the A60 to Mansfield-Sutton-Ashfield winds through Mansfield Woodhouse and passes under a low bridge where lorries regularly impact it. Creating roads along the red line would give developers the opportunity to build housing with access to high-quality green spaces at Pleasley Vale Woods.

Comments from respondents include ['Richborough', '1384466', 'Highways England', 'Derbyshire County Council'].

Housing Land Supply and Site Deliverability (4 respondents, 25%)

Respondents assert that land south of Peafield Lane, Mansfield Woodhouse (HELAA ref 67), land off Mansfield Road, Market Warsop (HELAA ref 49) and site 376 at Mansfield Woodhouse fulfil availability, suitability, deliverability and sustainability criteria and should therefore be allocated for housing. MDC's housing land supply should be examined to confirm that all sites comply with the NPPF definition of deliverability. Previously proposed sites lacking landowner agreement or deliverability evidence should be omitted to avoid repeating the upset of the 2019 GTPSP consultation. The local plan review must meet a minimum requirement of 495 homes per year (9,990 over the plan period) and identify additional allocations. Any future public suggested site should be verified through direct owner engagement and existence checks, as highlighted by the former Mansfield Gas Works which was dismissed despite Ordnance Survey map evidence.

Comments from respondents include ['Bellway Homes', '1219454', 'Gladman Developments', 'Avant Homes'].

Cross-boundary and Multi-agency Coordination (4 respondents, 25%)

Respondents emphasise the need for effective cross-boundary and multi-agency coordination to address transport and infrastructure impacts and support town revitalisation. Engagement on transport impacts is recommended to include National Highways, neighbouring local planning authorities and relevant developers to ensure full understanding and appropriate mitigation. Duty to Co-operate mechanisms may be used proactively to address wider spatial matters across the East Midlands Combined County Authority area. Sites affecting infrastructure in neighbouring authorities could require coordinated cross-boundary approaches. Collaboration with service providers is advocated to reshape the town's image and reverse decline. Ongoing engagement with the NHS, particularly the Integrated Care Board, is proposed as part of infrastructure delivery plan preparation.

Comments from respondents include ['1219454', '1340739', 'Highways England', '1384471'].

Strategic Employment and Logistics Allocations (2 respondents, 12%)

Respondents underline that land off Blidworth Lane in Mansfield is suitable, available and deliverable as an allocation for strategic distribution and logistics and should continue to be considered favourably as the local plan progresses. Sites able to deliver and facilitate strategic logistics growth should be allocated within the new local plan to ensure the plan's visions and objectives are met and to address issues identified in the Regulation 18 Stage 2 consultation. Further consideration of strategic distribution and logistics may be required as part of the ongoing local plan review to ensure an appropriate amount of land is allocated. The SRN should not be relied upon for the transport accessibility of site allocations except for roadside facilities or SRN-dependent sectors such as logistics and manufacturing. Land off Blidworth Lane offers a highly accessible and deliverable opportunity to create a modern logistics hub to meet wider HMA and market stakeholder need.

Comments from respondents include ['Richborough', 'Highways England'].

Infrastructure Delivery and Planning Obligations (2 respondents, 12%)

Respondents emphasise that a bypass circumnavigating Glapwell and Shirebrook must be constructed before any new housing, care home or hotel permissions are considered. The infrastructure delivery plan must include sufficient detail to clarify the healthcare infrastructure required to support growth. Planning obligations should secure capital funding for the delivery of required infrastructure. Council engagement with the NHS Integrated Care Board is advocated on an ongoing basis during preparation of the infrastructure delivery plan. Approval of the report's plan is viewed as contingent on the bypass project since existing country lanes and roads may be insufficient to cope with additional traffic.

Comments from respondents include ['1340739', 'Derbyshire County Council'].

Heritage Impact Assessment and Integration (2 respondents, 12%)

Respondents emphasise the need to integrate heritage impact assessment throughout the local plan rather than treat the historic environment as a stand-alone topic. Brownfield regeneration, empty-home retrofit, community-led farming and heritage-driven placemaking could meet housing needs while revitalising the town centre, strengthening the local economy and honouring the land. Detailed heritage impact assessments should be prepared with reference to Historic England's Advice Note 3 and Good Practice Advice Note 3 to align with sustainability appraisal objectives and legal requirements; otherwise, the Regulation 18 plan may be unsound and the appraisal legally non-compliant. Heritage-driven placemaking could honour local history while delivering new housing.

Comments from respondents include ['1384477', 'Historic England'].

Greenfield versus Brownfield Development (1 respondent, 6%)

The respondent promotes empty-home retrofit as a sustainable alternative that addresses housing shortages without encroaching on greenfields and champions brownfield regeneration as a visionary solution that could meet housing needs while revitalising the town centre and strengthening the local economy. Community-led farming and heritage-driven placemaking may also be pursued alongside these approaches to breathe new life into the town centre, fortify the economy and honour the land.

Comments from respondents include ['1384477'].

The Role of the County Council (1 respondent, 6.2%)

The County Council's responsibilities for neighbourhood plans include minerals and waste, education, transport and public health. The County Council acts as a statutory consultee on highway and flood risk matters and separate responses should be sought

from the Highway Development Control Team and the Flood Risk Management Team. The Nottinghamshire Minerals Local Plan adopted in March 2021 and the Nottinghamshire and Nottingham Waste Core Strategy adopted in December 2013 form part of the Development Plan. A new Nottinghamshire and Nottingham Waste Local Plan, jointly developed with Nottingham City Council, has been found sound subject to modifications and is intended for adoption in September 2025. Safeguarding policies in these plans ensure that minerals and waste facilities are not sterilised and can continue operating. The inspector's report on the new Waste Local Plan was published on 10 June 2025 and confirms that the plan is sound and capable of adoption. Mansfield District Council will be notified upon the adoption of the new Nottinghamshire and Nottingham Waste Local Plan. The reference to the Waste Core Strategy should read 'Nottinghamshire and Nottingham Waste Core Strategy'.

Comments from respondents include ['Nottinghamshire County Council'].

Other (11 respondents, 69%)

Respondents suggested several other considerations for the local plan review, including terminological clarifications, infrastructure mitigation measures and collaborative approaches. LNRS could be included in the glossary to ensure clarity for the wider audience. Plan period could look ahead to at least 2043 and potentially extend to a 30-year horizon for large-scale urban extensions. The terms "protect" and "protection" could be substituted with "safeguard" and "safeguarding" to convey intended meanings more accurately. A separate cost input for health infrastructure could be included in the viability assessment to ensure healthcare mitigation is appropriately weighted. Application of a 5% buffer to the housing requirement could provide flexibility, competition and choice in line with the NPPF. An environmental report could accompany the Regulation 18 plan to assess it against SA objectives as required by SEA regulations. The slogan "healthier, greener and more vibrant place to live, work and enjoy" could be underpinned by substantive actions to avoid being perceived as a mere catch phrase. Community-led farming could be supported to preserve agricultural heritage and maintain local food production. Early collaboration could identify sustainable travel opportunities in line with national guidance. A joint working approach could be maintained with each authority planning to meet its own housing and employment needs. Improved coherence in managing development across Mansfield housing and economic areas could align the plan more closely with its stated purpose. Impact assessments could include a full assessment of cumulative impacts of all proposed development.

Comments from respondents include ['Gladman Developments', 'Historic England', '1384471', '1384466', 'Highways England', 'Bellway Homes', 'Natural England', '1384477', '1219454', '1340739', 'Avant Homes'].

Mansfield District Council's Response to Question 66:

The Council notes the wide range of additional comments on the evidence base, heritage, transport and the Strategic Road Network, infrastructure and healthcare, housing land supply and site deliverability, cross-boundary working, strategic employment and logistics, brownfield regeneration, consultation and plan terminology.

The matters raised have been considered through the relevant policy areas and supporting evidence for the Regulation 19 plan. Relevant evidence on housing, transport, infrastructure, landscape, biodiversity and other topics has been updated and used to inform the plan and site selection process.

Transport and Strategic Road Network comments have been considered through the updated transport evidence and amendments to Policy IN8. The Council has continued to engage with relevant Highway Authorities and neighbouring authorities on cross-boundary transport matters. Suggestions for specific bypasses, link roads and other highway schemes have been considered through the transport and infrastructure work; where schemes are outside the Council's control, their delivery requires agreement and action by the relevant authorities and partners.

Comments on housing land supply, individual site deliverability and additional housing sites have been considered through the housing evidence and site assessment and selection work. Individual site suggestions have therefore been considered through the appropriate site selection process rather than through this general comments response.

Healthcare and other infrastructure comments have informed the Infrastructure Delivery Plan and engagement with infrastructure providers. The Council will continue to work with relevant service providers, including the NHS and other infrastructure authorities, as the plan progresses.

Cross-boundary comments are noted and have been considered through ongoing engagement with neighbouring authorities and relevant statutory bodies, particularly on transport and infrastructure.

Comments on strategic employment and logistics, including land off Blidworth Lane, have been considered through the employment land and site selection evidence and wider spatial strategy. Individual site decisions are based on the full range of planning considerations and the evidence supporting the plan.

Suggestions regarding brownfield regeneration, empty-home retrofit and heritage-led regeneration are noted. The Local Plan continues to support effective use of previously developed land where appropriate, while the spatial strategy and site selection process must also provide sufficient land to meet identified development needs and other plan objectives. Heritage considerations have been incorporated into plan preparation and the relevant heritage evidence and policies.

The Council has also considered comments on consultation, terminology, the glossary, environmental assessment and presentation of the plan. Terminology and references have been updated where appropriate through the Regulation 19 plan and supporting documents, and the statutory assessment and evidence base work has been progressed.

The Council considers that the Regulation 19 plan and supporting evidence provide an appropriate response to the main matters raised, while recognising that some detailed issues are more appropriately dealt with through the relevant individual policies, site allocation process, planning applications or the work of other authorities and infrastructure providers.

Appendix 1 – Local Plan consultation marketing materials and campaign

A3 posters for Mansfield Civic Centre and libraries around the district



A5 consultation leaflet



Local plan mesh banner



Local plan poster

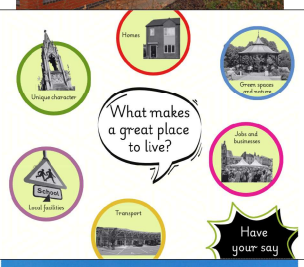


Local plan roller banners

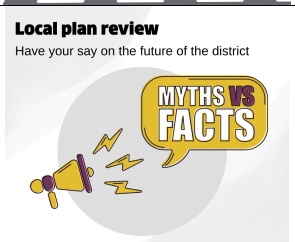




Local plan social media campaign schedule

Social media schedule				
Date	**Time**	**Post Content**	**Image**	**Channel**
30/05/2025		Have your say on Mansfield's future! 🗣️🏘️ The Local Plan review is NOW OPEN! 🗓️ From 30 May to 13 July 2025, tell us what you think about where new homes, jobs and services should go. This is your blueprint for Mansfield – it shapes how your community will grow, and where development will and won't happen. 👉 Find out more & get involved:		Facebook, X, Instagram
04/06/2025		Mansfield's Local Plan = the district's development blueprint 🔍 It decides: ☑ Where new homes and businesses should go ☑ What land we protect 🌳 ☑ How we manage change sustainably ♻️ It's not just planning – it's your future. 🗓️ Consultation runs 30 May – 13 July. ➡️ [insert link]		Facebook, X, Instagram
10/06/2025		More homes are coming to Mansfield 🏡 We're updating the Local Plan – and the housing target is increasing from 325 to 495 homes per year. That means we need to find new sites. Where should they go? What matters most to you? Now's the time to shape it: 🗓️ Consultation: 30 May – 13 July 📍 Have your say here: [insert link]		Facebook, X, Instagram
16/06/2025		It's not just about housing – it's about everything that goes with it. 🏫🚏🏞️ As we plan for more homes, we're also working with health, education and transport bodies to make sure schools, roads and healthcare are part of the picture. Planning ahead = planning smart. 💬 Share your views by 13 July 🔗 [insert link]		Facebook, X, Instagram, Linkedin
22/06/2025		The Local Plan review will guide where and how development happens – making sure we protect green spaces, plan infrastructure properly, and support healthy, connected communities. 📣 Help shape it: [insert link] 🗓️ Open now – until 13 July		Facebook, X, Instagram
25/06/2025		Not every site is created equal. We are undertaking a review of the local plan and we're identifying the best locations for new development – those that can support new homes and have the infrastructure to match. We want your input – is it the right approach? 🗓️ From 30 May to 13 July – you can have your say. ➡️ [insert link]		Facebook, X, Instagram
29/06/2025		⏳ Halfway there! Have you had your say yet? The Local Plan review runs until 13 July – don't miss your chance to help shape Mansfield and Warsop's future. It all starts here: [insert link]		Facebook, X, Instagram

Local plan social media campaign schedule continued

03/07/2025		What is the Local Plan? Think of the Local Plan as a map of Mansfield and Warsop's future. It sets out: 🏠 Where new homes, shops and businesses can go 🌳 What areas will be protected ♻️ What kind of development is sustainable and right for Mansfield 🗓️ It's being reviewed NOW – have your say before 13 July:		Facebook, X, Instagram, Linkedin
06/07/2025		The Local Plan isn't just for planners. It's for people. If you care about: ☑ Housing availability ☑ Local traffic & congestion ☑ Green spaces ☑ Access to schools, healthcare, and jobs ☑ Your community's future Then the Local Plan review affects YOU. 🗓️ The consultation is open until 13 July – don't miss out:		Facebook, X, Instagram
08/07/2025		We're shaping where Mansfield grows over the next 20 years, up to 2043. We're protecting what matters most. We're planning smarter, with sustainability in mind. But we can't do it without you. 💬 Get involved in the Local Plan consultation today. 🗓️ Open now – closes 13 July 👉 [insert link]		Facebook, X, Instagram
09/07/2025		MYTH vs FACT #1: "We're being forced to build everywhere!" 🟫 MYTH: "This means houses will go up on every bit of green space!" ☑ FACT: The Local Plan carefully chooses sites that are sustainable and supported by existing or planned infrastructure. It's not about building anywhere — it's about building smartly. 💡 Your input helps shape where these new homes go. 🗓️ Open now – closes 13 July 👉 [insert link]		Facebook, X, Instagram
10/07/2025		MYTH vs FACT #2: "495 new homes a year? That's way too many!" 🟫 MYTH: "That's far more than we need." ☑ FACT: This number reflects new government targets based on current and future housing needs and affordability. 🎯 The aim is to make sure: Young people can stay in the area Families can grow here Housing is available for all ages and stages. 🗓️ Open now – closes 13 July 👉 [insert link]		Facebook, X, Instagram
11/07/2025		MYTH vs FACT #3: "New housing ruins communities" 🟫 MYTH: "More homes = more problems." ☑ FACT: When done right, new housing can enhance communities by bringing: 🏫 New school places 🚗 Improved roads and transport 🏥 More access to healthcare 🏪 Boosts for local shops & jobs The Local Plan makes sure growth brings the right support with it. 🗓️ Open now – closes 13 July 👉 [insert link]		Facebook, X, Instagram, Linkedin
12/07/2025		MYTH vs FACT #4: "There's no say in this – it's already decided." 🟫 MYTH: "It's all a done deal." ☑ FACT: This consultation is your opportunity to influence where development happens and how it works for Mansfield district. 🗓️ You have until 13 July to speak up. 💬 Your views help shape the final decisions. 👉 [Insert link]		Facebook, X, Instagram
13/07/2025		🗓️ Last chance! Consultation closes 13 July Your voice matters – this is your opportunity to influence where Mansfield grows and what we protect. 📍 The Local Plan affects everyone – now and for years to come. 📝 Say your piece today:		Facebook, X, Instagram, Linkedin

Appendix 2 – Pictures of consultation

Local plan mesh banner located outside the front of Mansfield Civic Centre, facing Chesterfield Road South



Mansfield Chad press release printed article on the local plan review consultation – published Wednesday 11 June 2025



NEWS

Have your say on blueprint for town's future development

Mansfield District Council

Work has begun to review Mansfield's Local Plan, the key strategy document that acts as a blueprint for development in the future.

Residents, businesses and visitors can have their say on housing and business location plans across Mansfield and Warsop through a consultation which has opened this week.

The consultation will run until Sunday, July 13. Have your say at https://mansfield-consult.objective.co.uk/kse/

The current local plan, which was adopted by Mansfield District Council in 2020, sets out guidelines for how the district will grow and change until 2033. Now, people have a chance to comment on proposals to evolve the local plan to cover the next 15 years and beyond.

James Biddlestone, Chief Executive, said: "The council is committed to making sure that it has an up-to-date and relevant local plan that sets out a robust framework for how the district will grow and change and remains consistent with the latest national guidelines and local circumstances.

"There have been changes to the population and housing requirements along with new legislation and guidance introduced by the government.

"This consultation gives the community and other interested stakeholders a chance to shape what areas across Mansfield and Warsop should be designated for new development. We encourage everyone to look carefully at this consultation and respond, particularly thinking of the local housing needs and the future of our district."

The government sets minimum housing targets for the district, so the selection of sites through the local plan process has a direct impact on the location of new homes which must be delivered throughout Mansfield and Warsop.

In December, the government increased the mandatory minimum housing figure for Mansfield from 259 to 495 homes a year, and the council is consulting on a range of possible site options to meet this target.

The Local Plan sets out a range of policies on matters including housing and employment, climate change, flooding, the historic environment and design quality, and town centres and shopping.

It also deals with considerations such as the amount of new development there should be and where it should go. Future stages of the local plan review will identify which sites should be allocated for different types of development.

The local plan review needs to be based on robust evidence, the collection of which is ongoing. The consultation document makes it clear where further evidence is needed and where policies may be subject to change as a result.

Drop-in sessions

Mansfield District Council is hosting several drop-in sessions during the consultation for people to find out more information about the local plan review.

Today (Wednesday) – Turner Hall, Mansfield Woodhouse, 3pm to 7pm

Saturday, June 14 – Four Seasons Shopping Centre (outside Boots / old Debenhams unit), 10am to 1pm

Wednesday, June 18 – Four Seasons Shopping Centre (outside Boots / old Debenhams unit), 12pm to 3pm

People can take part in the consultation by answering questions under each policy. Responses from this consultation will be used to help confirm which sites could be earmarked for new development, and inform any policy changes.

Overview of Mansfield district

Printed copies of the local plan review paper can be viewed at Mansfield Civic Centre or at libraries within the district. A printed copy can also be provided in exceptional circumstances, where someone is unable to access the document at one of these locations or online. You should return these in person or via mail.

Further information is available at www.mansfield.gov.uk/localplanreview.

Mansfield Chad press release online article on the local plan review consultation – published 30 May 2025

Community

Have your say on Mansfield Local Plan review

By Mansfield District Council Contributor

Published 30th May 2025, 12:01 GMT | Updated 30th May 2025, 12:24 GMT

Work has begun to review Mansfield's Local Plan, the key strategy document that acts as a blueprint for development in the future.

Residents, businesses and visitors can have their say on housing and business location plans across Mansfield and Warsop through a consultation which has opened this week.

The consultation opened on Friday 30 May and will run until Sunday 13 July. Have your say here.

Local plan drop-in event room set-up at Warsop Health Hub 4 June 2025



Appendix 3 – Communication to stakeholders

Email letter to consultee database

Good afternoon,

Re: Mansfield District Local Plan Review – Consultation

Mansfield District Council is committed to making sure that it has an up-to-date and relevant local plan that sets out a robust framework for how the district will grow and change and remains consistent with the latest national guidelines and local circumstances.

There have been changes to the district's housing requirements along with new legislation and guidance introduced by the government.

The council are reviewing the current local plan to ensure that it reflects these changes and are seeking to engage with key stakeholders, including individuals and organisations who have an interest in the district (in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

This consultation gives the community and other interested stakeholders a chance to shape what areas across Mansfield and Warsop should be designated for new development.

You can make comments on this report from **30 May** to **13 July 2025**. All comments received will be used to inform the Publication Draft Local Plan (under Regulation 19) that will be consulted on and submitted to the Planning Inspectorate for an examination in public.

You can view the document and comment online by visiting our consultation portal: https://mansfield-consult.objective.co.uk/kse.

Your username is: «Username»

If you have forgotten your password please use this link for a new one: https://mansfield-consult.objective.co.uk/kse/forgotpassword.

You can also view a copy of the document at the Civic Centre and at each library in the district during the consultation period. Please check opening times.

Drop-in sessions have been arranged on the following dates where you can come along and find out more.

- Weds 4 June – Warsop Health Hub 3pm – 7pm
- Weds 11 June – Turner Hall, Mansfield Woodhouse 3pm – 7pm
- Sat 14 June – Four Seasons Shopping Centre (outside Boots / old Debenhams unit) 10am – 1pm
- Weds 18 June – Four Seasons Shopping Centre (outside Boots / old Debenhams unit) 12pm – 3pm

Comments must be in writing and should preferably be made on the consultation portal or by email to lp@mansfield.gov.uk. Any comments sent by post should be addressed to the Planning Policy Team at the address below and reach the council by the end of the consultation period.

Mansfield District Council
Civic Centre
Chesterfield Road South
Mansfield
NG19 7BH

Please note that any comments you make may be made publicly available. We will process your data in accordance with our privacy statement. This can be viewed at www.mansfield.gov.uk/privacy.

You have received this email because you are listed on Mansfield District Council's Local Plan database. Please contact us, quoting your username, at lp@mansfield.gov.uk or on 01623 463114 / 463322 / 463182 to update your details, for further information, or to be removed from our records.

Yours Faithfully

Planning Policy Team
Mansfield District Council

Email letter to developer forum database

Good morning,

Re: Mansfield District Local Plan Review – Consultation

Mansfield District Council is committed to making sure that it has an up-to-date and relevant local plan that sets out a robust framework for how the district will grow and change and remains consistent with the latest national guidelines and local circumstances.

There have been changes to the district's housing requirements along with new legislation and guidance introduced by the government.

The council are reviewing the current local plan to ensure that it reflects these changes and are seeking to engage with key stakeholders, including individuals and organisations who have an interest in the district (in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

This consultation gives the community and other interested stakeholders a chance to shape what areas across Mansfield and Warsop should be designated for new development.

The next developer forum event on **Friday 13 June** will include an update on the Local Plan Review. If you haven't already confirmed your attendance, please do by emailing gibsonm@mansfield.gov.uk by **12pm on Friday 7 June**. An agenda will be sent out to confirmed attendees before the event.

You can make comments on the report from **30 May** to **13 July 2025**. All comments received will be used to inform the Publication Draft Local Plan (under Regulation 19) that will be consulted on and submitted to the Planning Inspectorate for an examination in public.

You can view the document and comment online by visiting our consultation portal: https://mansfield-consult.objective.co.uk/kse.

You can also view a copy of the document at the Civic Centre and at each library in the district during the consultation period. Please check opening times.

Drop-in sessions have been arranged on the following dates where you can come along and find out more.

- Weds 4 June – Warsop Health Hub 3pm – 7pm
- Weds 11 June – Turner Hall, Mansfield Woodhouse 3pm – 7pm
- Sat 14 June – Four Seasons Shopping Centre (outside Boots / old Debenhams unit) 10am – 1pm
- Weds 18 June – Four Seasons Shopping Centre (outside Boots / old Debenhams unit) 12pm – 3pm

Comments must be in writing and should preferably be made on the consultation portal or by email to lp@mansfield.gov.uk. Any comments sent by post should be addressed to the Planning Policy Team at the address below and reach the council by the end of the consultation period.

Mansfield District Council
Civic Centre
Chesterfield Road South
Mansfield
NG19 7BH

Please note that any comments you make may be made publicly available. We will process your data in accordance with our privacy statement. This can be viewed at www.mansfield.gov.uk/privacy.

Please accept our apologies if you receive this notification more than once. You have received this email because you are listed on Mansfield District Council's Developer Forum database. Please contact us at lp@mansfield.gov.uk or on 01623 463114 / 463322 / 463182 to update your details, for further information, or to be removed from our records.

Yours Faithfully

Planning Policy Team
Mansfield District Council

Postal letter to consultee database

Mansfield District Council

Mansfield District Council

Address

Contact:
Your ref:
Our ref: LPR
Direct line:
Email: lp@mansfield.gov.uk
Date: 27 May 2025

Dear Sir / Madam,

Re: Mansfield District Local Plan Review – Consultation

Mansfield District Council is committed to making sure that it has an up-to-date and relevant local plan that sets out a robust framework for how the district will grow and change and remains consistent with the latest national guidelines and local circumstances.

There have been changes to the district's housing requirements along with new legislation and guidance introduced by the government.

The council are reviewing the current local plan to ensure that it reflects these changes and are seeking to engage with key stakeholders, including individuals and organisations who have an interest in the district (in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

This consultation gives the community and other interested stakeholders a chance to shape what areas across Mansfield and Warsop should be designated for new development.

You can make comments on this report from **30 May** to **13 July 2025**. All comments received will be used to inform the Publication Draft Local Plan (under Regulation 19) that will be consulted on and submitted to the Planning Inspectorate for an examination in public.

You can view the document and comment online by visiting our consultation portal: https://mansfield-consult.objective.co.uk/kse or by scanning the QR code on the left with the camera on your smartphone.

Your username is:

To make comments online, please contact us quoting your reference or username so that we can link your account with your email address and send you a password.

Andy Abrahams – Elected Mayor **James Biddlestone** – Chief Executive Officer
Civic Centre, Chesterfield Road South, Mansfield, NG19 7BH
www.mansfield.gov.uk T 01623 463463 E mdc@mansfield.gov.uk MyMansfieldUK @MDC_News

You can also view a copy of the document at the Civic Centre and at each library in the district during the consultation period. Please check opening times.

Comments must be in writing and should preferably be made on the consultation portal or by email to lp@mansfield.gov.uk. Any comments sent by post should be addressed to the Planning Policy Team at the address below and reach the council by the end of the consultation period.

Mansfield District Council
Civic Centre
Chesterfield Road South
Mansfield
NG19 7BH

Please note that any comments you make may be made publicly available. We will process your data in accordance with our privacy statement. This can be viewed at www.mansfield.gov.uk/privacy.

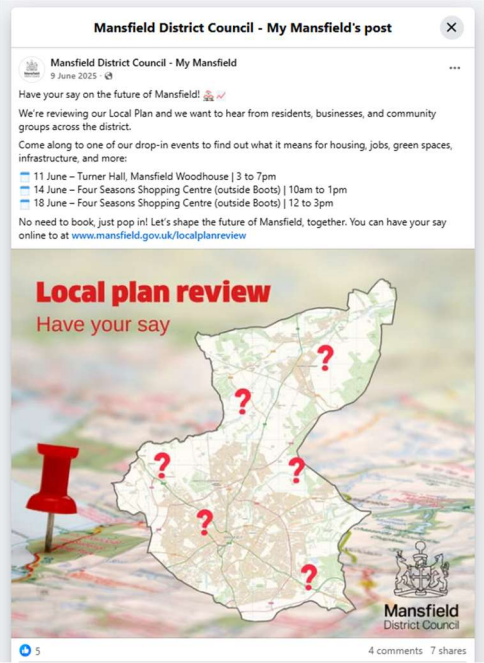
You have received this letter because you are listed on Mansfield District Council's Local Plan database. Please contact us, quoting your username, at lp@mansfield.gov.uk or on 01623 463114 / 463322 / 463182 to update your details, for further information, or to be removed from our records.

Yours Faithfully

Planning Policy Team Leader
Mansfield District Council

Appendix 4 – Social media posts

Facebook



X



Instagram



LinkedIn

