



**Newark and Sherwood Amended Core
Strategy DPD**

MATTER 24 – ShAP2

**Statement on behalf of Newark and
Sherwood District Council**

January 2018

Question 24: Are the range of infrastructure requirements in Policy ShAP2 (Role of Ollerton & Boughton) deliverable?Context

- 24.01 The infrastructure requirements necessary to support planned growth have been identified through the Infrastructure Delivery Plan (IDP) (INF/01) prepared in February 2017, and updating the previous 2010 study. Relevant infrastructure providers and adjacent Local Authorities have been cooperated with as part of its production. The study has been instrumental in guiding the choices made through the Amended Core Strategy (CS/01-02), particularly those relating to the spatial distribution of growth.
- 24.02 Spatial Policy 6 'Infrastructure for Growth', supplemented by Policy DM3 'Developer Contributions and Planning Obligations' of the Allocations & Development Management DPD (ADM DPD) (CS/05), formalises the approach the Authority will follow to ensure that necessary infrastructure is delivered. Strategic infrastructure, i.e. improvements to the strategic highway network and other highway infrastructure and secondary education provision across the District, will be funded through the CIL. Local Infrastructure, including facilities and services that are essential for development to take place on individual sites, or which are needed to mitigate the impact of development at the site or neighbourhood level, will be secured through Planning Obligations.
- 24.03 The Developer Contributions and Planning Obligations Supplementary Planning Document (December 2013) assists in the implementation of SP6 and Policy DM3 by setting out the types of obligation that the Council may seek to secure from development and the mechanisms for its delivery. It is unlikely that the majority of development will trigger all of the requirements indicated, and those contributions collected will be directly related to the impact of the proposed development. Where development cannot support the whole range of applicable contributions then a system of prioritisation will operate.
- 24.04 The Infrastructure Funding Gap Review (INF/02) identifies a residual infrastructure funding gap of circa 27.70m. Confirming the continued need for the Community Infrastructure Levy, and representing the value of infrastructure the levy is expected to fund. How CIL operates within the District has been recently reviewed, and following independent examination in August 2017 a revised CIL Charging Schedule, instalment policy and Regulation 123 List came into force on 1st January 2018. The Inspector who oversaw its examination concluded that the Charging Schedule provides an appropriate basis for the collection of the levy. Moreover the realistic approach of the Council in achieving a reasonable level of income to address an

acknowledged gap in infrastructure funding was also recognised. Whilst Sherwood Area is 'zero-rated' CIL revenues can be spent in the area.

- 24.05 Regard has been given to the viability implications of infrastructure requirements as part of the review, with a 'Whole Plan Viability' assessment (INF/06) having been undertaken. The assessment demonstrates that the strategy is viable and deliverable. The work has however been, necessarily, high-level in its approach and more detailed assessments may be required at the planning application stage.
- 24.06 Beyond the use of CIL and collection of planning obligations Policy DM3 of the ADM DPD (CS/05) leaves open the prospect of additional funding assistance from the District Council, where appropriate. Indeed such assistance has already been provided for delivery of the Southern Link Road, to the south of Newark. External funding sources also exist to which bids can be made, particularly where a scheme will help unlock development, contribute towards economic growth or resolve existing capacity issues. Existing sources include the Housing Infrastructure Fund (HIF), the Local Enterprise Partnership (D2N2), the Midlands Engine and Midlands Connect. There is also the prospect of future national funding streams for the improvement of the 'Major Road Network'. Notably the District Council has a number of pending bids for infrastructure funding support, one of which concerns Ollerton roundabout.

ShAP2 'Role of Ollerton & Boughton'

- 24.07 ShAP2 has responded to the findings of the IDP and has sought to promote and strengthen the role of the Service Centre of Ollerton & Boughton as a sustainable settlement. To support the delivery of this objective the policy makes reference to the securing of new and improved community infrastructure appropriate to the size and function of the town including additional primary and secondary school places and healthcare facilities, as well as securing the resolution of traffic and transport issues in and around the town, including the A614/A6075/A616 Ollerton Roundabout junction.
- 24.08 Avant Homes [Representor 006] has submitted a representation questioning the soundness of ShAP2. This submission highlights concerns over the ability of remaining allocations in the area to provide for the level of developer contributions needed to deliver the infrastructure identified in ShAP2. The allocation of further land is proposed by the representor, which would by extension also require an increase in the level of development distributed to Ollerton & Boughton.

Approach to Meeting Infrastructure Requirements

Education

- 24.09 The IDP indicates that the demand from growth could be sufficient to justify the requirement for a new 1 form entry primary school in Ollerton and a new 1.5 form entry school between Clipstone and Edwinstowe during the plan period. However, the IDP takes account of the need generated by development across the plan period as a whole (2013 – 2033), and some of this may have already been satisfied. The assessment also represents a snap shot in time and so capacity within the education system can be dynamic. Ultimately it will be guidance from the Education Authority which will guide how this particular impact is addressed at the planning application stage, and in some cases sufficient capacity will exist to accommodate additional development at the time of determination.
- 24.10 The Authority would refer to recent consents for residential development in Ollerton & Boughton which have agreed education contributions proportionate to their impact. In light of the conclusions drawn from the Whole Plan Viability Assessment there is nothing to suggest that this cannot be the case moving forward. It is the current understanding that primary education requirements are more likely to be met through the expansion of existing facilities in the settlement rather than provision of a new school. In respect of Edwinstowe the demand for additional primary school places is largely driven by the redevelopment of the Thoresby Colliery site (now subject to outline consent pending the Section 106 agreement) (OTH/01). The consent includes provision of a new primary school.
- 24.11 Future secondary education provision in the area is to be funded via the CIL. The findings of the Whole Plan Viability Assessment indicate that there should be no concern over the ability to meet future requirements via this approach.

Health

- 24.12 The IDP applied a ratio of up to 0.33 FTE GPs per 1,000 head of population (equivalent to up to 3,000 patients per GP). At the time of its preparation all 3 GP practices were operating below this level, and so for the purposes of the assessment had some capacity to accommodate development over the plan period. The findings also represent a snapshot at a particular moment and it is possible that demand will ebb and flow. Nonetheless the Study does forecast the need for 1x full-time GP in Ollerton & Boughton, 0.5x full-time GP in Edwinstowe and 0.3x full-time GP in Bilsthorpe. Clearly it will be the Clinical Commissioning Group which determines the approach to meeting additional demand which cannot be absorbed. As with primary education there is a track-record of securing developer contributions towards health

provision in the Sherwood Area. The findings of the Whole-plan Viability Assessment indicate that this should be possible to maintain moving forwards.

- 24.13 The recent outline consent granted at Thoresby Colliery will, unsurprisingly, given its scale carry significant health contributions – and the current thinking of the CCG is that it would be appropriate to split its spend between Edwinstowe and Ollerton. In this respect it is significant that the District Council is leading work on a ‘One Public Estate Scheme’ in Ollerton, focussing on the former Courtauld site in Ollerton Town Centre. It is anticipated that this will accommodate the District Council, healthcare provision and possibly Ollerton Town Council. This approach clearly offers efficiencies of scale to the various public sector partners involved, and could make a significant contribution to meeting the future healthcare needs of the Area.

Ollerton Roundabout

- 24.14 Existing traffic capacity issues at the A614/A6075/A616 Ollerton roundabout are well known and extensive queuing and delays can occur at peak periods. The County Council has developed a draft improvement scheme which would result in the enlargement of the roundabout, this is identified in the County Council’s third Local Transport Plan (2011-2026) and the land required for its delivery is ‘safeguarded’ from otherwise prejudicial development. Importantly the IDP confirms that planned growth at Ollerton and Edwinstowe (principally Thoresby Colliery) will place additional pressure on the junction and that a capacity improvement will be required.
- 24.15 For the purposes of the IDP the Ollerton roundabout improvement scheme is assumed to be part funded via developer contributions. Discussions with the County Council have confirmed that the safeguarded scheme is currently estimated to cost approximately £8m, with a shortfall in funding of £7m. This shortfall and the likely need for support from alternative sources are openly acknowledged. In this respect a bid has been made to the Housing Infrastructure Fund, with an announcement expected in early 2018.
- 24.16 Should this bid prove to be unsuccessful then there are other potential funding opportunities. The County Council will look to ensure that the A614 corridor is included as part of the Department for Transport’s Major Road Network classification (MRN), currently subject to a 12 week consultation period. Reflecting the strategic role that the A614 plays in transport terms inclusion of the A614 corridor in the MRN should provide additional funding possibilities from central Government.
- 24.17 Notwithstanding this in order to maximise the potential from future funding bids the County Council’s ‘Place Plan’ (due to be published in January 2018) will identify the

north-south A614 corridor as a priority for improvement, and the roundabout scheme is being developed to an advanced stage of readiness such that it could be implemented in the short term (3-5 years) subject to securing the necessary funding.

- 24.18 In the event that the planned major enlargement of the roundabout is significantly delayed then there remains the possibility that alternative interim improvement schemes could also be considered. These would be designed around the objective of mitigating the impact of additional growth arising from local development sites, and within the level of developer funding available. Following this a long-term re-designed solution could then be placed on the Regulation 123 List and funded/part-funded through the CIL. The picture in-terms of infrastructure funding is of course extremely fluid with the potential for schemes elsewhere (e.g. those necessary to support growth around Newark Urban Area) to obtain funding and so allow for local monies to be reallocated, where appropriate. The infrastructure currently assumed to be funded via CIL will be kept under review and the Regulation 123 List can be amended in response to changing circumstances/priorities.
- 24.19 On the basis of the above it is considered that there is reasonable likelihood that the current funding gap for the improvement of Ollerton roundabout will be able to be bridged through external sources. Should this prove to not be the case then alternative approaches to ensure that planned development can be accommodated remain available.
- 24.20 Representor 006's proposal to increase the level of development directed to Ollerton & Boughton is not considered an appropriate response. The nature of the shortfall in funding for the improvement of Ollerton Roundabout is such that the level of additional development required would be substantial, fundamentally altering the proposed spatial distribution and wider strategy. With a notional capacity of 444 dwellings the site being promoted for allocation (16_0042 in the Strategic Housing and Employment Land Availability Assessment (HOU/08)) would not significantly alter this funding position alone.