

A Strategic Approach to Development

Discussion Paper June 2009



Mansfield District Council

*Creating a District where
People can Succeed*

Planning Policy Section

A STRATEGIC APPROACH TO DEVELOPMENT

CONTEXT

The purpose of this paper is to consider how Mansfield District Council can seek to meet the development requirements within the Regional Spatial Strategy (RSS), and provide a context for any future decisions Mansfield may need to take in relation to the need for or size of any urban extension to the existing settlements. The RSS was adopted in March 2009 and Policy 13a, sets a Regional Housing Provision for Mansfield District of 530 units a year from 2006 – 2026, giving a total of 10,600 units.

In short, this paper seeks to consider three main issues

1. Is there sufficient urban capacity to accommodate the RSS housing requirement; and would that be the best way forward?
2. What options around urban expansion exist, and which is the Council's preferred approach?
3. What choices are available that would meet the growth requirements and achieve the Council's vision for Mansfield of :-
 - creating a positive image, to help people and businesses invest in the area, and
 - improving confidence, pride and dignity, so that everyone can enjoy a good quality of life in their neighbourhoods.

There are also a number of other issues that need to be considered in looking at the overall context of the future of development Mansfield.

Firstly, for some time there has been intense developer interest in utilising land in the vicinity of the Mansfield-Ashfield Regeneration Route, for the purpose of attracting high quality development, employment, housing and leisure to the area. In fact the knowledge of these interests in part made up the Council's Growth Point Bid.

Whilst the Department for Communities and Local Government (DCLG) recently made it clear that, contrary to previous statements, they could not give further consideration to our Growth Point Bid, they were interested in the possibilities of seeing an 'Eco-extension' to Mansfield. In essence this would involve releasing a substantial area of land for a high quality mixed use development, along similar lines to those being considered as part of the Eco Towns agenda. DCLG stated:-

"work that has been undertaken to date provides a good base from which to work up more detailed proposals which address the broader eco town standards and criteria. We also discussed other potential regeneration sites in both Mansfield and Ashfield.

Whilst not announcing formally that this would be a scheme which the Government would support, I did indicate that there would be merit in pursuing the approach as outlined above.”

This is the first report linked to this approach. Ideally, this would form part of the work on the Local Development Framework (LDF). However there are clearly issues around the quantity, location and deliverability of new development that need to be considered at an early stage, especially if funding to support such ‘Eco extensions’ is to be accessed.

It is important to note that not only do the Council need to ensure that adequate land is provided for development, but that it is deliverable in a sustainable manner, as well as being attractive to the market. In view of the current financial situation a pragmatic approach has to be taken in looking at what maybe the most attractive sites within the District, in order to determine what the market could start to deliver in a shorter period than the LDF process would allow. It is clear that there needs to be significant market interest in any areas proposed in order to see the sites brought forward.

The first thing is to consider how much new development will need to be provided for.

1) Is there a Need for Urban Extensions?

The Housing and Employment Requirement

The first thing to note is that the housing targets for Mansfield are set by the Secretary of State through the Regional Spatial Strategy (RSS). This requires Mansfield to find an amount of housing land allocations in order to deliver the necessary level of development over the plan period (2006 to 2026). It is this figure that is relied upon when consideration is given to whether or not we have enough housing land. This document requires Mansfield to grow by around 25% over the next 18 years, at a rate of 530 units per annum (10,600 units in total). Failure to provide for these targets will lead to criticism of the Council and increase the possibilities of losing appeals on major housing sites.

The RSS figure may be seen as a ‘demand figure’, for housing against which the Council needs to identify how it will be provided for.

Table 1 2008 Housing Figures	Net Completions to April 2008	Under Construction	Outstanding Permissions	Allocated sites	Total
Current Supply	757	638	2,602	410	4,407

Table 1 above shows the known housing supply which has been taken from the 2008 Housing Monitoring Report. The figures show that as of 1st April 2008, 4,407 of the 10,600 units required could be accounted for Therefore land for an additional 6,193 new units needs to be identified. If an average density of 30 dwellings to the hectare is assumed, this equates to around 206ha of land. It should be noted that work is on-going in relation to checking

the robustness of the existing supply figures in relation to the planning permissions granted, as this clearly influences the amount of new sites needed.

Employment Figures

The RSS does not set out a specific amount of employment land to find, but states that authorities should work together in housing market area (HMA) groupings to regularly undertake employment land reviews to inform the allocation of a range of suitable employment sites.

The most recent review was carried out in 2007 by Arup Consultants. This concluded that around 35 hectares of land (net) should be allocated for employment uses (B1, B2 and B8) within Mansfield District. This figure would need to be added to with further allocations to compensate for any losses of employment land from the redevelopment for other uses of existing sites. This may need to include some 16.63 ha of land that the report recommends is released from employment use.

The 2008 Employment Land Monitoring Report shows the potential supply of employment land is currently 98.07 ha, significantly in excess of the identified future requirements. However, this includes over 47ha of land on two sites which have been allocated, since 1998, with no development occurring and another site on which planning permission for other uses has been granted but not implemented. There also needs to be consideration given to the deliverability of existing sites and employment land in general, as well as consideration of what provision should be made for some of the quasi employment related uses (for example health Clinics and Nursing facilities) which are appearing on traditional employment sites.

Urban Extension or In-fill Development?

The housing figures proposed in the RSS are significantly higher than allocated to Mansfield in previous years. Whilst some of this development can be contained within the urban areas of the District, it appears that some degree of urban extension will be required.

Focusing large amounts of development within the urban areas (urban containment) will result in much higher densities than currently is the case. Whilst some housing may take place on existing employment sites, this would result in a need to find replacement sites outside the urban area.

Much of the existing supply is made up of previously developed land within the urban areas. In 2007/08, 99% of new permissions were on brown field sites. Overall we know that around 86% of our existing supply is brownfield in nature which is predominantly within the existing urban areas. If a totally urban concentration approach is followed, the district's urban areas would become increasingly densely developed.

Whilst this would maximise the use of existing infrastructure, it is likely that it would also be more difficult to ensure that adequate new infrastructure could be provided in the future as growth would be based on large numbers of small sites with high development costs and low thresholds in terms of providing for new physical and social infrastructure.

This approach may also significantly limit the ability to provide attractive sites for a recovering housing market over the next three years. Generally large Greenfield sites often within single ownerships will be more attractive to the house building market than smaller, brownfield sites, which may have a number of ownership and regeneration issues.

Urban extensions can allow for new areas to be comprehensively and sustainably planned to a high standard, providing mixed use developments with integrated green infrastructure and providing for a range of community facilities. It does however require the release of Greenfield sites.

Conclusion

Whilst there is already a considerable supply of brownfield urban sites, with planning permission within the urban area, it would appear that at some point in time, urban extensions must be considered as the most realistic method of meeting the level of housing and employment development required for Mansfield, whilst providing for a good quality living environment.

2) What Scale of Extensions?

In seeking to promote growth within urban areas, in line with good planning practise, the Council are mindful of the detrimental impact that such an approach could have in terms of higher density development, the degradation of existing open space and related facilities and the growing pressure on existing infrastructure. There is also concern that existing housing sites which were not developed during the years of a housing boom, may not be attractive enough to the market to engender a market recovery over the next five years.

If it is decided to develop urban extensions as a way to meet the district's development requirements, the scale of any such extensions needs to be considered.

At one extreme, the Council could consider an approach that saw a large number of small scale developments around the urban boundaries of the District, where such growth could be accommodated. Alternatively we could look to provide for one or two urban extensions on which significant development pressures could be focused, and which can be sustainably master-planned with new infrastructure provision to cater for the impacts of the development.

It is considered that if the Council opt for an approach based on a large number of small scale urban extensions, for example by allocating a smaller number of houses on the main routes in, out and around settlements, it is

likely to result in similar issues to focusing on urban containment. It would be unlikely that small scale sites could provide for planned and integrated infrastructure improvements, whilst they would add additional pressures to existing physical and social infrastructure such as sewerage stations and schools. It may also result in a far greater impact on the countryside with numerous incursions impacting on a significantly wider area of land.

The alternative is to consider allowing for a limited number of significant extensions to the existing urban areas. The main difficulties with this approach would be finding a suitable area (or areas) of land, large enough to provide for a suitable scale of development. Whilst there are no absolute examples of what size such extensions should be, discussions with developers would suggest that we should be considering around 30 hectares of residential land (approximately 1,000 houses) and 10 hectares of employment land. This scale of development would allow the urban extension(s) to be planned comprehensively at a strategic level, in the most accessible locations. It would allow for the required infrastructure, open space, local schools, services and shops, for example, to be planned as integral parts of the development in a sustainable manner.

Whilst there does not appear to be any comprehensive governmental guidance on what size an 'Eco-extension' should be, it appears reasonable to suggest that it must have a sufficient quantum of development to ensure that it can meet the social, economic and environmental needs of future residents, and this would mitigate in favour of larger rather than smaller schemes.

Large scale urban extensions would also allow the Mansfield to respond to the DCLG concept of 'Eco quarters', with development proposals which would have a positive impact on the image, growth and regeneration potential of the area.

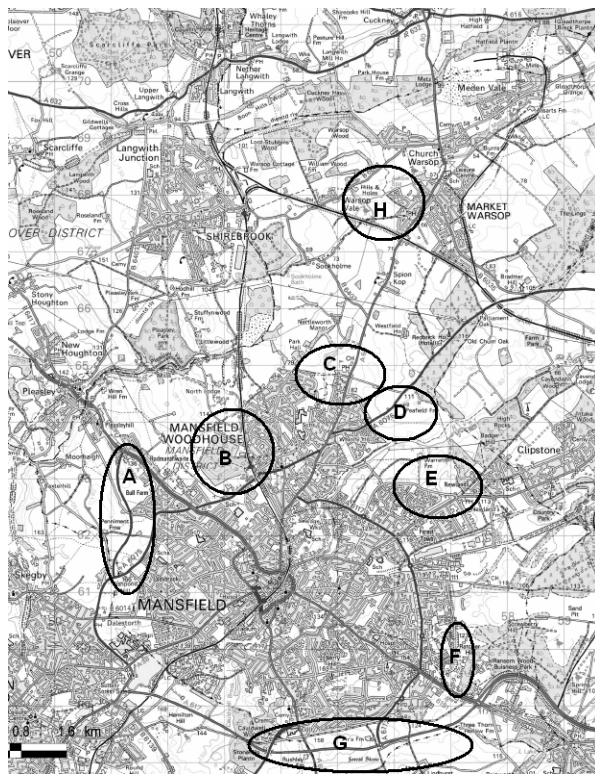
The above considerations have been subject to a Sustainability Appraisal, a copy of which is attached as Appendix 1. This is a way of considering the three options of urban concentration, small scale extensions and large scale extensions, against a range of Sustainability issues.

- **Potential locations for urban 'Eco-extensions'**

The Council has recently commenced work on a Strategic Housing Land Availability Assessment (SHLAA) which has identified a large number of sites that landowners and developers would like to see brought forward for development. Other areas have been identified as possible development sites through consultation on the LDF, for some time.

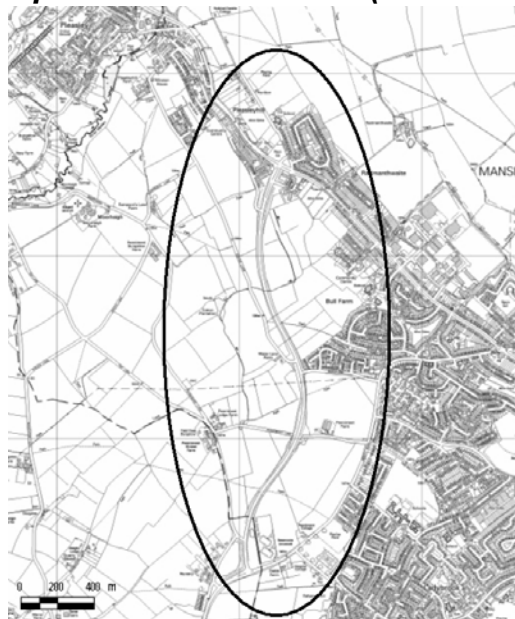
If the Council decides that it would prefer to develop the concept of strategic urban extensions, it will be important to ensure development is guided to the most sustainable and accessible parts of the district. Several potential locations have been identified based on local knowledge, experience, and

details within recent studies, such as SHLAA. The options that have emerged are:-



- A – West MARR**
- B – West of Mansfield Woodhouse**
- C – North of Mansfield Woodhouse**
- D – Peafield Lane**
- E – Forest Town / Clipstone Road West area**
- F – Land off Jubilee Way South**
- G – South MARR**
- H – West of Warsop**

Option A – West MARR (Sherwood Way)



The Area- The Mansfield Ashfield Regeneration Route (MARR) to the west of the District presents an opportunity to provide a new, comprehensive development scheme, as well as the potential to regenerate the increasingly unpopular ex colliery housing within the area. Providing new housing, community facilities and new high quality employment facilities around the junction area of the MARR and Chesterfield Road North would enable comprehensive redevelopment of the area and provide an exciting opportunity to enhance this part of the District. The area around the MARR is noted within the Nottinghamshire and

Nottingham Joint Structure Plan (JSP) and the RSS as an appropriate area for a strategic employment site due to its accessibility. Whilst the Strategic Flood Risk Assessment (SFRA) undertaken in June 2008 identifies an area to the west of Mansfield as an extensive area of low permeability soil which can result in a high risk of flooding due to surface run off, which affects this area. A comprehensively designed scheme would allow this to be integrated into new green infrastructure provision, possibly including wetlands. Any

development in this area must consider opportunities to fully mitigate the identified risk.

Furthermore the majority of the land in this area is classified by the Ministry of Agriculture Fisheries and Food as being 'very good' quality agricultural land (grade 2). Any large scale development in this location would need to address this issue, however bearing in mind the regeneration objectives associated with the new road, this is unlikely to be a significant concern.

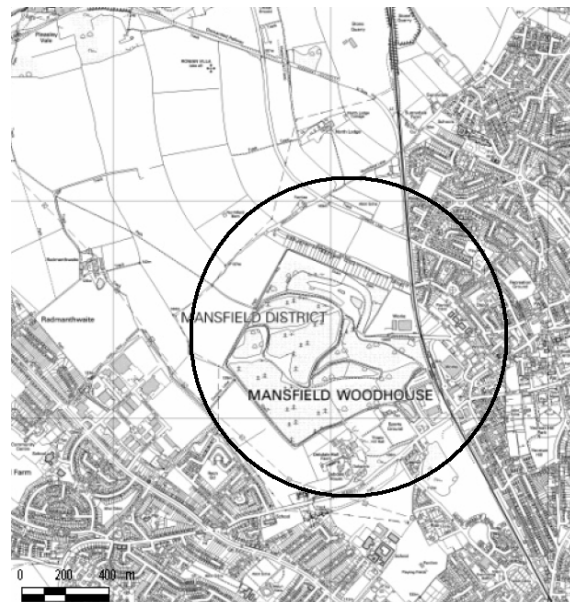
Accessibility - The land is very accessible by road and links easily to the M1 motorway via Junction 28 or 29. The MARR itself was constructed in order to increase accessibility in this area, create opportunities for new high quality employment development and to improve Mansfield's link to the wider strategic road network.

Marketability – This site is considered to be marketable, due to its accessibility. The area is based on a major new road that links to J29 (M1 north) and J28 (M1 south). Chesterfield Road North is also a major arterial link from the centre of Mansfield, well served by bus. The area has already attracted significant developer interest.

Conclusions - This appears to be a possible location for a strategic urban extension, and there has been an interest shown by relevant landowners who have requested that this area is looked at as part of the Council's Strategic Housing Land Availability Assessment (SHLAA).

- **Option B – West of Mansfield Woodhouse**

The Area - This area is close to the urban area and surrounded on three sides by existing development. However, the area is constrained by a number of environmental factors. The whole area is currently designated in the Saved Mansfield District Local Plan as an important Green Wedge to separate Radmanthwaite from Mansfield Woodhouse (Saved Policy NE5 (B)) and there are other designations within the area such as land being protected as Major Recreational Area (LT12), Public Open Space (LT9). There are also two Private Miners Welfare Organisation recreational facilities which are protected by Saved Policy LT4.



Accessibility - The site would need to be accessed from Debdale Lane which is the main access road from Chesterfield Road North to Mansfield

Woodhouse and is already well trafficed, especially in view of the pinch-point created by the Railway Bridge at the entrance to Mansfield Woodhouse.

Marketability - Much of the central area of the site is reclaimed land based on a colliery spoil tip and as such development here would be very difficult and is unlikely to be cost effective. In addition, the overall site lacks good visibility, which would adversely affect the marketability of the area.

Conclusions - The land in this area has only limited development potential due to issues of access and the environmental and topographical constraints in this area. Development possibilities are too limited for it to be considered as a strategic mixed use development site, although a small amount of development may be possible.

- **Option C – North of Mansfield Woodhouse**



The Area - As with the site to the west of Mansfield Woodhouse, this area is constrained by a number of environmental policies within the Saved Local Plan. The majority of the land is designated as a Mature Landscape Area and is protected by Saved Policy NE8 (C), whilst the rest of the area is either protected Public Open Space (LT1), Private Miners Welfare Organisation recreational facilities (LT4) or allocated as a Proposed Country Park (LT11). Although these protection policies may not be taken forward by the Local Development Framework, it is considered important to refer to them at this stage in order to inform the selection of the most

sustainable sites for development. In addition, the River Meden runs through this area resulting in a small amount of land being classified within Flood Zone 3 by the Environment Agency. Despite this, and the fact that this is a large area of low permeability, no development constraints have been identified in the SFRA.

Accessibility - In terms of accessibility, whilst the A60 provides a reasonable link road, this area has seen limited interest from the development market as it is on the far side of Mansfield from the M1, with restricted links to the A1.

Marketability – Whilst residential development in this area may be marketable, there is concern over the attractiveness of the area to employment uses due to accessibility issues. This would adversely affect the possibilities of creating a successful mixed use urban extension of the scale envisaged.

Conclusions – The area may provide possible development sites to address local housing needs in the future as part of the development of the LDF . However, in terms of providing for a strategic mixed use urban extension, there are concerns over the marketability and accessibility of the area and the impact on environmental assets and landscape character of any large scale mixed-use extension.

Option D – Peafield Lane



The Area - An urban extension in this location would be constrained by environmental factors from a designated Site of Importance to Nature Conservation (SINC) and an area within Flood Zone 3, both to the south along the River Maun, which could be accommodated within the overall development. However, the area also forms part of the Sherwood Forest Special Landscape area, which a large designation covered by Local Plan Policy restricting development. It is unclear whether this area could provide for a significant urban extension without investigation into the environmental capacity of the area.

Accessibility - There may be highway issues in relation to Peafield Lane and it's junction with the A60 which is important in relation to the sites accessibility to Mansfield Woodhouse, Mansfield Town Centre and the wider transport network. Detailed work would be required to consider the capacity of the road system to provide for significant development in this area.

Marketability - Whilst residential development in this area may be marketable, there is concern over the attractiveness of the area to employment uses due to accessibility issues.

Conclusions – Similar to the land north of Mansfield Woodhouse, it is considered that the area may provide possible development sites to address local housing needs. However, in terms of providing for a strategic mixed use urban extension, there are concerns over the marketability and accessibility of the area and the impact on environmental assets



- ***Option E – Forest Town / Clipstone Road West area***

The Area - An area to the south of Clipstone Road West was allocated for employment uses in the 1998 Local Plan but no significant interest has been shown in the development of the site. If it were to be included within a new urban extension and

combined with residential land, it may be more likely to come forward. However it is considered unlikely that this area could provide for an attractive, mixed use urban extension despite considerable interest in developing land within this area for residential uses being shown during the consultation on the SHLAA. Parts of this area include a SINC and a small area of land within Flood Zone 3 to the south. In terms of the SFRA that was carried out, the area is identified as being within a low flow catchment area and that in a small area of the site, it is recommended that the discharge from that area goes to the low flow watercourse.

Accessibility - There are local concerns over the ability of the existing road network in this area to provide for significant growth, especially in view of the development which may be promoted just over the district border within Clipstone (Newark and Sherwood).

Marketability - It would appear that this area would not be as attractive to the employment market. The adjoining employment estate (Crown Farm) has taken a long time to see significant take up despite Enterprise Zone status in the early years. Also, the Northern Sub-Region Employment Land Review (NSELR) indicated that the marketability of sites in this area was poor. The land within this area is also made up of various ownerships which may have an adverse effect on the feasibility of bringing forward a comprehensive mixed use development where residential land values can support employment and community infrastructure provision.

Conclusions – Planning permission has already been granted for a relatively small, mixed use scheme in this area, in order to help facilitate development of an employment site. Whilst there is scope for further development within this general area, there is not a specific, significant, site for a mixed use urban extension and there are concerns over the marketability of employment development in this area. As with the area around Peafield Lane, there are also concerns over accessibility and the pressure large scale mixed use development would place on the urban road network. Ownership issues of the different areas would also add to the problems of ensuring a deliverable scheme.

- ***Option F – Land off Jubilee Way South***

The Area – Predominantly this is still a working quarry. The front section is an existing employment allocation and the area includes land that is to be considered as part of the SHLAA work and was looked at as part of the NSLER appraisal. The site is smaller than the nominal 45ha that the Council would expect for a significant urban extension. The site is also identified as being within a low flow catchment area within the SFRA.



Accessibility - The site is in a good position for access to the MARR (linking to the M1) and via Rainworth Bypass, out towards Newark and the A1. It also has good local links to Mansfield Town Centre and the Oak Tree Lane area.

Marketability - In terms of sustainability and marketability, the site scored well as a possible employment site within the NSELR. However the shape of the site and limited access potential may make it difficult to integrate a mixed use housing and employment scheme in this area.

Conclusion - Whilst there is scope for future development within this area, the layout, size and current use of the site all limit its suitability for a significant mixed use urban extension.

- **Option G – South MARR**



The Area - As with Option A, the land surrounding the southern part of the MARR (Sherwood Way) presents an opportunity to provide a significant mixed use urban extension. A number of relevant

landowners and developers have shown interest in this area being brought forward for development; and it is being considered as part of the SHLAA work. The area is noted within the Nottinghamshire and Nottingham Joint Structure Plan (JSP) and the RSS as an appropriate area for a strategic employment site due to its accessibility.

There are a number of constraints in this area. In relation to the SFRA work, it is within a low flow catchment and there has been an indicative area of concentrated run-off identified to the north. A small area of the site is identified as being in Flood Zone 3, as well as another small area being within groundwater protection zone 1. Additionally, discharge from a small area to the east of the site should be prioritised to the low flow watercourse. However, all of these issues could be addressed in a sustainable Master Plan with new infrastructure provision.

Prior to the new road being developed, most of the land had been identified as good quality agricultural land with some areas within the very good classification by the Ministry of Agriculture Fisheries and Food (MAFF). However, in view of the purpose behind the creation of the new 'Regeneration Route' and the impact that this has had on field sizes and accessibility, it is questionable how much weight this issue should carry.

Accessibility - The land is already serviced by the new road and also has important links back into the urban area to the north. Nottingham Road (A60)

to the west and Southwell Road (A617) to the east help make this a highly accessible area, which is well connected to the wider strategic road network.

Marketability – There has already been strong developer interest in this area with landowners and developers coming together in a consortium to promote the development of this area. It also forms an important part of the Sherwood Growth Zone, a concept promoted by the Alliance Sub Regional Strategic Partnership, to bring about regeneration within the sub region. In these respect, it is significantly ahead of all other sites that we are considering.

Conclusions – This area has a number of significant positive factors. The main advantages of this area is that it has been historically, and through various documents, highlighted as a location for future regeneration and growth. It has the benefit of clear ownership and developer interest in bringing forward a large scale mixed-use scheme, which is of sufficient size to provide for the related social and physical infrastructure provision we would like to achieve.

- **Option H – South West of Warsop**



The Area - Sites in this area have been put forward through the SHLAA process. Whilst an extension here may support growth, a large strategic extension such as that envisaged would have a significant impact on a village such as Market Warsop. It is especially questionable whether such a proposal would be marketable in terms of the employment aspect of any mixed use scheme. The physical size of the area and access issues may also mitigate against a good quality mixed The site was not assessed by MAFF so the agricultural quality of the land is unclear. The only constraint identified is the close proximity of the area to a nearby SSSI.

Accessibility - Accessibility is to some degree limited as the area identified is linked to the A60 road through a residential area. Whilst there are quick access ways to the M1, there have been issues around access restrictions for large vehicles along the A60 to the south due to the railway bridge.

Marketability - It is questionable whether a significant mixed use urban extension would be attractive to the market in this location in terms of the employment sites. There are already major employment site opportunities at Shirebrook to the west and the area is remote from major urban concentrations and major visible route ways.

Conclusions - Whilst we will be considering new housing and possibly employment allocations within the Warsop area (and this may result in some form of urban extension), the significant degree of mixed use development envisaged for a strategic urban extension would be unsuitable within this area.

WAY FORWARD

Within this paper it has only been possible to carry out brief assessments of potential sites for significant 'Eco Extensions' to Mansfield, and the case for or against supporting such a proposal. The two sites close to the MARR (South and West of Mansfield) have shown that they have the potential to play an important role in meeting the regeneration needs and growth agenda for the area. It is therefore recommended that work should continue to look at the possibilities for these 'Eco Extensions' as part of the overall LDF approach.

Promoting development in these locations accords with the original intentions behind the creation of the Mansfield Ashfield Regeneration Route (MARR). In June 1998, The Coalfields Task Force published 'Making the Difference' which attributed economic problems in the Mansfield and Ashfield area to its isolation, the reliance on historic mineral railway lines for transport, and sites, premises and infrastructure being inferior to more prosperous areas. The concept of the MARR is identified as key to improving the east-to-west links between the A1 and M1. Along with Junction 29a of the M1 at Markham Colliery, MARR is identified as one of seven regeneration routes across the UK aimed at stopping economic growth bypassing the towns and has a major significance in opening up employment sites in coalfields areas. The pressure for development provides the impetus to bring forward important development along the MARR and help to deliver the aims and objectives of that document.

It is recognised that such large scale proposals will have significant infrastructure requirements and will need greater lead in time in order to ensure that the development is comprehensively and sustainably planned. Therefore this approach to urban "Eco-extensions" may need to proceed like 'Eco Town' proposals, in advance of the LDF process, although integrated wherever possible. Rather than face ad-hoc proposals with no planning policy guidance, it is considered that the Council should clearly set out the circumstances in which large scale extensions would be acceptable, or take the decision not to support any such proposals ahead of consideration through the development of the LDF.

The two MARR sites highlighted are the two most strategic locations, with good accessibility to the wider road network, providing the best opportunity for high quality employment facilities, as well as a large contribution to the level of residential development required by the RSS. Issues raised in the Strategic Flood Risk Assessment (SFRA) will require mitigation, but should not be seen as barriers to development, and it is considered that any concerns over the loss of quality agricultural land can be justified through the need for development, especially in these locations as they give Mansfield a real opportunity to provide high quality, strategic developments that will attract

inward investment, good jobs and new housing. It is reasonable to assume that the agricultural land quality was considered when the route was created to provide for new development sites.

This approach does not rule out future development in any other suitable locations; however it is not considered that they provide the necessary size, accessibility or marketability required for a strategic urban extension. For example, the land at the Peafield Lane, Clipstone Road West, Jubilee Way South and South West of Warsop sites are all viable options for development, but are likely to require some infrastructure improvements in order to be brought forward. It is likely that sites such as these maybe required in order to meet Mansfield's housing requirement, however, due to the current land supply within the urban area they will not need to be brought forward for a number of years.

Overall Conclusion

As stated earlier, this work would normally simply be a part of the considerations of the Local Development Framework, through the Core Strategy or Area Action Plans. However, there are a number of factors that suggests that this needs to be considered as a priority, ahead of the LDF work, but clearly influencing that process. The main factors are as follows.

The Department for Communities and Local Government have discussed with the Council the possibility of supporting work that would bring forward significant 'Eco quarters' or extensions, that would address the development needs of areas in a high quality, sustainable manner, with similar standards being required as would have been through the 'Eco Towns' agenda. It has been suggested that financial support in order to ensure that such schemes were of a 'flagship' nature, may be made available. In times of uncertainty in the development market, such pump priming from the public sector would enable standards to be lifted within the schemes, to Mansfield's benefit.

Related to this, both of these areas have also been discussed with the Housing and Communities Agency (HCA), in relation to their new role in supporting the housing market. The HCA were interested in the possibilities that both areas offer in terms of providing for sustainable, large scale, mixed use extensions.

The Government have clearly indicated through NI 154, the emphasis that they are placing on Local Authorities ensuring that a good quality, robust supply of housing should provide for at least a 5 year supply for developers. Looking at the possibility of urban extensions in advance of the LDF may be considered a positive pro-active approach to widening the choice and availability of housing sites in the area and providing for new facilities. Whilst we currently do have in excess of a 5 year supply, this maybe challenged in the future in regards to the viability of many of our 'brownfield' sites. A long term strategic provision would secure our future housing supply position whilst the LDF is developed. However, there is not an overall need to bring sites forward ahead of the LDF.

The above issues explain the general approach and the reasons for considering both of these sites at this time.

In terms of the Pleasley Hill area, there are also important considerations around the regeneration issues as the area has a high degree of derelict property and multiple deprivation issues. There are important local issues around the need to transform the site from a poor quality area of urban decay and dereliction into one that will bring new living and working opportunities, together with attractive public spaces to provide a quality environment.

This area is also an important gateway from J29 of the M1 into Mansfield. It is currently not a welcoming or attractive environment with which to greet visitors and possible investors to the area. Improving the 'Gateways' to the District is an important consideration in promoting regeneration and lifting confidence in the area.

The need to see new development of Pleasley Hill is a major issue in this scheme, due to the condition of existing public sector housing and the degraded nature of the environment in this area. There is also a need to find a new employment sites that the public sector can support. Through the Council's Housing and Economic Regeneration commitment to this area, the procurement of a development partner for this area is already underway in order to develop further the possibilities that this area may offer.

In terms of the South MARR area, it has benefitted from clear developer interest and they are undertaking significant work to consider how an exemplary scheme could be brought forward. As part of that, development would help to facilitate significant new employment sites, once sufficient housing land has been released. This is probably the most marketable and commercially attractive part of the District, and will significantly widen the opportunities that Mansfield can offer as a place to live and work.

On the basis of this paper, it is considered that that the Council should support continuing work to promote the development of the 'Eco-extensions' concept, especially in relation to Pleasley, where there are clear and significant regeneration issues that need to be addressed in the short term.

The possibility of other such proposals coming forward should be considered, and further work may be required as a result of the consideration of comments submitted in regard to this paper.

Appendix 1 -Stage 1 - Sustainability Appraisal of Strategic Development Policy approach.

Sustainability Indices	Decision making criteria	Concentration	Small extensions	Eco Extensions
1. To ensure that the housing stock meets the housing needs of the district	<ul style="list-style-type: none"> Will it increase the range and affordability of housing for all social groups? Will it reduce homelessness? Will it reduce the number of unfit homes? 	☹ High density housing, limited attractiveness	☺ Some sites for varied house types, but limited	☺ New forms of development will be achievable
2. To improve health and reduce health inequalities	<ul style="list-style-type: none"> Will it reduce health inequalities? Will it improve access to health services? Will it increase the opportunities for recreational physical activity? 	☹ Limited infrastructure improvements achievable	☺ Some infrastructure improvements possible	☺ Could provide new PCT and recreational infrastructure
3. To provide better opportunities for people to value and enjoy the district's heritage	<ul style="list-style-type: none"> Will it provide new open space? Will it improve the quality of existing open space? Will it help people to increase their participation in cultural activities? 	☹ High density housing will reduce open space quality	☺ Some improvements and retention possible	☺ Reduces urban pressures, provides new facilities
4. To improve community safety, reduce crime and the fear of crime	<ul style="list-style-type: none"> Will it provide safer communities? Will it reduced crime and the fear of crime? Will it contribute to a safe secure built environment? 	☹ High density housing is often linked to negative perceptions of crime	☺ Some improvements possible	☺ Allows the creation of new well designed areas
5. To promote and support the development and growth of social capital across the region	<ul style="list-style-type: none"> Will it improve access to, and resident's satisfaction with community facilities and services? Will it encourage engagement in community activities? 	☹ In relation to this issue, it is unclear that any particular approach will have significantly different results.		
6. To increase biodiversity levels across the region	<ul style="list-style-type: none"> Will it help protect and improve biodiversity and in particular avoid harm to protected species? Will it help protect and improve habitats? Will it increase, maintain and enhance sites designated for their nature conservation interest? Will it maintain and enhance woodland cover and management? 	☹ Whilst reducing the loss of Greenfield sites outside the urban area, this will put greater pressure on sites within the urban area.	☹ Some loss of Greenfield sites maybe balanced by a greater level of biodiversity within new gardens.	☹ Loss of Greenfield sites maybe balanced by a greater level of biodiversity within new gardens and new Green Infrastructure
7. To protect and enhance the rich diversity of the natural, cultural, built environment and archaeological assets of the region	<ul style="list-style-type: none"> Will it protect and enhance existing cultural assets? Will it protect and enhance the historical and archaeological environment? 	☹ In relation to this issue, it is likely that all three approaches would generally face similar issues, as cultural and historic assets exist across the district within and outside of the urban boundary.		

<p>8. To manage prudently the natural resources of the region including water, air quality, soils and minerals</p>	<ul style="list-style-type: none"> • Will it improve water quality? • Will it improve air quality? • Will it lead to reduced consumption of raw materials? • Will it promote the use of sustainable design, materials and construction techniques? • Will it minimise the loss of soils to development? • Will it maintain and enhance soil quality? 	<p>☹ It is unlikely that this approach would provide for new infrastructure or the type of sites which could include significant new technology, but it will maximise the use of existing resources and protect from loss of soils..</p>	<p>☹ This approach may provide for limited new infrastructure and the type of sites which could include some new technology and approaches</p>	<p>☺ This approach could provide new infrastructure and allow for sites which could maximise new technology and approaches</p>
<p>9. To minimise waste and increase the re-use and recycling of waste materials</p>	<ul style="list-style-type: none"> • Will it reduce household waste? • Will it increase waste recovery and recycling? • Will it reduce hazardous waste? • Will it reduce waste in the construction industry? 	<p>☹ No significant impact</p>	<p>☹ No significant impact</p>	<p>☺ This approach could allow for new technology and approaches</p>
<p>10. To minimise energy usage and to develop the region's renewable energy resource, reducing dependency on non-renewable sources</p>	<ul style="list-style-type: none"> • Will it improve energy efficiency of new buildings? • Will it support the generation and use of renewable energy? 	<p>☹ No significant impact</p>	<p>☹ No significant impact</p>	<p>☺ This approach could allow for new technology and approaches</p>
<p>11. To make efficient use of the existing transport infrastructure, reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure journeys are by the most sustainable mode available</p>	<ul style="list-style-type: none"> • Will it utilise and enhance existing transport infrastructure? • Will it help to develop a transport network that minimises the impact on the environment? • Will it reduce journeys undertaken by car by encouraging alternative modes of transport? 	<p>☺ This approach will maximise the use of the existing transport network.</p>	<p>☹ This approach will support the use of the existing transport network with some slight additions</p>	<p>☹ The aim of this approach would be to integrate a new transport network with sustainable growth limiting the need to travel.</p>
<p>12. To create high quality employment opportunities</p>	<ul style="list-style-type: none"> • Will it improve the diversity and quality of jobs? • Will it reduce unemployment? • Will it increase average income levels? 	<p>☹ This approach may limit the creation of such facilities</p>	<p>☹ This approach will limit the creation of such facilities</p>	<p>☺ This approach is based on trying to facilitate the creation of such facilities</p>
<p>13. To develop a strong culture of enterprise and innovation</p>	<ul style="list-style-type: none"> • Will it increase levels of qualification? • Will it create jobs in high knowledge sectors? 	<p>☹ This approach may limit the creation of jobs in high knowledge sectors</p>	<p>☹ This approach may limit the creation of jobs in high knowledge sectors</p>	<p>☺ This approach is based on trying to facilitate the creation of such facilities</p>
<p>14. To provide the physical conditions for a modern economic structure, including infrastructure to support the use of new technologies</p>	<ul style="list-style-type: none"> • Will it provide land and buildings of a type required by businesses? • Will it improve the diversity of jobs available? 	<p>☹ This approach will limit the creation of such facilities</p>	<p>☹ This approach will limit the creation of such facilities</p>	<p>☺ This approach is based on trying to facilitate the creation of such facilities</p>

<p>OVERALL RESPONSE A simple review of the overall issues. This shows that the 'Eco extension' approach could provide for more positive implications in meeting The Council's development requirements.</p>	<p>😊 Areas where a positive impact is expected</p> <p>😐 Areas where the impact either way is marginal</p> <p>😞 Areas which are likely to generate a negative impact</p>	<p>😊 1</p> <p>😐 8</p> <p>😞 5</p>	<p>😊 0</p> <p>😐 13</p> <p>😞 1</p>	<p>😊 11</p> <p>😐 3</p> <p>😞 0</p>
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This leaflet can be provided in a variety of formats if required. Please do not hesitate to contact us on 01623 463463 if you require interpretation of this form or need help reading it.

Polish

W razie potrzeby możemy dostarczyć tę broszurę alfabetem Braille'a lub w powiększonym formacie. Jeżeli potrzebuje Pan(i) wyjaśnienia tego tekstu lub pomocy w przeczytaniu go, prosimy o skontaktowanie się z nami pod numerem 01623 463463.

Turkish

Bu broşür, talep edildiğinde, körler alfabesi (Braille) ya da büyük baskı formatında elde edilebilir. Bu formun çevirilmesini ya da okunmasında yardım isterseniz, lütfen 01623 463463 numaralı telefondan bizimle temasa geçmekten kaçınmayınız.

Cantonese (Chinese Traditional)

如果需要，我們可以提供這份傳單的盲文版本或大字印刷體版本。如果你要求翻譯或者需要幫助來閱讀這份表格，請別猶豫，致電 01623 463463與我們聯係。

Latvian

Šī buklete ir pieejamā Brailja vai palielinātajā drukā, ja tas ir nepieciešams. Ja jums nepieciešams šī bukleta tulkojums vai palīdzība tā lasīšanā, lūdzu, sazinieties ar mums pa tālruni – 01623 463463.

Russian

Этот буклет может быть напечатан шрифтом Брайля или более крупным шрифтом. Если вам необходима помощь с переводом или чтением этого буклета звоните по тел. 01623 463463.

Urdu

یہ لیف لیٹ، بوقتِ ضرورت، بریل یا بڑے پرنٹ میں بھی مہیا کیا جا سکتا ہے۔ اگر آپ کو اس فارم کا ترجمہ چاہئے ہو یا آپ کو اس کے پڑنے میں مدد چاہئے ہو تو برائے مہربانی ہم سے اس نمبر پر 01623 463463 رابطہ کرنے میں بالکل نہ ہچکچائے گا۔

Bengali

প্রয়োজন অনুযায়ী এই লীফলট ব্রইল অথবা বড় অক্ষরর আকার দওয়া যাব। এই ফরমর অনুবাদর প্রয়োজন হল অথবা এটা পড়ত সাহায্যর দরকার হল 01623 463463 নাম্বার আমাদর সাথ যাগাযাগ করত দ্বিধা করবন না।