

4.46 The schedule in Appendix D is a summary of the main elements of infrastructure the IDP identifies as required to deliver the Core Strategy. The table includes approximate costs, timescale and funding sources and likely delivery agent where known.

Spatial Policy 6

Infrastructure for Growth

To ensure the delivery of infrastructure to support growth in the District, the District Council will secure:

- Strategic Infrastructure via its Community Infrastructure Levy. Strategic Infrastructure is defined as improvements to the strategic highway network and other highway infrastructure as identified within the IDP and secondary education provision across the District;
- 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 in line with the Policies of the Core Strategy, Policy DM3 Developer Contributions and Planning Obligations and supported by a Developer Contributions & Planning Obligations Supplementary Planning Document.

Sustainable Transport

4.47 The future economic and social wellbeing of the District will be dependent on efficient systems of transport. The eastern side of the District has excellent road and rail connections with the rest of the country. The A1, A46 and A17 roads all pass close to Newark, which also has stations on both the East Coast Main Line and the Nottingham to Lincoln Castle line. By comparison, the western part of the District, and some rural areas, are not so well served by existing transport infrastructure, although the A614 passes through the area and the Mansfield Ashfield Regeneration Route (MARR) aids connectivity to the west via the A617.

4.48 National planning policy seeks to deliver sustainable development, and reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. The policy emphasises that, ideally, new development should be located where access to a range of facilities is possible on foot or bicycle, or by means of public transport. Accordingly, it stresses the importance of actively managing 'urban growth' in ways which make the fullest use of public transport resources and potential. There is however, acknowledgement of the degree of reliance of remoter rural areas on the use of private cars which is particularly relevant to a district such as Newark and Sherwood. It also states that

local authorities should protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passengers and freight.

4.49 When assessing the transport impacts of developments, consideration will be given to a range of policy responses including reducing travel, and encouraging use of public transport, walking and cycling in preference to private car use. New highway infrastructure will only be required where other measures are insufficient to cope with the impacts of developments. In order to gain a clear and up to date assessment of Transport issues within the District, the Council commissioned WYG to provide a comprehensive review of transport information as part of the IDP process. This showed that:

- Additional demands for rail travel and cycling/walking as a result of the growth are expected to be largely accommodated by existing infrastructure. However, local improvements will be required to integrate development sites;
- Improvements to existing bus networks and infrastructure will be required to meet additional demands and encouraging bus use will have an important role to play in reducing car travel within the District;
- The provision of a Southern Link Road (SLR) is required to help mitigate the traffic impacts as a result of growth within Newark Urban Area and its provision should therefore be developer funded. Delivery of the SLR is addressed in Newark Area Policy 4;
- Provision of the Southern Link Road will not mitigate traffic impacts entirely and further improvements will be required at multiple locations on the urban highway network;
- Improvements to the A614/A6075/A616 Ollerton Roundabout junction will be required to accommodate any additional growth in the north west of the District or significant growth elsewhere; and
- Strategic highway infrastructure improvements will be required at various locations on the rural highway network within the District.

4.50 The District Council will work with Highways England, Nottinghamshire County Council, developers and other agencies to ensure delivery of the highway and public transport infrastructure required to support growth within the District. The Strategic Highway Infrastructure that is needed to meet the requirements of growth is set out in Appendix D. In line with Spatial Policy 6, the Community Infrastructure Levy will be used to ensure the delivery of strategic transport infrastructure whilst planning obligations will be used to ensure that new developments provide for transport improvements and fund other appropriate mitigation measures that relate to development of the site.

4.51 Whilst new and improved transport can have a number of benefits, it is also acknowledged that there can also be negative impacts, especially in relation to possible impacts on landscape, wildlife habitats and the loss of open land which

could be affected or lost by the building of such schemes. Proposals for new and improved transport infrastructure will be required to demonstrate how they will mitigate against such impacts. Transport schemes identified within Schedule 1 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 will also be required to submit an Environmental Impact Assessment (EIA) whereas those schemes in Schedule 2 will require an EIA if it is likely to have significant effects on the environment by virtue of factors such as its size, nature or location.

Spatial Policy 7

Sustainable Transport

The Council will encourage and support development proposals which promote an improved and integrated transport network and an emphasis on non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, increase rural accessibility and to enhance the pedestrian environment.

Development proposals should contribute to, the implementation of the Nottinghamshire Local Transport Plan and should:

- minimise the need for travel, through measures such as travel plans for all development which generate significant amounts of movement, and the provision or enhancement of local services and facilities;
- provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;
- be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;
- avoid highway improvements which harm the environment and character of the area;
- provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements in line with Highways Authority best practice; and
- ensure that vehicular traffic generated does not create new, or exacerbate existing on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured for the provision of off-site works.

The District Council will safeguard locations of highway or public transport schemes identified within the Nottinghamshire Local Transport Plan and its implementation plan. Development will not be supported where it would prevent the implementation of these schemes. The location of these schemes are identified on the Policies Map. The route of that part of the Southern Link Road which has not been built will be safeguarded and is indicatively defined on the Policies Map and Figure 5 in line with NAP2A and NAP4. The Council will safeguard land for a possible Newark Rail Flyover, to replace the existing flat crossing to the north of Newark Northgate Station, which has been symbolised on the Newark Key Diagram and identified on the Policies Map.

High quality, safe, cycle, footpath and bridleway networks will be safeguarded and extended to provide opportunities to reduce the number of short car journeys and for cycling, walking and horse riding for recreation in the countryside. Disused railway lines will be protected from other forms of development, to safeguard their potential to be reinstated to their former use for commercial or leisure purposes, or to extend the cycling or footpath networks.

All major developments should be well located for convenient access by non-car modes, such as walking, cycling and high quality public transport including those measures set out in national planning policy and policies CP11, NAP 1, NAP 2A, 2B and 2C, SoAP1, ShAP2, ShAP4 and Appendix D of the Core Strategy.

The District Council will promote and support the use of the River Trent for commercial and tourism activities.

Protecting Leisure and Community Facilities

4.52 A good variety and geographical spread of community, sports and cultural facilities add to the quality of life for residents, workers, visitors and those who study in the District. Sports facilities encourage healthy living; community facilities promote social interaction and inclusion; and cultural facilities help develop understanding and appreciation of arts and culture, often outside people's normal sphere of life.

Leisure and Community Facilities

4.53 The Council, its leisure company (Active 4 Today) and Parish & Town Councils run a wide range of leisure and cultural facilities across the District, including leisure and community centres, all of which are used for a range of activities. In addition, there are a range of commercially provided facilities such as health and fitness centres, bowling, bingo, snooker, cinema, and sports provision. Sherwood Forest, the Center Parcs Holiday Village and Southwell Racecourse are also major attractions. The District Council's Sport and Recreation Facilities Improvement Plan sets out the vision for Newark and Sherwood from 2014 to 2021 along with the Playing Pitch Strategy 2014; both of which include assessments of current provision, areas of need and priorities for addressing this need.

4.54 National policy aims to ensure that there are sufficient high quality open spaces and sport and recreation facilities, which are located in the most sustainable locations, are attractive to users and are well managed and maintained. It requires local planning authorities to consider the importance of facilities to the local community if there is a proposal that would result in its loss or change of use, and refuse permission for applications which fail to protect existing facilities that provide for day to day needs.