

## **Infrastructure for Growth**

- 4.40 The Spatial Strategy sets out how the district will develop up to 2033 in order to ensure that the overall vision and objectives for the Core Strategy are achieved. A key component in achieving the vision and objectives is to ensure that the necessary physical, social and green infrastructure is provided to support the growth envisaged in the Core Strategy.
- 4.41 The Council has produced an Infrastructure Delivery Plan (IDP) to identify existing infrastructure provision and to assess its capacity to support growth. Where growth exceeds capacity the additional infrastructure required has been identified. The IDP identifies a broad estimated cost, funding sources and who would be responsible for delivery.
- 4.42 The Council considers that strategic infrastructure includes improvements to the highway network and contributions to secondary education which are required because of the cumulative growth of the District. The Council has a Community Infrastructure Levy (CIL) specifically to fund this infrastructure. The District Council defines local infrastructure as including facilities and services, such as primary schools and open space, 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, such as traffic management schemes.
- 4.43 The IDP identifies the improvements required to the provision of utility services. The Council will continue to engage with each of the providers to ensure that their programme of improvements dovetails with the projected growth, and on the Strategic Sites developers are already discussing their requirements with the statutory undertakers.
- 4.44 Local Infrastructure will be secured through Planning Obligations (commonly known as S106 Agreements). Requirements for these are set out in Policy DM 3 Developer Contributions and Planning Obligations and an accompanying Supplementary Planning Document. Requirements for Affordable Housing are set out later in this document in Core Policy 1 and an accompanying Supplementary Planning Document.
- 4.45 The Green Infrastructure Strategy identifies existing networks of green spaces within and between urban areas and the surrounding countryside and provides an approach to their protection and enhancement. It identifies actions for key areas and themes that are included in the Allocations & Development Management DPD.

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