



**EXAMINATION – MATTERS AND QUESTIONS  
BROXTOWE LOCAL PLAN PART 2 EXAMINATION**

**STATEMENT ON BEHALF OF:  
HARWORTH GROUP (Respondent 2607)**

**MATTER 9: Other Site Allocations**

Pegasus Group

[REDACTED]  
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**MATTER 9: Other Site Allocations**

1. *Is there evidence that the development of each allocation is suitable, available, sustainable, viable and deliverable?*
  2. *What is the expected timescale and rate of development? Is this realistic?*
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- 9.1. The Sustainability Appraisal (CD/11) accompanying the Submission version of the plan sets out the assessment of the proposed allocation west of Awsworth (Policy 4.1) and its sustainability credentials. Tables 55 and 56 of Appendix A to the report summarise the Council's assessment, demonstrating that the site represents a sustainable development option.
  - 9.2. Harworth Group has been working collaboratively with both the Borough Council and Awsworth Parish Council throughout the preparation of the Part 2 Local Plan, making representations at relevant consultation stages and also arranging a joint public consultation exercise with the Parish Council in relation to the Awsworth Neighbourhood Plan.
  - 9.3. Harworth Group is committed to the delivery of the site and has been working on the necessary supporting technical reports to support an outline application on adoption of the Part 2 plan. This technical work has confirmed that there are no overriding constraints to the delivery of the site.
  - 9.4. Access can be provided via a new junction on Shilo Way that would incorporate cyclist and pedestrian crossing facilities to improve access eastwards towards the Bennerley viaduct and existing footpaths around the former Bennerley Coal disposal point.
  - 9.5. The Council's Infrastructure Delivery Plan (CD/18) advises that a Plan wide viability assessment has been commissioned from Nationwide CIL Services and that interim findings confirm that the sites proposed for allocation are broadly viable (paras 6.1 and 6.2).
  - 9.6. Harworth are in discussions with potential housebuilders and it is anticipated that the site would be sold to two housebuilders to develop. The Harworth Group has a strong track record in bringing sites forward for development and are confident that the site at Awsworth is viable and deliverable and will make an important contribution to meeting the identified housing requirements for the Borough.

9.7. In terms of timescales for development, the Housing Trajectory at Table 5 to the Submission version of the plan assumes first completions on the site in 2020/21. It is considered that this represents an appropriate assessment of likely delivery rates from the site.

3. *Having regard to the respective Main Modifications, are Key Development Requirements appropriate and justified? How significant are the Key Development Aspirations to achieve a sustainable development? Should they be Requirements for eg measures to mitigate highway impacts?*

4. *What are the site constraints, potential impacts or infrastructure requirements of the allocation and how would these be addressed?*

9.8. For Policy 4.1, the Key Development Requirements incorporating the Main Modifications include the provision of safe pedestrian and cycle crossing points towards Bennerley viaduct; walking and cycling routes through the site and the enhancement of Green Infrastructure corridors; retention of hedgerows; mitigation of impacts on Common Toads and the maintenance and enhancement of the listed Bennerley Viaduct. Key development aspirations include the mitigation of highway impacts and the provision of a new vehicular access from Shilo Way with more limited access from Newtons Lane and Barlow Drive.

9.9. This development requirements are appropriate and are reflected in the initial masterplanning work undertaken on behalf of Harworth Group. In terms of the listed Bennerley Viaduct, the site is some distance from the Viaduct and separated by the Shilo Way. It would not therefore impact on the setting of the listed structure.

9.10. Site constraints have been identified through the masterplanning exercise and include the relationship of the site with Shilo Way and adjoining residential properties to the east, along with the presence of former mine shafts onsite. These constraints have all been considered and addressed through the initial masterplanning work for the site and do not represent overriding constraints to development.

5. *How have the Opun Design Reviews informed their respective policies?*

9.11. Harworth Group engaged in the Design Review process for the site which provided a useful opportunity to discuss site constraints and opportunities

and helped to inform the initial masterplanning process for the site. The discussions in the review are summarised in the Awsworth OPUN Design Review Report (OPUN/01).

9.12. Discussions focused on providing access to the site and connections to Awsworth to the east. The difficulties of providing vehicular access to existing streets east of the site were recognised. It is noted that the report supports the provision of a new access on Shilo Way in a location to enhance cyclist and pedestrian connectivity to Bennerley Viaduct to the west.

6. *Where a site is to be released from the Green Belt, have the exceptional circumstances for releasing the site from the Green Belt been demonstrated? Would the release of the site prejudice or conflict with the purposes of the Green Belt?*

9.13. A clear justification for the release of the site from Green Belt has been set out by the Council. The Green Belt Assessment confirms that the land represents a suitable site for removal from Green Belt given its close relationship with the existing built up area of Awsworth and Shilo Way forming a robust western boundary for the site. It is also noted that the Inspector who assessed the site for the Broxtowe Local Plan Review in 2003 recommended that, in view of its limited contribution to Green Belt and the site's development potential, it should be designated as safeguarded land.