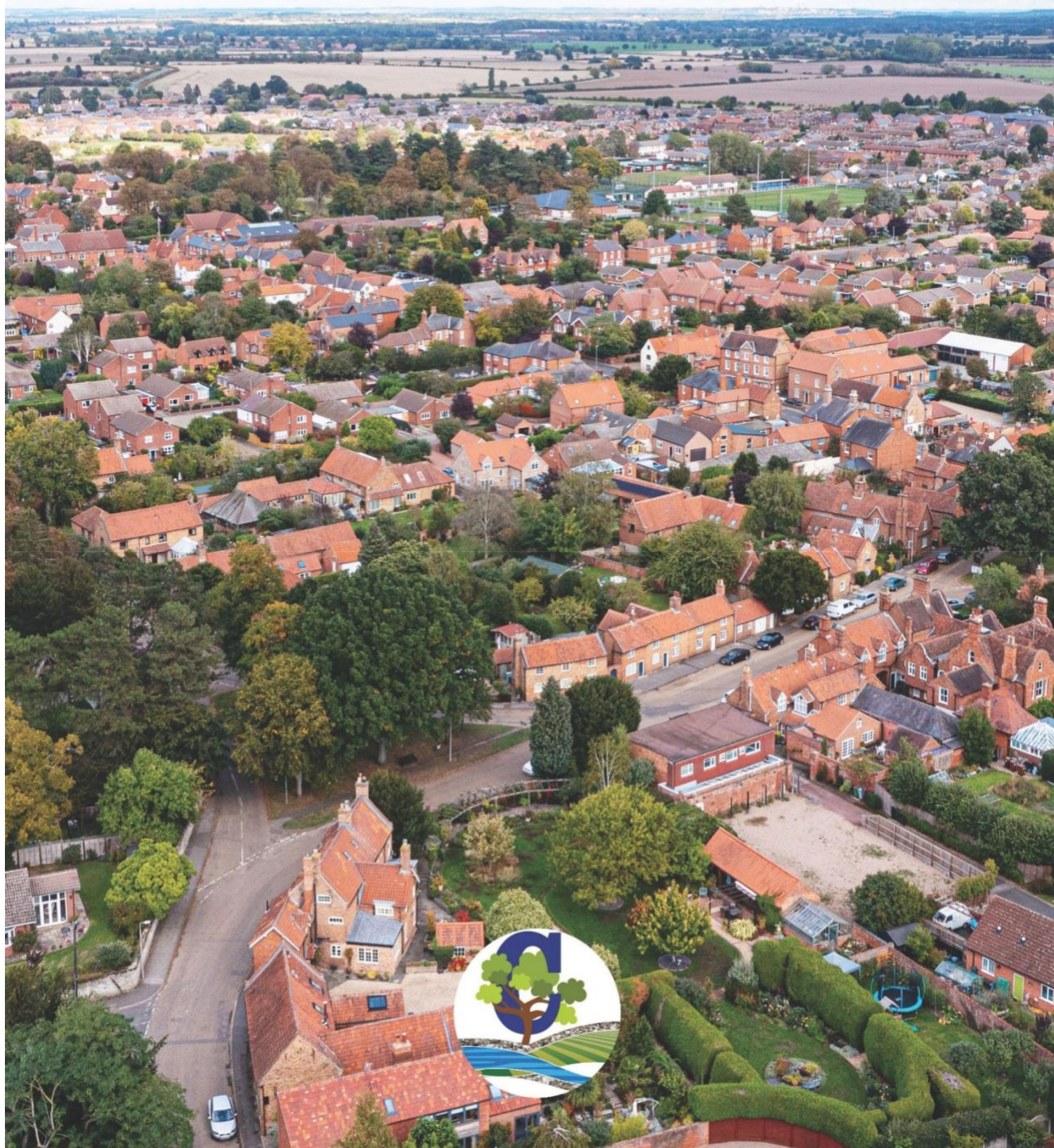


Collingham Neighbourhood Plan

Submission Version

June 2026



This page is intentionally blank

Foreword

Collingham – Neighbourhood Plan 2025 – 2036

1. Collingham Neighbourhood Plan sets out a clear vision for the next 10 years. It focuses on the issues that matter to the community and that were identified during consultation with residents, local businesses, community groups and others. The Vision Statement reflects the aspirations of the community for Collingham, and the Neighbourhood Plan policies provide a framework to ensure that new development contributes to achieving that Vision.
2. Collingham is a rural Parish set in an attractive landscape. Open countryside can be viewed from almost every part of the Parish and adds to Collingham's distinctive character. Protecting the surrounding countryside and the open green spaces from further development is important to residents and visitors alike and will remain central to all decisions taken on future development.
3. The Neighbourhood Plan will, therefore, seek to ensure that future development is in sustainable locations and meets local needs. It will be in keeping with the surrounding area and supported by a good road and public transport network.
5. Policies for the natural environment will protect the landscape, greenbelt, open views and green spaces and ensure wildlife habitats and biodiversity are protected.
6. Policies will support local businesses and help provide more opportunities for increased local employment where possible.
7. The NPSG will work with transport providers to provide a more flexible and viable bus service and with education providers to ensure places are available for local children as Collingham's population increases.
8. Concerns about the increase in traffic and issues surrounding safety on the roads, including motorists exceeding the speed limits and heavy vehicles exceeding the weight limits, will be investigated and monitored. Although these matters require actions that are outside the direct scope of the Neighbourhood Plan's policies, the NPSG will work closely with Nottinghamshire County Council and Newark and Sherwood District Councils' transport and highways planners to improve road safety throughout the Parish for all road users, including motorists, pedestrians, cyclists and horse riders and to make sure that new developments do not exacerbate traffic-related problems and, where possible, contribute towards solutions.

9. Residents will continue to be kept informed of activities and events taking place in the Parish and existing facilities will be preserved and where possible enhanced. The aim will be to maintain and boost the existing strong community spirit where everyone feels a sense of belonging.
10. The Plan will be kept under review by the NPSG to ensure it reflects changing needs locally and changes to legislation at a local or national level.

Collingham Parish Council

An overview from the future

Collingham Today (2036): a Resident's Reflection

It is now 2036, and Collingham has grown into the village its residents have long hoped it would become - a place that honours its past while confidently embracing a sustainable and inclusive future. The village still feels familiar, welcoming and warm, with neighbourly conversations and shared moments of community life as much a part of everyday experience as they ever were. Yet at the same time, Collingham has become more connected, more resilient and more forward-looking.

A village that has kept its identity

Over the years, Collingham has managed to protect the essence of its village character. Despite wider development pressures, we have avoided becoming a suburban extension. New homes have been built with care - long-lasting, well-designed and genuinely affordable for local people

- giving younger residents and families the chance to stay and build their lives here. The village feel we all cherish is still a vibrant, lived reality.

A calmer, safer and more accessible place

One of the biggest changes has been how much calmer and safer the streets have become. Thanks to steady improvements in traffic management, heavy lorries no longer dominate the village centre, and vehicle speeds have reduced. Walking through Collingham now feels peaceful and inviting.

Improvements to public transport, cycle routes and footpaths have made it easier for people to get around, whether travelling to nearby towns or simply going about their day in the village. A wider range of local shops and facilities has brought fresh energy to daily life and strengthened Collingham's role as a thriving local hub.

A community committed to the environment

Environmental responsibility has become one of Collingham's defining qualities. All new developments are "Net Zero", renewable energy is the norm, and our green and open spaces have been carefully protected and improved. The air is cleaner, wildlife is more abundant, and people feel more connected with nature in their everyday routines.

A strongly intergenerational community

Collingham today is a place where people of every age can thrive. Facilities for older residents have improved, new opportunities have been created for young people, and sports and leisure provision has grown with the community. It's a genuinely intergenerational village, where people support one another and enjoy spaces and activities together.

A village shaped by community spirit

What really stands out, looking back, is how much Collingham's progress has come from working together. Collaboration, shared ambitions and careful planning have helped the village become vibrant, welcoming and resilient. We have created a place where the best of our past sits comfortably alongside the promise of the future — the Collingham we always believed we could be.

Neighbourhood Plan Policy Summaries

Policy SD1: Sustainable Development

This policy supports development that accords with the spatial strategy and other relevant policies of the Newark and Sherwood Development Plan, while contributing positively to sustainable development in Collingham. Proposals should address the following considerations in a way that is proportionate to their scale, nature and location:

- design quality and local character, informed by the Collingham Design Code;
- flood risk and drainage, with no increased risk on or off site;
- blue and green infrastructure, biodiversity, recreation and climate resilience;
- safe, convenient and inclusive access for walking, cycling and public transport;
- community wellbeing, open space and healthy environments;
- avoiding unnecessary loss of best and most versatile agricultural land; and
- proportionate infrastructure and mitigation where needed.

Policy E1: Climate Change and Carbon Emissions

This policy supports development that helps address climate change in a proportionate way. It encourages applicants to reduce energy demand, improve energy efficiency, and incorporate renewable or low-carbon technologies where appropriate.

Higher environmental performance will be supported where it is appropriate and does not conflict with other Development Plan policies;

- electric vehicle charging and secure cycle parking/storage should be provided in line with Building Regulations, district guidance and other relevant standards; and
- renewable and low-carbon energy proposals will be supported where landscape, heritage, amenity, biodiversity and highway-safety impacts are acceptable.

Policy E2(a): Blue & Green Infrastructure

This policy supports the protection, enhancement and extension of Collingham's blue and green infrastructure network:

- development should retain and improve natural features, protect water habitats, strengthen ecological connectivity, and support access to the countryside;
- new or improved links for walking, cycling and horse-riding should connect to existing footpaths, bridleways, byways and other rights of way where appropriate;
- landscape design should create habitats and wildlife-friendly features; and
- blue and green spaces should be multifunctional, supporting biodiversity, drainage, climate adaptation and public enjoyment.

Policy E2(b): Biodiversity

This policy ensures that development contributes positively to biodiversity and protects important species and habitats. Development subject to the statutory Biodiversity Net Gain requirement must deliver at least 10% net gain in accordance with national legislation and Local Planning Authority requirements:

- on-site biodiversity delivery should be maximised wherever practicable; protected species, habitats, trees, hedgerows and water environments should be protected and enhanced; and
- nature-friendly design measures such as native planting, SuDS, bat and bird boxes, swift bricks and hedgehog-permeable boundaries should be incorporated where appropriate.

Policy E3: Public Rights of Way & Wildlife Corridors

This policy supports the protection and sensitive integration of Public Rights of Way within development. It applies where development affects an existing route or creates, diverts or improves a route:

- routes should retain continuity and character and, where possible, contribute to green infrastructure;
- improvements to connectivity, accessibility, safety, surface condition and biodiversity value should be proportionate to the proposal; and
- surfacing, planting, boundaries and street furniture should be appropriate for the lawful users of the route, including equestrian users where relevant.

Policy E4: Flood Risk

This policy directs development away from areas at highest flood risk and requires proposals to manage flood and surface-water risk safely:

- site-specific Flood Risk Assessments will be required where relevant;
- surface-water run-off must be managed so as not to increase flood risk on or off site, with advice from the Lead Local Flood Authority where appropriate; and
- Sustainable Drainage Systems should provide drainage, biodiversity, amenity, landscape and blue-green infrastructure benefits.

Policy DH1: Sense of Place

This policy promotes high-quality, sustainable and locally distinctive design. It supports proposals that respond positively to Collingham's character, landscape setting and historic environment:

- development of retail and other main town centre uses should support the Collingham Local Centre, consistent with national policy and the wider Development Plan;
- the Collingham Design Code should inform relevant proposals, with departures justified through a design-led approach; and
- design statements should explain how local character, sustainability and inclusive design have been addressed.

Policy DH2: Public Realm

This policy supports development that enhances the quality, accessibility and character of streets and public spaces in Collingham:

- proposals should maintain or improve safety, appearance and accessibility;
- frontages, routes, planting and street features should respond to local character; and
- new public spaces should be safe, welcoming, inclusive, well landscaped and properly managed.

Policy DH3: Historic Environment

This policy ensures development within or near the Collingham Conservation Area protects and enhances its historic character:

- proposals should demonstrate understanding of heritage significance;
- local built form, materials, roofscape and important views should be respected; and
- the Conservation Area Appraisal and Collingham Design Code should inform design responses.

Policy ATC1: Cycle, Pedestrian and Equine Routes

This policy supports improvements to Collingham's active-travel and multi-user route network:

- development should improve or connect walking, cycling and equestrian routes where appropriate;
- new or improved routes should be safe, inclusive and designed with good visibility and natural surveillance;
- bridleways, byways and equestrian routes should be treated with appropriate surfacing, signage and boundary design.

Policy ATC2: Public Transport Connectivity

This policy supports development that improves access to, and integration with, public transport:

- proposals should provide safe and direct walking and cycling links to bus stops and Collingham railway station;
- interchange between transport modes should be supported through cycle parking, signage, accessible routes and safe crossings; and
- development near the operational railway or level crossings should engage Network Rail early and provide any necessary safety mitigation.

Policy ATC3: Highways Impact

This policy supports development that provides safe and suitable access for all users and avoids unacceptable residual cumulative impacts on the highway and movement network:

- appropriate measures should avoid, minimise or mitigate transport impacts arising directly

- from development;
- where needed, proportionate mitigation or contributions may support junction, traffic management, public transport, pedestrian, cycle or safety improvements.

Policy ATC4: Parking Standards

This policy supports parking provision for non-residential development that is appropriate to the type, scale and operational needs of the proposal:

- parking design should respond to site accessibility, employee and visitor demand, local character, active travel and highway safety;
- layouts should have regard to the Newark and Sherwood Residential Cycle and Car Parking Standards and Design Guide SPD, including avoiding poorly overlooked rear parking courts where possible; and
- parking and servicing arrangements should maintain safe access for pedestrians, cyclists and disabled users.

Policy ATC5: High Speed Digital Connectivity

This policy supports reliable, high-quality digital infrastructure where digital connectivity is material to the use of the site:

- new dwellings, commercial floorspace and relevant forms of development should prioritise gigabit-capable broadband where feasible;
- passive infrastructure such as ducting and cabling routes should be provided where practical and proportionate; and
- supporting information should explain how digital infrastructure and known constraints have been considered where relevant.

Policy CF1: Community Assets & Facilities

This policy supports the enhancement and protection of valued community facilities:

- proposals that improve access, quality or capacity will be supported;
- loss of facilities will only be supported where lack of need, lack of viability, or suitable replacement provision is demonstrated;
- continued access should be secured during temporary or partial loss caused by redevelopment where practicable.

Policy CF2: Local Green and Open Spaces

This policy supports the provision, protection and enhancement of green and open spaces that serve community, recreational, amenity, landscape or biodiversity purposes:

- new development should provide green and open space in accordance with district standards where proportionate;
- loss of existing spaces such as allotments, sports fields, play areas and amenity greens will only be supported where they are no longer needed or are replaced by equivalent or better

- provision;
- Main Open Areas identified in the wider Development Plan are not treated as ordinary replaceable open-space typologies by this policy.

Policy HE1: Housing Type & Density

This policy promotes a balanced and inclusive housing mix that meets local needs and reflects Collingham's character:

- on larger residential schemes, the housing mix should have regard to the broad indicative direction in Table HE1 and any updated evidence;
- smaller homes, family housing and homes suited to older people are particular priorities;
- self-build/custom-build housing and appropriate rural exception housing will be supported where consistent with the Development Plan; and
- density should make efficient use of land while respecting local character, Core Policy 3 and the Collingham Design Code.

Policy HE2: Affordable Housing Provision

This policy supports affordable housing that meets local needs and is well integrated into new development:

- affordable housing should be provided in accordance with Core Policy 1, relevant national policy and updated evidence;
- smaller homes, family housing and accessible/adaptable homes should be prioritised where justified by need;
- rural exception sites should be adjacent to, and well related to, the built-up area and should remain primarily affordable housing-led;
- a tenure mix of 60% rented and 40% affordable home ownership is sought unless evidence or viability supports another mix.

Policy HE3: Employment & Economic Development

This policy supports a strong and diverse local economy by protecting existing employment land and encouraging appropriate business growth:

- small business units, workshops, starter units and flexible/co-working spaces are supported on existing or allocated employment sites;
- rural business diversification, sustainable rural tourism and home-based businesses will be supported where impacts are acceptable;
- employment-generating proposals outside existing or allocated areas may be supported where they are appropriate in scale, well related to the settlement and do not harm village setting, amenity, traffic or parking conditions; and
- loss of employment land or premises must be robustly justified.

Contents

Foreword	3
Collingham Today (2036): a Resident's Reflection	5
Neighbourhood Plan Policy Summaries	6
1. INTRODUCTION	15
What is a Neighbourhood Plan?	15
Preparing the Neighbourhood Plan.....	17
The Consultation Process	18
Evidence Base	20
Overview of the Neighbourhood Area.....	20
Some Key Facts & Figures.....	21
Our Built Heritage	22
A brief history of Collingham	22
Our Heritage Assets.....	24
Collingham Conservation Area.....	27
Non-Designated Heritage Assets.....	29
Article 4 Directions.....	30
Our Natural Environment.....	32
Landscape	32
Open Spaces, Public Spaces and Sports Amenities in Collingham.....	35
Biodiversity in Collingham.....	38
Water & Flood Risk	39
Air Quality.....	43
Energy.....	43
Access, Communication and Transport.....	44
Movement Network	44
Digital Communication	51
Community Facilities and Assets.....	51
The Economy in Collingham	53
3. COMMUNITY SURVEY	56
4. HIGHER TIER PLANNING POLICY CONTEXT	62
The Planning Policy Hierarchy	62
National Planning Policy Framework (NPPF).....	62
Newark & Sherwood Local Planning Policy.....	63
Amended Core Strategy, 2019	63

Allocations & Development Management DPD, 2013	64
Allocations & Development Management DPD Review.....	65
5. Neighbourhood Plan Vision & Objectives	66
Vision.....	66
Objectives	67
Engaging with the Community: a Key Principle	68
6. THE POLICIES.....	69
Policy Overview.....	69
SUSTAINABLE DEVELOPMENT (SD).....	71
POLICY SD1 – DELIVERING SUSTAINABLE DEVELOPMENT	71
8 ENVIRONMENTAL POLICIES (E)	74
POLICY E1 – CLIMATE CHANGE & CARBON EMISSIONS	74
POLICY E2 – BLUE & GREEN INFRASTRUCTURE AND BIODIVERSITY	76
POLICY E3 - PUBLIC RIGHTS OF WAY AND WILDLIFE CORRIDORS.....	81
POLICY E4 – FLOOD RISK.....	84
9 DESIGN & THE HISTORIC ENVIRONMENT (DH).....	88
POLICY DH1 – SENSE OF PLACE.....	88
POLICY DH2 – PUBLIC REALM	90
POLICY DH3 – HISTORIC ENVIRONMENT.....	92
10 ACCESS, TRANSPORT & COMMUNICATIONS (ATC)	96
POLICY ATC1 – CYCLE, PEDESTRIAN & EQUINE ROUTES	96
POLICY ATC2 – PUBLIC TRANSPORT CONNECTIVITY	98
POLICY ATC3 – HIGHWAYS IMPACT.....	100
POLICY ATC4 – PARKING STANDARDS.....	101
POLICY ATC5 – HIGH SPEED DIGITAL CONNECTIVITY	103
11 COMMUNITY FACILITIES AND AMENITIES (CF)	106
POLICY CF1 – IDENTIFIED ASSETS.....	106
POLICY CF2 – LOCAL GREEN AND OPEN SPACES.....	108
12 HOUSING AND EMPLOYMENT (HE)	111
POLICY HE1 – HOUSING TYPE, DENSITY & SIZE.....	111
POLICY HE2 – AFFORDABLE HOUSING	115
POLICY HE3 – ECONOMIC DEVELOPMENT AND EMPLOYMENT	119
13 MONITORING AND REVIEW	122
14 Implementation.....	123
Appendix 1 – Design Codes see separate document.....	126
Appendix 2 – Glossary.....	127

1. INTRODUCTION

- 1.1 This Neighbourhood Plan has been prepared by and for residents of the parish of Collingham, Brough, Danethorpe and Danethorpe Hills. The Neighbourhood Area (the area covered by the Neighbourhood Plan) includes the whole of the parish, and was formally designated by Newark and Sherwood District Council (the Local Planning Authority) on 12th October 2020. The Neighbourhood Area is shown on the map in Figure 1 below.

What is a Neighbourhood Plan?

- 1.2 Neighbourhood plans are important components of the planning system. They were introduced by the Localism Act 2011 to enable local communities to have more significant influence over changes and developments in their villages and neighbourhoods.
- 1.3 Importantly, a Neighbourhood Plan is prepared by the local community, the people who know and cherish their area, rather than the Local Planning Authority which must maintain a wider, district-wide perspective.
- 1.4 A Neighbourhood Plan needs the support of the community on whose behalf it has been prepared and cannot be adopted unless a majority of residents voting in a local referendum have approved it.
- 1.5 A Neighbourhood Plan is a powerful tool that can be used to ensure that the community gets the right types of development, in the right places. As part of what is termed the Development Plan for the area it covers, the policies in the Neighbourhood Plan, together with those in the Local Plan, are the primary consideration when the Local Planning Authority makes decisions on planning applications¹. In effect, this means that planning applications should be decided in accordance with the policies in the Development Plan (the Neighbourhood Plan and the Local Plan together) unless there are other “material” (significant and relevant) considerations that warrant a different decision.

¹ Under section 70(2) of the [Town and Country Planning Act 1990](#) and [section 38\(6\) of the Planning and Compulsory Purchase Act 2004](#), to the extent that development plan policies are material to an application for planning permission, the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (these provisions also apply to appeals).

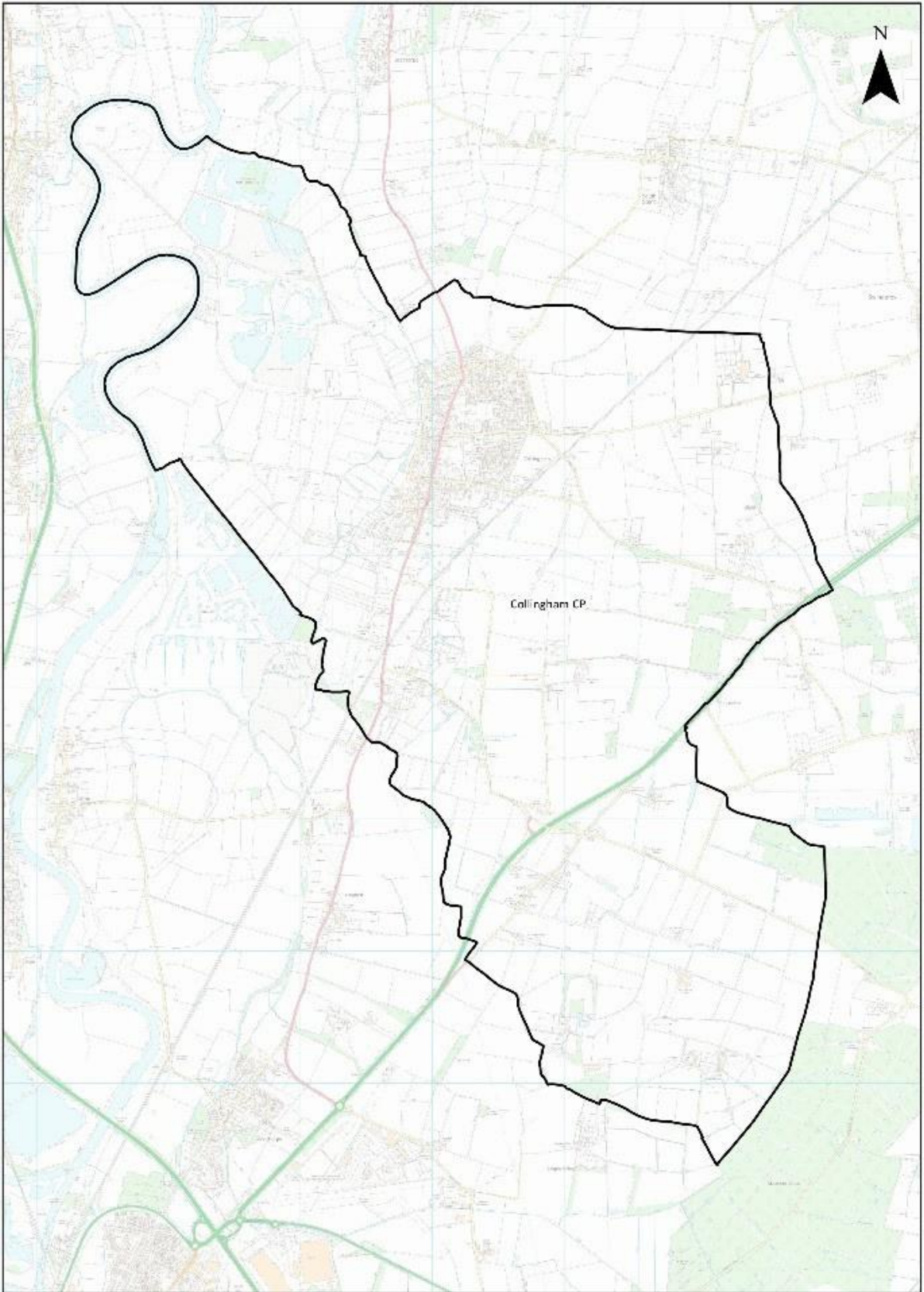


Figure 1: Map of Neighbourhood Area

- 1.6 There are certain limitations on the matters which a Neighbourhood Plan can influence. The policies themselves must relate only to land-use and planning, so they cannot, for example, cover matters such as traffic management, litter, anti-social behaviour or the detailed management of open spaces or community buildings. However, if they are relevant to the overall strategy or approach being taken forward in the Neighbourhood Plan, matters like those can be included as Community Aspirations, and these can help both to guide decisions and to provide a basis for seeking support and funding as opportunities arise.
- 1.7 Because it carries so much weight when planning applications are being considered and decided, a Neighbourhood Plan must be in general conformity with the strategic policies of the adopted Local Plan for the District (prepared by the Local Planning Authority), and with national planning policy as set out in the National Planning Policy Framework (NPPF) and Planning Practice Guidance. The Neighbourhood Plan must also be:
- evidence based;
 - supported by the community; and
 - consistent with principles of Sustainable Development.

Preparing the Neighbourhood Plan

- 1.8 This Submission Draft of the Collingham Neighbourhood Plan has been prepared following work carried out over the past few years by a steering group made up of local residents, who have sought to engage the wider community in the plan-making process. The Plan's direction and contents have been informed and influenced by:
- information provided by community members (residents and businesses) in response to surveys and questionnaires;
 - comments and suggestions made at several community engagement events;
 - detailed consideration of particular topics by community focus groups;
 - engagement within the steering group, and informal discussion with parish residents and groups.

1.9 Topics discussed by the focus groups are listed below:

- Sustainability & Environmental Well-being;
- Design & Heritage;
- Accessibility, Transport & Communications;
- Community Amenities & Facilities
- Future Housing Needs
- Business & the Local Economy

1.10 The proposed Neighbourhood Plan period extends to 2036 - a planning period of about 10 years. The working group aims to review the plan and, where necessary, update it approximately 5 years after it is first made.

The Consultation Process

1.11 A pre-submission consultation on the draft Collingham Neighbourhood Plan was undertaken in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The consultation invited comments from parishioners, businesses, community organisations, statutory consultees and other bodies with an interest in the future of Collingham.

1.12 All representations received during the Regulation 14 consultation have been reviewed by the Neighbourhood Plan Steering Group and Collingham Parish Council. The main issues raised, the Parish Council's responses and the resulting changes to the Plan are set out in the separate Consultation Statement and response schedule.

1.13 The Plan has been amended following that process and is now intended to form the Submission Draft to be submitted to Newark and Sherwood District Council under Regulation 15. The District Council will then publicise the submitted Plan under Regulation 16 before it is considered by an Independent Examiner.

1.14 The Examiner will assess whether the Plan meets the relevant legal requirements and basic conditions and will recommend whether it should proceed to referendum, either as submitted or with modifications.

1.15 If the Plan is supported by a simple majority of those voting in the referendum, Newark and Sherwood District Council will make the Plan. It will then form part of

the statutory Development Plan for the Neighbourhood Area and will be used alongside the Local Plan in deciding planning applications.

2. ABOUT THE NEIGHBOURHOOD AREA AND ITS COMMUNITIES

Evidence Base

2.1 Every neighbourhood plan must be based on evidence: information and data about the place, the community and the topic(s) that each policy addresses. Paragraph 32 of the NPPF (2024) states that: “the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and consider relevant market signals”.

2.2 This section of the Neighbourhood Plan for Collingham outlines and makes reference to information from the Local Authority and the NPPF that has been taken in to account when formulating this Plan’s Vision, Objectives and Policies. There are also some other documents that form part of the evidence base, providing more detailed information on topics, including:

- Collingham Housing Needs Assessment, August 2023;
- Collingham Design Code;
- Collingham Conservation Area Map & Appraisal, 2006;
- Newark & Sherwood District Council Open Space Assessment & Strategy, Jan 2022

Overview of the Neighbourhood Area

2.3 The area covered by this Neighbourhood Plan, the whole of the parish of Collingham is situated to the north of Newark-on-Trent in east Nottinghamshire. The parish is in Newark and Sherwood District for administrative purposes.

2.4 Collingham Neighbourhood Area has an estimated population of about 2,980 and is made up of two settlements, Collingham Village and Brough, a hamlet to the east of the parish. Collingham and Brough are two distinct settlements, separated by a countryside ‘gap’ of approximately 1.8 kilometres. Most of the Neighbourhood Area is open farmland.

2.5 The area’s north-western extremity borders the River Trent with generally flat open

farmland, active gravel workings along with former gravel workings, restored as the Besthorpe Nature Reserve. The western boundary of the Neighbourhood Area borders onto Langford Lowfields, a 175 ha. active site that is managed by Tarmac Ltd in partnership with RSPB through an extraction and restoration process where minerals are taken and habitats such as reed beds, open water, species-rich grassland and scrub and wet woodland are created.

- 2.6 The area's south-eastern extremity borders Stapleford Woods, with generally open undulating farmland with isolated dwellings forming the landscape within the NA.
- 2.7 The A46 dual carriageway runs through the Neighbourhood Area. The A1133 is the main vehicular route through the village, connecting Collingham, via the wider transport network, to regional towns and cities. Collingham has a train station with connections to other villages and towns, with termination/connection points at Newark-on-Trent, Lincoln and Nottingham.

Some Key Facts & Figures

- 2.8 At the time of the 2011 Census 2,738 residents lived in the Neighbourhood Area in a total of 1,245 households, occupying 1,287 dwellings. A further 213 dwellings have been built since 2011 (up to 2021), taking the total to 1,500 with a population of approximately 2,980.
- 2.9 The Housing Needs Assessment (HNA), carried out in 2023, showed that the area's housing stock is dominated by detached homes, with 67% of homes being detached, compared with 42% across Newark and Sherwood and 25% across England.
- 2.10 The HNA also showed that the housing stock has a significantly higher proportion of 4-bedroom and larger homes (28%) than both Newark and Sherwood (21%) and England (15%). Correspondingly, there are notably few 1-bedroom dwellings (4%).
- 2.11 Many of the Neighbourhood Area's residents commute to work. The adjacent town of Newark on Trent, along with the cities of Lincoln and Nottingham are major employment centres and the close connection to main roads (A1, A17, A46) provides good access to the region's towns and cities. Collingham station provides good rail access to Newark, Lincoln and Nottingham. The stations in Newark also provide good rail access nationally

and regionally.

- 2.12 Farms in the countryside within the parish provide rural employment, as do the sand and gravel workings.

Our Built Heritage

A brief history of Collingham

- 2.13 Historically, settlement locations in this area were heavily influenced by the River Trent and its associated flood plains. Over the centuries, the course of the river has altered. The old river course can be traced by the presence of a geological bed of Trent gravel, which continues to be a significant economic resource within the area. The River Fleet in Collingham is a tributary of the River Trent. Some geologists and historians also suggest that the Fleet was once a former course of the River Trent itself.
- 2.14 Collingham is a large village, 2 miles from the Trent itself, six miles northeast of Newark and 11 miles southwest of Lincoln. Historical research suggests the village is formed from the growth of the two adjoining parishes of North and South Collingham, as indicated by the two surviving Medieval churches. The village can be dated back to the Domesday Book in 1086 but has a much longer archaeological history dating back to Saxon times.
- 2.15 Placename evidence and the Domesday Book (1086) show that a settlement existed at Collingham in the early medieval period. The earliest written record is in the Domesday Book, where the placename is written as Colingeham, meaning the town ('ham') of the people of Cola.
- 2.16 The area surrounding Collingham is one of high prehistoric and Roman activity, with Bronze Age and Roman material having been found in the village and the Roman Town of Crococolana at Brough is within the parish. Collingham provides evidence of early medieval occupation and together with the remains of an early medieval bridge across the Trent to the west and a probable pagan Saxon cemetery to the east gives an archaeological potential at Collingham for evidence of settlement continuity over a very long period. Finds of Saxon age between the two settlements suggest there might actually have been a single early focus for the settlement, which only later developed into the two separate foci of North and South Collingham.
- 2.17 Collingham is unusual in that it has two Grade I listed medieval parish churches. It also has a good stock of predominantly 18th Century buildings, with several others dating

from the 16th and 17th Centuries. It also has two of the few surviving thatched buildings within Newark and Sherwood District.

- 2.18 Studies suggest that medieval Collingham was surrounded by arable fields, with commons to the east and meadows in the Trent floodplain to the west, and evidence has been found of medieval ploughing in the area. Some enclosure was carried out in North Collingham by agreement in 1567, and the remainder of the parish was enclosed by Act of Parliament in 1790. South Collingham, however, was already completely enclosed by the mid 17th Century. Many of the buildings now surviving in Collingham were formally connected to agriculture and there are several old farm complexes within the village. North and South Collingham each used to have their own pinfolds, which stood at Woodhill Road and Dykes End respectively, however both of these are now demolished.
- 2.19 Evidence suggests that Collingham's essentially agricultural economy was supported by a variety of local tradesmen. By the third quarter of the 18th Century brick kilns were in production, making bricks for local use and some goods for trade were presumably brought in and/or sent out via a wharf on the Trent. 19th Century trade directories continue this view of a predominantly agricultural settlement with a growing range of village trades including maltsers, cooper, wheelwright, saddler, tailor and bricklayer. There were as many as five malt houses at North Collingham by the end of the 19th Century and possibly one of these survives in Low Street, albeit in a very altered form.
- 2.20 The village remained a predominantly agricultural community until the middle of the 20th Century when extensive public and private development to the east of the old village changed the overall village function to that of a dormitory settlement for surrounding settlements like Newark, Nottingham, Lincoln and Mansfield.
- 2.21 In 1846 the Midland Railway line between Nottingham and Lincoln opened and a station was built at Collingham (this falls outside the boundary of the Conservation Area). Collingham made good use of the railway for the redistribution of coal and the transport of locally-grown carrots, for which it acquired quite a reputation. The River Fleet was also an important means of communication and Collingham was famed for being the last parish in which the River Trent flows free from the influence of the tide.
- 2.22 Collingham acquired some local importance as a centre for nonconformity from at least

the early 17th Century. North Collingham in particular seems to have been a focus, with figures in 1676 showing that over a third of all non-conformists enumerated in the Newark deanery were within North Collingham. Most were Baptists and in 1672 a building at North Collingham was licensed for worship by the Congregationalists.

- 2.23 The village experienced little growth until the 20th Century when a considerable amount of new housing development took place generally to the east of the High Street. This changed the overall character of the village, known before as 'Long Collingham' owing to its linear medieval plan form. As the majority of this development was on open land well to the east of the historic core, the character of the old village is still intact.
- 2.24 The Medieval Road pattern of Collingham village still remains in the western part of the present village, and it is this area that forms the majority of the conservation area. The settlement has developed in a broadly linear form along High Street and Low Street, which run parallel with each other from north to south, connecting at either end of the village.
- 2.25 The road pattern and lanes linking Low Street and High Street are still visible today as they were in the early 19th Century. The names of these lanes reflect the buildings that lay along them; the Church being on Church Lane, the White Hart hotel at the eastern end of White Hart Lane, the Temperance Hall on Temperance Lane and the Baptist Chapel on Baptist Lane. On the whole, the plots can be seen to run east/west between Low Street and High Street.
- 2.26 It is thought that Low Street was once the original main street, with High Street functioning as a back lane. Development increasingly took place along High Street in the post-medieval period with standing buildings indicating this was underway by at least the 17th Century. At some point this role as the back lane swapped, and High Street is now the busy course of the A1133 and Low Street is a quiet, winding back road.

Our Heritage Assets

- 2.27 The value of heritage assets of all "grades" as a cultural resource is explained in paragraphs

202 and 203 of the NPPF:

“Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. *Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats...*”

- 2.28 68 designated heritage assets have been identified within the Neighbourhood Area. These include 2 Scheduled Ancient Monuments, 63 Grade II Listed Buildings, 1 Grade II* Listed Building and 2 Grade I Listed Buildings. These are illustrated on Figure 2, below, and listed in Table 1 on pages 18 & 19.
- 2.29 There are no Heritage Assets on the Buildings at Risk Register in the NA.

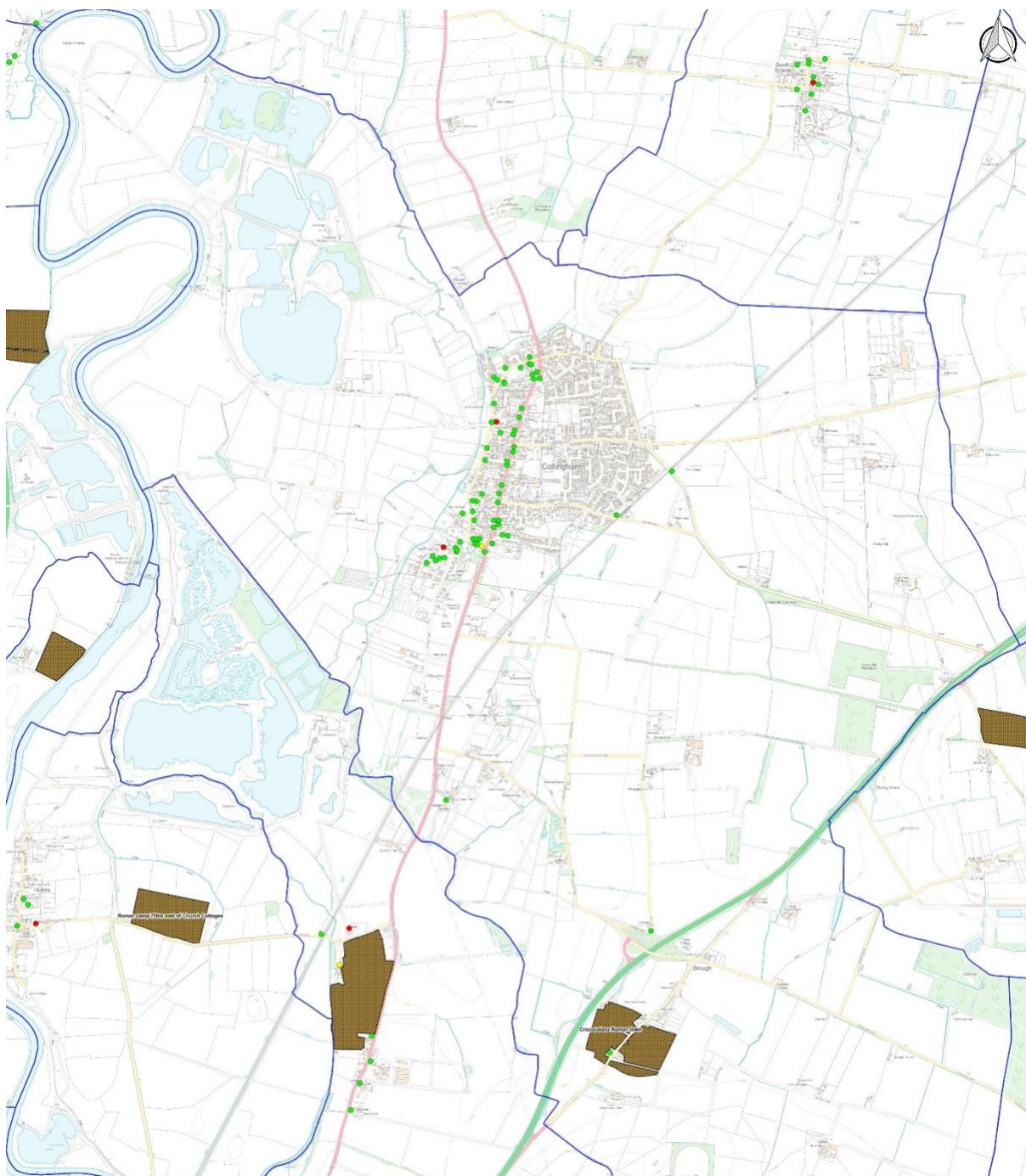


Figure 2 – Map Illustrating locations of Designated Heritage Assets in the Neighbourhood Area.
Source: Parish Online

Table 1: Designated Heritage Assets			
No.	Description	Designation	Historic England Record Number
01	Standing Cross on the west side of High Street	Scheduled Monument	1012871
02	7, Dykes End	II	1046069
03	Coach House at The Chestnuts	II	1156958
04	Lime Tree House	II	1369933
05	The Red House	II	1046036
06	Office Cottage & Lilac Cottage	II	0302656
07	High House	II	1046049
08	The Nunnery	II	1046048
09	100, High Street	II	1334938
10	The White House	II	1046043
11	The Nook	II	1046066
12	Paddock Cottage	II	1046068
13	Ivy Cottage	II	1046067
14	Church of St. John The Baptist	I	1046050
15	23, Queen Street	II	1302589
16	The Malthouse	II	1157003
17	The Old House	II	1157022
18	The Old Hall, Garden Wall, Boundary Wall And Outbuildings	II	1302583
19	Holly House Farm	II	1046040
20	104, Low Street	II	1369935
21	The Chestnuts And Garden Wall	II	1369934
22	Aberdeen House	II	1046078
23	Church of All Saints	I	1156985
24	The Corner House	II	1046047
25	128 And 132, Low Street	II	1046046
26	1-3, Low Street	II	1046045
27	Boundary Wall to All Saints Church Yard	II	1046044
28	Rutland House And Boundary Wall	II	1046041
29	Fruit Farm And C19 Extension	II	1157038
30	20, High Street	II	1046037
31	The Beeches And Outbuilding	II	1046039
32	Carshalton	II	1369928
33	Barn at Pitomy Farm	II	1302623
34	165 And 167, Low Street	II	1302629
35	House Adjoining The Cross Shop	II	1369931
36	Boundary Wall	II	1369932
37	Tudor Cottage	II	1156836
38	House Cottage	II	1156843
39	37, High Street	II	1046076
40	Holly House	II	1156870

41	White Hart Cottage	II	1369911
42	Fern Cottage And Darcy's Cottage	II	1369910
43	Corner Cottage	II	1046072
44	Cross Lane Level Crossing House	II	1156832
45	87, High Street	II	1046077
46	22, High Street	II	1046038
47	The Thatched Cottage	II	1046075
48	Gatehouse to South Collingham House	II	1046074
49	Yew Tree Farmhouse	II	1046073
50	Shaw Cottage	II	1156828
51	The Lodge Conservatory And Walls	II	1369929
52	Smith Woolley Offices	II	1156847
53	15, High Street	II	1156852
54	South Collingham House	II	1156850
55	Station House	II	1157045
56	Woodgate	II	1369930
57	Vine Farmhouse	II	1302667
58	55 And 57, High Street	II	1302663
59	The Manor House And Conservatory	II	1156935
60	Lane End	II	1156974
61	North Collingham War Memorial	II	1425561
62	K6 Telephone Kiosk	II	1393410
63	The Thatched Cottage And Boundary Wall	II*	1369947
64	Collingham Village Cross	II	1046035
65	Collingham Old Hall	II	1046071
66	Coltons Farmhouse And Boundary Wall	II	1302678
67	Church of St. Stephen	II	1046070
68	Crococolana Roman Town	Scheduled Monument	1003479

Table 1 – List of Designated Heritage Assets

Collingham Conservation Area

2.30 Much of the central and western side of Collingham has been designated a Conservation Area, the extent of which is shown on Figure 3 overleaf. Only the more recently developed areas, such as Station Road, Windsor Close, The Lawns, The Hemplands, Windsor Road and Braemar Road areas have not been included in the Conservation Area.

2.31 The Conservation Area also includes fields to the west, south and within the centre of Collingham.

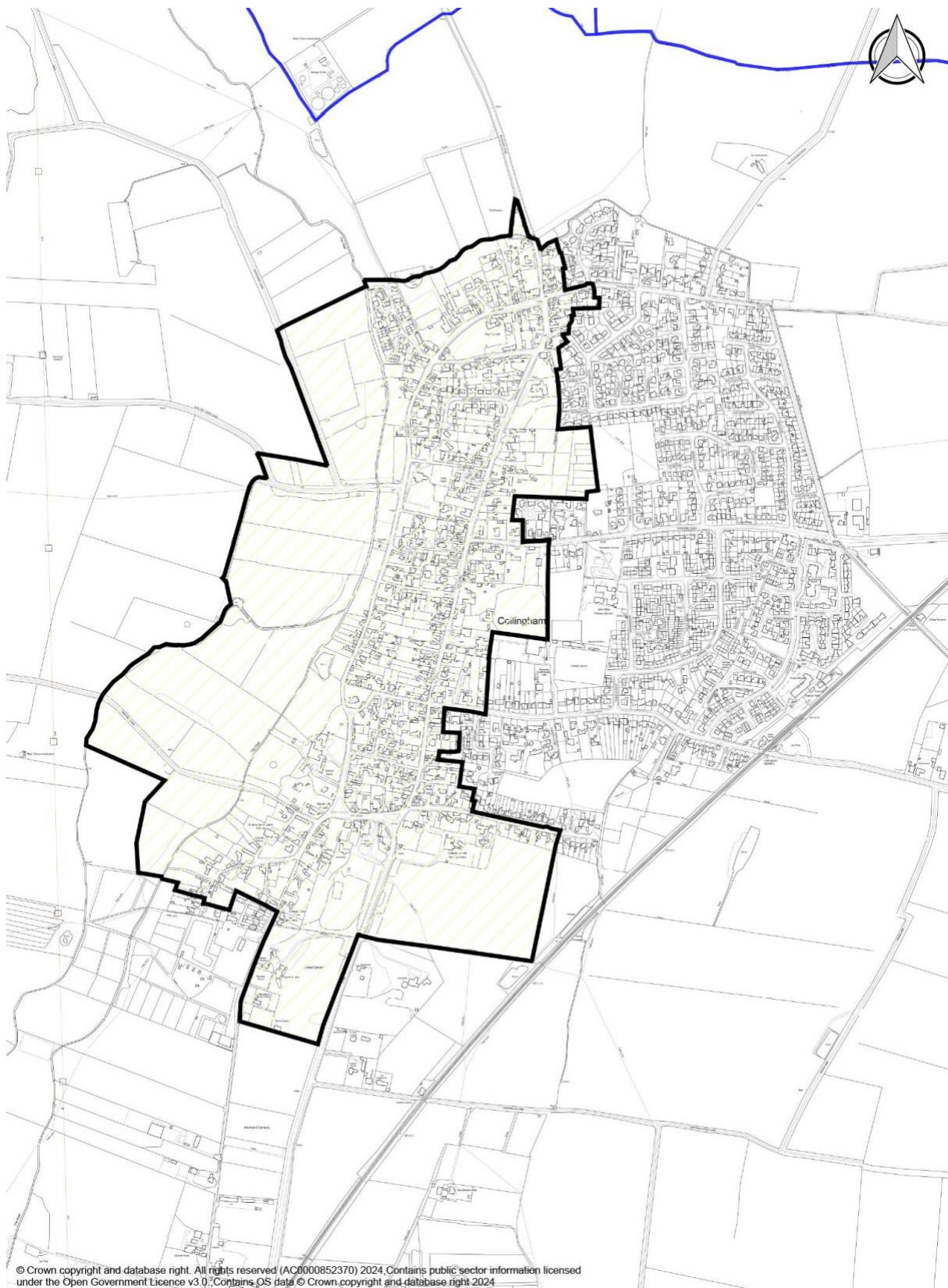


Figure 3 – Map of Collingham Conservation Area. Source: Parish Online

- 2.31 The original Conservation Area designation was made in 1973 and was reviewed in 1989 and again in 2006, at which time a Conservation Area Appraisal was produced and published. In that document, the Special Interest of Collingham Conservation Area is summarised as follows:

“The village of Collingham lies ... adjacent to the low-lying alluvial lands of the River Meadowlands. Building within the village is constructed from traditional red brick and pantile materials. The vernacular style is an important component of the region’s character, although there has been a degree of modern infill, as in most settlements. The predominance of traditional red brick buildings in Collingham has produced a strong sense of place and unity. The village links with small and intimate landscapes containing features such as species-rich hedgerows, permanent pasture, ridge and furrow and old field ponds.”

- 2.32 The Conservation Area Appraisal, prepared and published by Newark & Sherwood District Council, can be viewed at <https://www.newark-sherwooddc.gov.uk/media/nsdc-redesign/documents-and-images/your-council/planning-services/heritage-and-tree-conservation/conservation-areas/Collingham-CA-Appraisal-Full-Version.pdf>

Non-Designated Heritage Assets

- 2.33 Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.
- 2.34 Not all of the heritage assets that are of local interest and value are formally designated. The value and significance of non-designated heritage assets should also be considered carefully when development is contemplated and proposed, and they should be given due protection from inappropriate development, as explained in paragraph 203 of the NPPF:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be

required having regard to the scale of any harm or loss and the significance of the heritage asset”.

- 2.35 Table 2 below lists buildings and structures which have been assessed and identified as Non-Designated Heritage Assets within the Neighbourhood Area by Collingham Parish Council.

Non-Designated Heritage Assets			
01	80, Low Street	34	The Bungalow, Besthorpe Road
02	82, Low Street	35	2, Besthorpe Road
03	84, Low Street	36	6, Besthorpe Road
04	86, Low Street	37	8, Besthorpe Road
05	88, Low Street	38	10, Besthorpe Road
06	90, Low Street	39	12, Besthorpe Road
07	92, Low Street	40	8, Woodhill Road
08	94, Low Street	41	12, Woodhill Road
09	96, Low Street	42	2, Woodhill Road
10	98, Low Street	43	24, Woodhill Road
11	100, Low Street	44	35, Woodhill Road
12	102, Low Street	45	37, Woodhill Road
13	108, Low Street	46	172, High Street
14	103, Low Street	47	168, High Street
15	105, Low Street	48	166, High Street
16	125, Low Street	49	162, High Street
17	139, Low Street	50	158, High Street
18	147, Low Street	51	154, High Street
19	135, High Street	52	150, High Street
20	137, High Street	53	130, High Street
21	130, High Street	54	110, High Street
22	131, High Street	55	112, High Street
23	Youth & Community Centre, Low Street	56	114, High Street
24	1, Brooklands	57	116, High Street
25	2, Brooklands	58	27, Swinderby Road
26	153, Low Street	59	14, Swinderby Road
27	159, Low Street	60	16, Swinderby Road
28	163, Low Street	61	1, Vine Farm
29	173, Low Street	62	3, Vine Farm
30	171, Low Street	63	4, Vine Farm
31	130, High Street	64	5, Vine Farm
32	The Forge, Low Street	65	7, Vine Farm
33	149, High Street	66	117, High Street

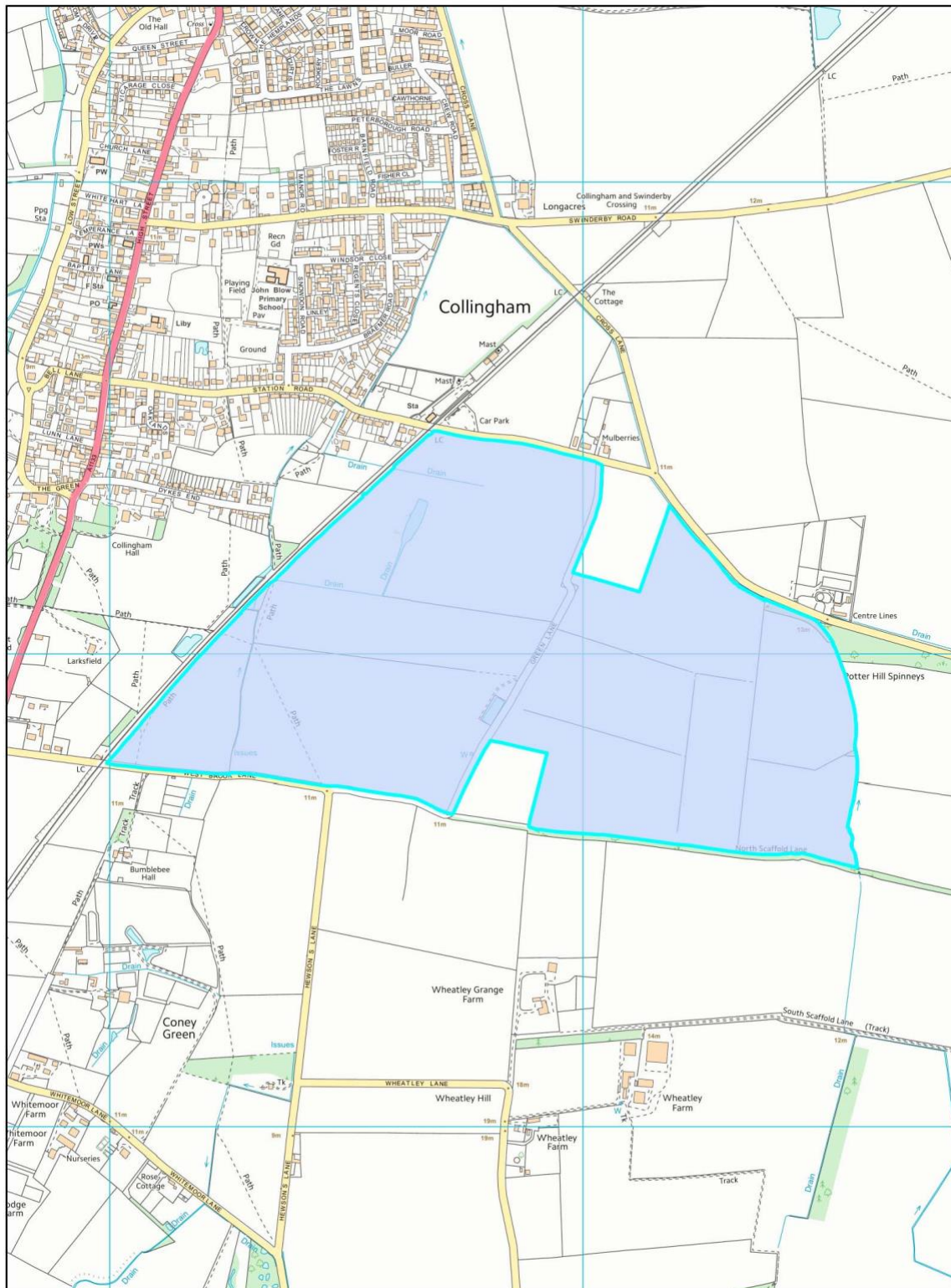
Table 2 – List of Non-Designated Heritage Assets

Article 4 Directions

- 2.36 There is one Article 4 Direction in place in the Neighbourhood Area: it relates to land to the south east of Collingham and is illustrated on Figure 4 overleaf. The

restriction placed on the land means it cannot be subdivided and this Direction is permanent.

Article 4 Directions - Land off Station Road, Collingham



(c) Crown Copyright. Newark and Sherwood District Council. 100022288. 2018

Figure 4 – Article 4 Direction – Land off Station Road, Collingham. Source: Newark & Sherwood District Council

Our Natural Environment

Landscape

- 2.35 Within the Newark and Sherwood Landscape Character Assessment SPD, the Neighbourhood Area falls within two of the landscape character areas and six of the policy zones identified in the document.

These are:

The Trent Washlands

Trent Washlands Policy Zone (TW PZ) 16: Westfield Farm Village Farmlands

Key characteristics: A flat, arable landscape crossed by lanes running down to the River Trent, an actively worked mineral site with sand cliffs, a flooded mineral site to the north, and hawthorn hedges with hedgerow trees along lanes.

Trent Washlands Policy Zone (TW PZ) 17: Besthorpe River Meadowlands

Key characteristics: A flat, low-lying landscape against the River Trent, medium to large-scale fields in arable production, hawthorn hedgerows with hedgerow trees along lanes and tracks, deciduous woodland scrub associated with restored quarry sites, open long-distance views, often with pylon lines and power stations on the skyline.

Trent Washlands Policy Zone (TW PZ) 38: Collingham West River Meadowlands

Key characteristics: Flat topography, medium-sized arable fields, improved and unimproved pasture adjacent to settlements, trees and riparian vegetation associated with ditches and watercourses, strong, well maintained, mixed species hedgerows.

Trent Washlands Policy Zone (TW PZ) 39: Carlton Holme River Meadowlands

Key characteristics: Flat topography, extensive area of Intensively farmed arable fields, linear strip of flood meadow and permanent pasture alongside the River Trent, strong, well maintained, mixed species hedgerows with some hedgerow trees, grass flood defence bunds.

East Nottinghamshire Sandlands

East Nottinghamshire Sandlands Policy Zone ES PZ 04: Winthorpe Village Farmlands

Key characteristics: Flat with occasional undulating landform around the village, medium distance views to frequent shelterbelts and mixed plantations, dominant views to the west of power stations and power lines, mixture of intensive arable fields with strongly trimmed hedges and some low intensity farming with permanent improved pasture in the vicinity of the village.

East Nottinghamshire Sandlands Policy Zone ES PZ 05: Potter Hills Village Farmlands with Plantations

Key characteristics: Gently undulating topography with flatter area towards the north, predominantly intensive arable land use, with well-trimmed hawthorn hedgerows to boundaries, some pastoral fields and horsey culture, blocks of mixed deciduous woodland.

- 2.36 There are nine designated Natural England woodland corridors in the NA Green Infrastructure Network along with designated woodlands across the NA shown in Figure 5 overleaf.

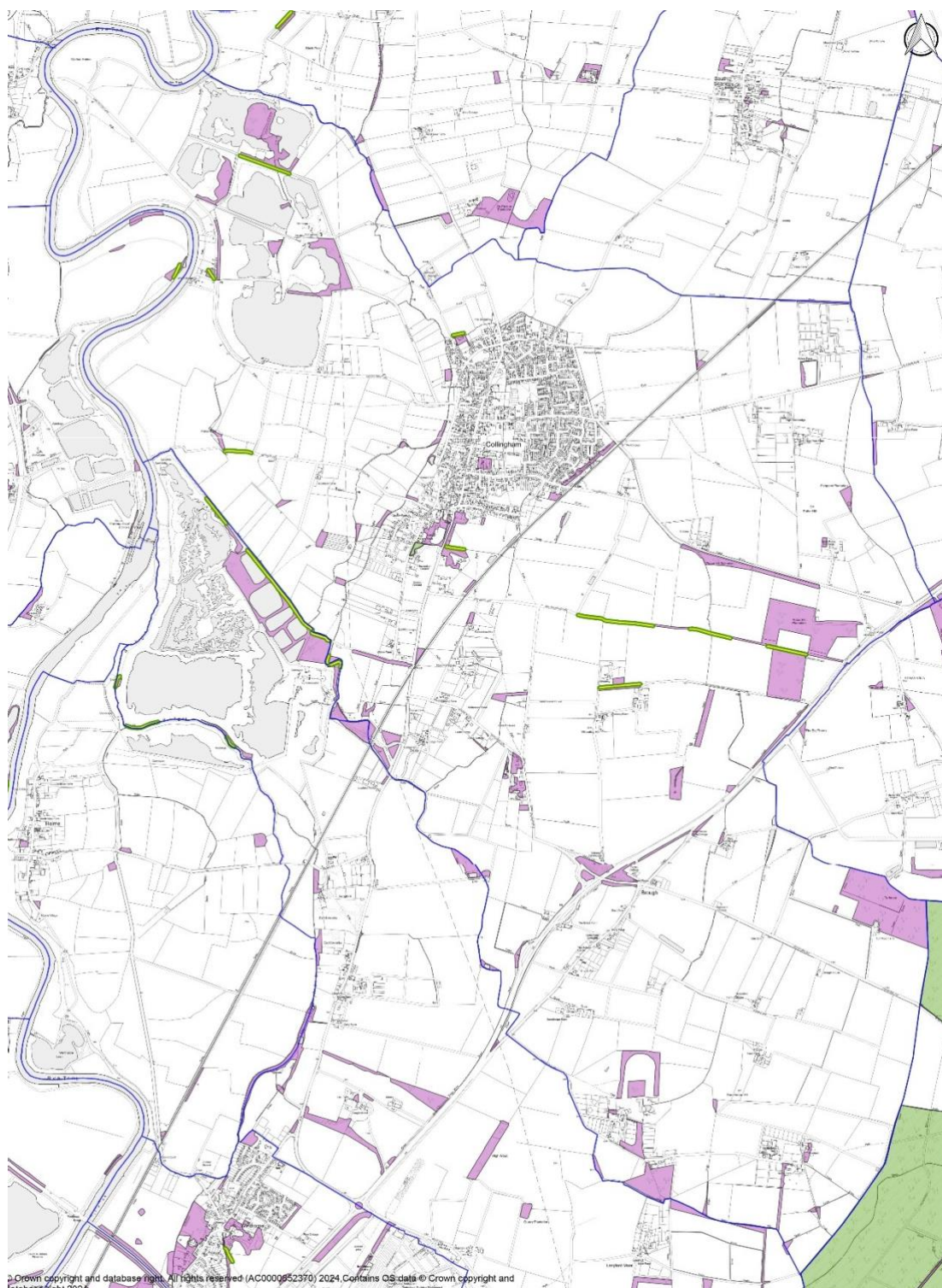


Figure 5 – Natural England Green Infrastructure Woodland and Woodland Corridors within NA.
Source: Parish Online

Open Spaces, Public Spaces and Sports Amenities in Collingham

- 2.37 There are 17 open space sites identified by Newark & Sherwood District Council and Collingham Parish Council, equating to over 4.92 hectares. These are listed in Table 4, below, and illustrated in Figure 5 on page 30.

	Site ID	Site Name	Typology	Size (ha)
1	63	All Saints Churchyard, North Collingham	Cemeteries	0.49
2	176	Poor Close Allotments	Allotments	1.39
3	187.1	Collingham Community Park	Children's play area	0.10
4	187.2	Collingham Community Park Skate Park	Children's play area	0.03
5	187.3	Collingham Community Park Basketball Net	Children's play area	0.01
6	211	South End Cemetery	Cemeteries	0.24
7	283	St John Baptists Cemetery	Cemeteries	0.40
8	449	Carlton Ferry Lane Allotments	Allotments	1.01
9	511	Pitomy Drive, Collingham	Children's play area	0.13
10	571	The Orchard	Amenity greenspace	0.15
11	572	Collingham Stone Cross	Amenity greenspace	0.06
12	573	Nut Orchard	Amenity greenspace	0.08
13		The Hedgerows	Amenity greenspace	0.21
14		Parish Field	Amenity greenspace	0.39
15		The Pinfold, Woodhill Road	Amenity greenspace	0.02
16		Hedgerows Allotments	Allotments	0.08
17		Platinum Field	Amenity Greenspace	0.17

Table 4 – List of identified open space sites

- 2.38 Cemeteries and closed churchyards do not have a current provision level (ha per 1,000 population) in the last column of Table 5 overleaf as it is not appropriate to analyse such provision on this basis. Furthermore, there are an additional two sites categorised as outdoor sports provision, which equate to a total of 5.82 hectares.

Typology	No. of Sites	Total Hectares	Current Provision (ha. per 1,000 population)
Parks & Gardens	-	-	-
Amenity Greenspace	4	0.80	0.28
Provision for children and young people	4	0.27	0.10
Natural/semi-natural greenspace	-	-	-
Allotments	2	2.40	0.85
Cemeteries/closed churchyards	3	1.12	-
Total	13	4.59	1.23

Table 4 – Assessment of Open & Public Spaces. Source: Newark & Sherwood District Council

2.39 The settlement is also served by large sites such as Besthorpe Nature Reserve (South) (31 hectares) which is close to the settlement.

2.40 There is an open space total of 1.23 hectares per 1,000 population in Collingham. This does not include cemeteries.

2.41 There are four outdoor sports amenities in Collingham.

	Site ID	Site Name	Size (ha)
1	528	Collingham Football Club	1.08
2	529	Dale Field (Collingham Cricket Club)	3.87
3		Collingham Tennis Club (included in Dale Field)	
4		Collingham Bowls Club (included in Dale Field)	

Table 5 – Open Air Sports Facilities in Collingham. Source: Newark & Sherwood District Council

2.42 Newark and Sherwood District Council undertook to assess the quality and value of the open spaces in their study. The study is located here - [ENV-1-Open-Space-Assessment-and-Strategy-2022.pdf](#) (newark-sherwooddc.gov.uk)

2.43 Within the centre of Collingham there are enclosed fields defined as Main Open Areas in the current Newark & Sherwood District Council Local Plan. They are mainly used for horse grazing. These Main Open Areas are defined by Newark & Sherwood District Council as:

“those areas of predominantly open land within Collingham that play an important part in defining its form and structure.” (Newark & Sherwood ADMDPD Adopted 2013)

Figure 6 overleaf is extracted from Newark & Sherwood’s ADMDPD, defining the location of the Main Open Areas.

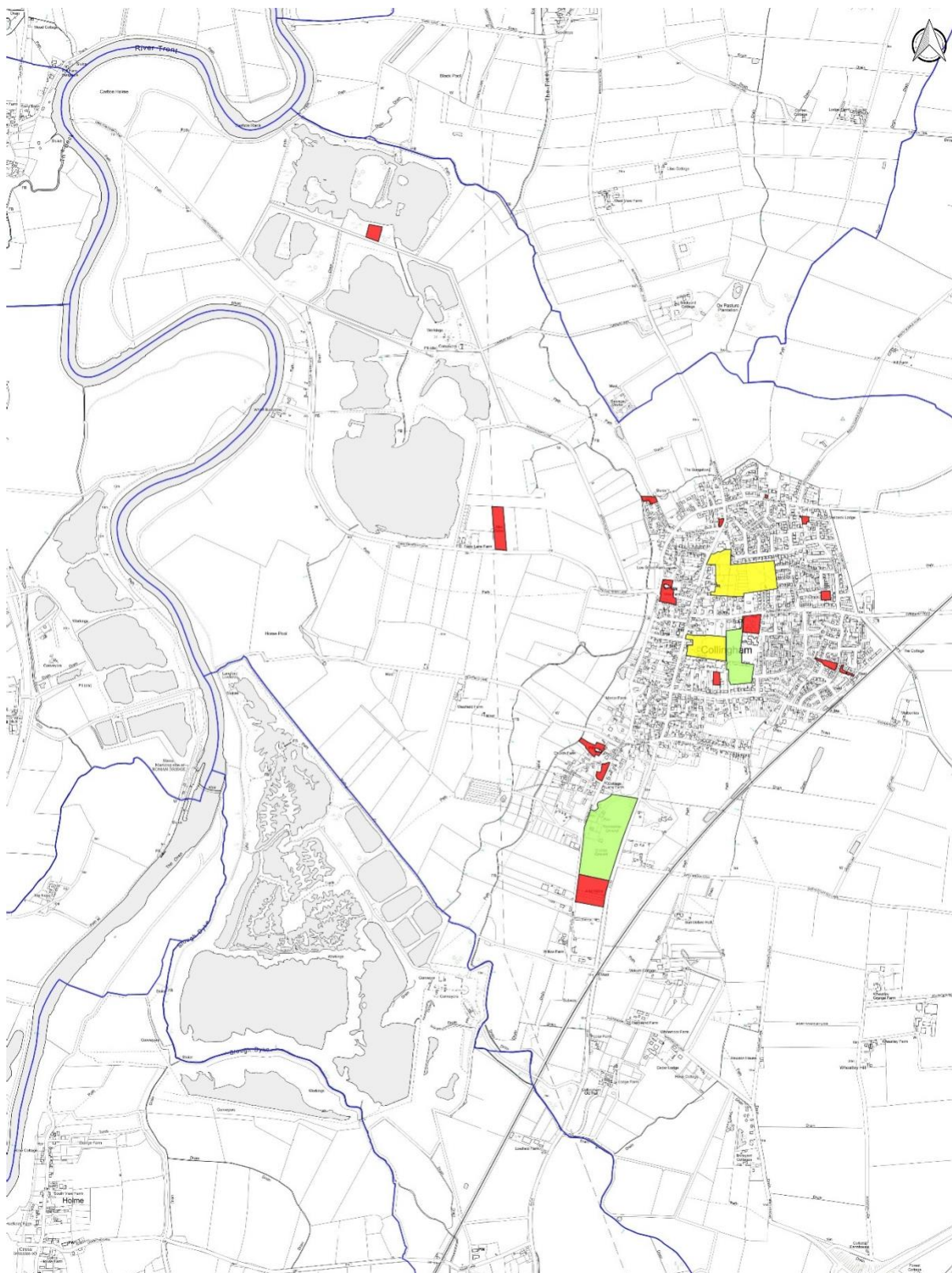


Figure 6 – Map illustrating Open Spaces, Green Spaces, Open Air Sports Amenities and Main Open Spaces (NSDC Local Plan). Source: Parish Online

Biodiversity in Collingham

- 2.44 The area has its own unique biodiversity. A large proportion of the conservation area is historic with many species of native trees and hedgerows, providing both a special landscape and rich habitats.
- 2.45 The Neighbourhood Area includes Besthorpe Nature Reserve. Formed from former gravel pits and completed in 2012, this is already a significant wetland, pond and grassland habitat for both flora - including Common Evening Primrose - and fauna, including Cormorant, Grey Heron, Reed Bunting, Little Egret and Skylark.
- 2.46 Langford Lowfields is just to the southwest of the Neighbourhood Area. It is a flagship partnership project between the RSPB and Tarmac, showcasing wetland habitat creation on a large scale. Most of the site is just outside the Neighbourhood Area, but the public access to the site and car park are within it. Bordering the Neighbourhood Area, the site has a significant impact on the biodiversity that can be seen around Collingham, with bitterns, brown hares, bearded tits, marsh harriers, avocets, wintering wildfowl, and starling murmurations becoming regular sightings around Collingham.
- 2.47 Other significant habitats include woodland, mature gardens, the River Fleet corridor and open areas. Gardens are particularly important in providing nesting habitat for birds. Also, many people feed birds in winter. It is worth noting that 'overgrown' areas are good, and excessively tidy places are bad for wildlife.
- 2.48 The main wildlife corridors within the village include the River Fleet and adjacent gardens and fields along Low Street. Significant mature copse woodland exists in the grounds of both Rutland House and South Collingham House, and on the entry to the village from Newark on the A1133.
- 2.49 Bird species which breed in the village area include Stock Dove, Woodpigeon, Tawny Owl, Great Spotted Woodpecker, Song Thrush, Mistle Thrush, Blackcap, Chiffchaff, Goldcrest, Coal Tit, Great Tit, Blue Tit, Nuthatch, Treecreeper, Jay, Greenfinch, Bullfinch, Goldfinch and also Dunnock, Robin and Blackbird. Buzzards also breed in wooded areas of the village; family parties being seen over the village every summer. Winter feeding and food such as berries on garden plants and trees provide for visitors

such as parties of thrushes and finches and tits.

- 2.50 Mammals include Hedgehog, Common Pipistrelle & Brown Long-eared Bat. Deer, Muntjac and Roe use the wider landscape areas and large gardens as green corridors to move through the area. Badgers have also been sighted. Foxes are still regularly sighted in various parts of the village.
- 2.51 Various species of butterflies and moths occur; again habitat is critical. Brambles and nettles are beneficial in encouraging such pollinators, and some areas containing these species should be encouraged rather than being subjected to excessive trimming.
- 2.52 Thanks to planting work carried out by the villagers, Collingham has a plethora of flora. Daffodils grace the entrance to the village in Spring, and the village boasts many Spring flowers including snowdrops, wood anemone, crocus, cowslips and Snakehead fritillary.

Water & Flood Risk

- 2.53 Rivers are prominent features in the Neighbourhood Area. The winding form of the River Trent forms the Area's western most boundary. The River Fleet, a tributary of the Trent runs south to north through Collingham until it meets the Trent near Girton (approx. 3 miles north of Collingham). The Fleet runs through the centre of the parish close to the edge of the built up area of Collingham and continues north following the parish boundary. There are field and roadside dykes that run from Stapleford Woods in the south east, westwards along Potter Hill Road, along Cross Lane and onto Woodhill Road before meeting the River Fleet.
- 2.54 A large portion of the Neighbourhood Area bordering the River Trent falls within flood zones 2 and 3 and is, therefore at significant risk of flooding. This includes isolated dwellings to the west of the main settlement of Collingham.
- 2.55 The area to the west of the village has flooded periodically. The extent of the flooding is illustrated in Figure 7 on page 33.
- 2.56 Flood Zone 2 is defined as areas shown to have between 0.1% and 1% chance of flooding from rivers in any year. Flood Zone 3 is defined as areas shown to be at a

1% or greater probability of flooding from rivers. The flood zones are shown in Figure 8 on page 34.

- 2.57 There is a River Trent flood warning area in Collingham, defined as Ferry Lane Farm, Westfield Farm and the Wharf Bungalow area, as illustrated in Figure 9, on page 41, below.

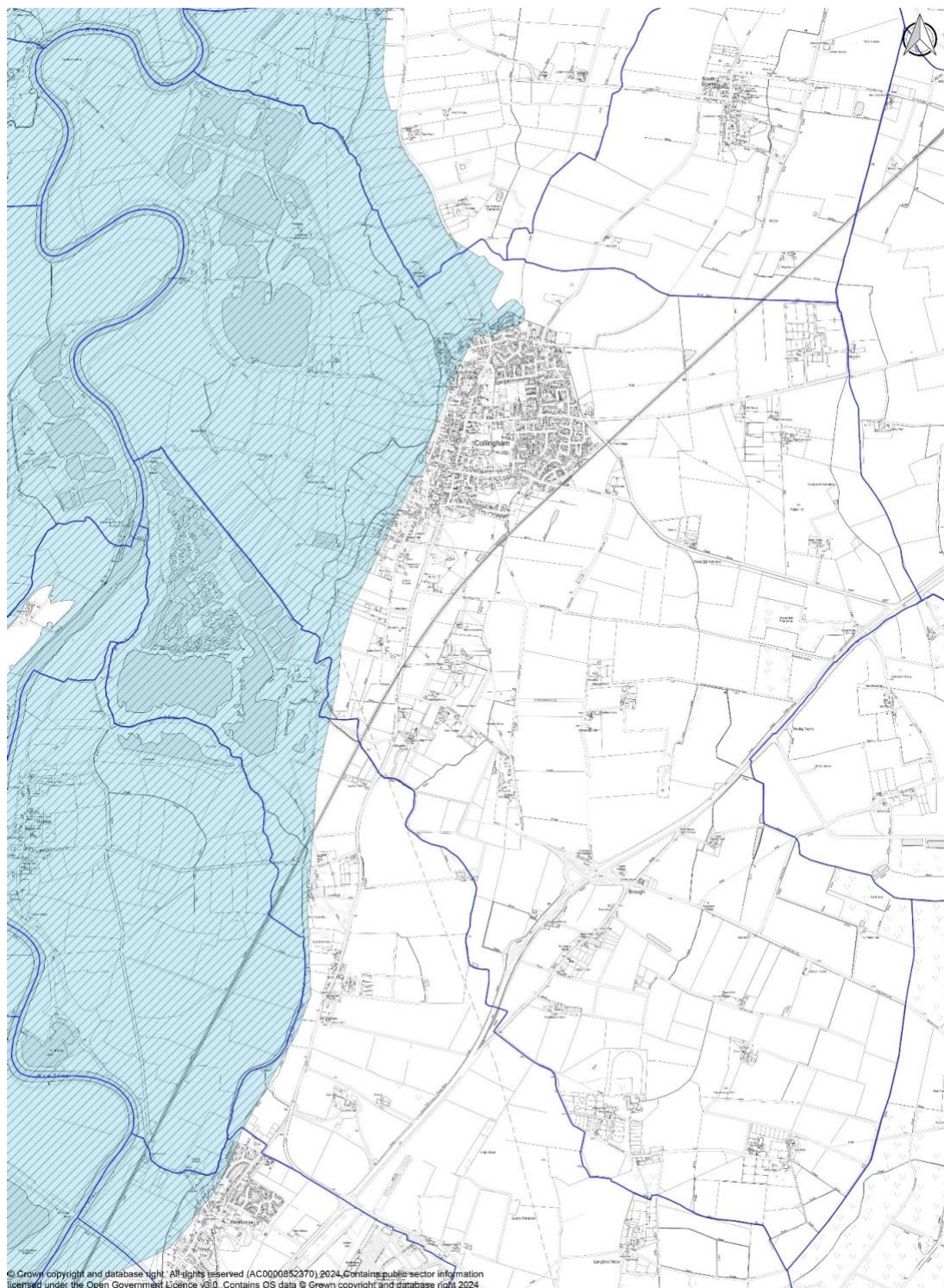


Figure 7 – Historical Flood Map. Source: Environment Agency



Figure 8 – Environment Agency Flood Zones. Source: Environment Agency

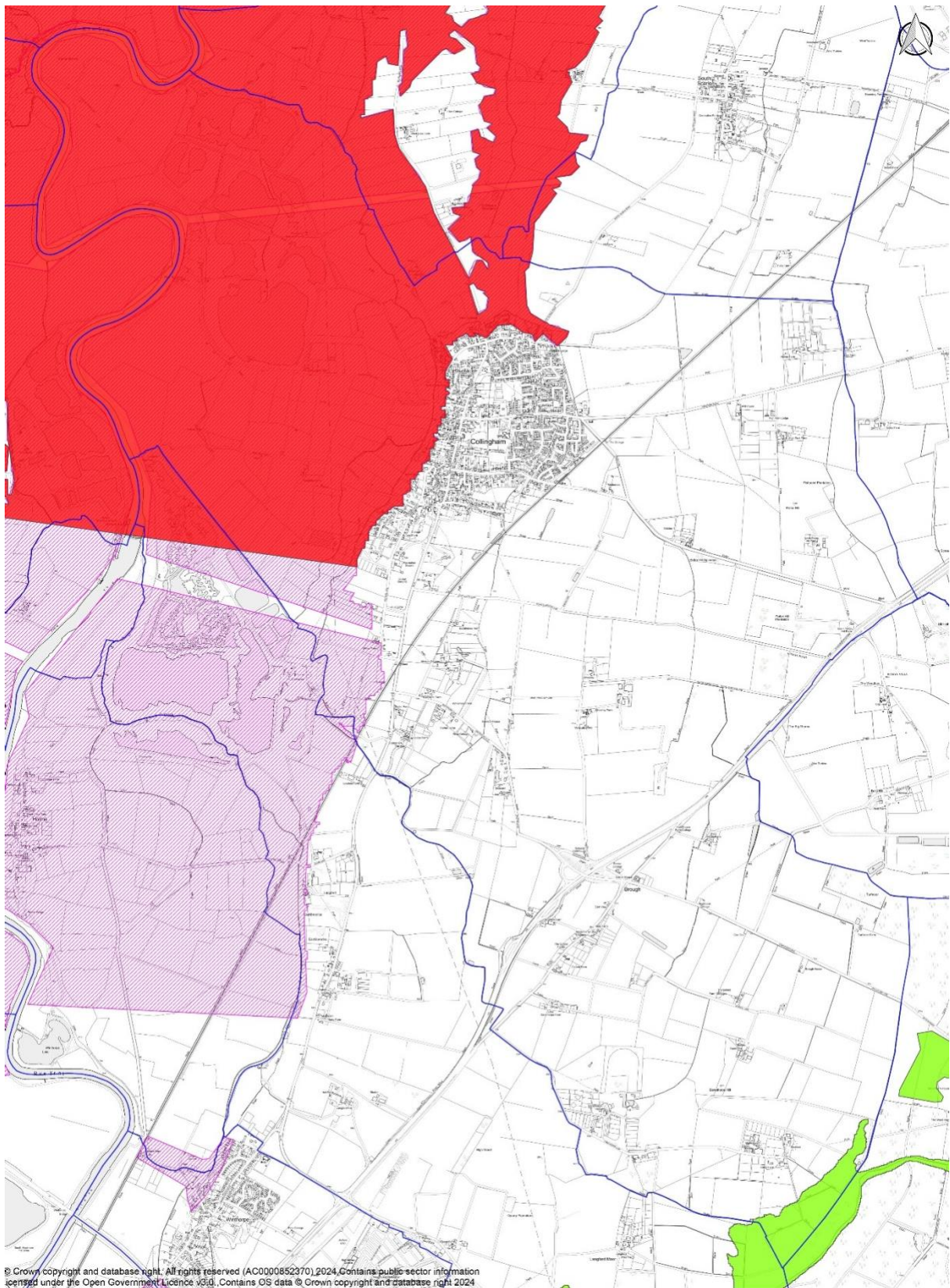


Figure 9 – Environment Agency Flood Warning & Alert Areas. Source: Environment Agency

- 2.58 Properties in Collingham Neighbourhood Area are serviced by a combined sewerage system or, for a significant portion, by septic tanks. Wastewater is conducted to the Newark Water Reclamation Works via a pumping station and rising main on Low Street. The sewage works lies to the north of the village, on Besthorpe Road. Functional and emergency overflows into the Fleet pose a risk to the water environment, as do groundwater-borne exfiltration's from septic tanks and cesspits.
- 2.59 Within the Neighbourhood Area there are field drains and ditches enabling drainage of farmland to the main watercourses. Maintenance of these watercourses is carried out by the various landowners and the Trent Valley Drainage Board.
- 2.60 Water quality in the River Fleet was last tested in 2019 and was determined to have a bad ecological status, containing traces of macrophytes, phytobenthos, polybrominated diphenyl ethers and mercury compounds, mainly from agriculture and rural land management sources. The water quality in the Fleet was considered to be in the lowest 5% in England. The next testing is due in 2025.

Air Quality

- 2.61 Collingham village as a settlement has not had its air quality tested.
- 2.62 Newark & Sherwood District Council reviews and assesses air quality across the District to identify if there are any breaches of the National Air Quality Objectives. To date, this has resulted in the declaration of no Air Quality Management Areas (AQMA).
- 2.63 Environmental Health continues to monitor air quality, comments on planning applications and rigorously enforces environmental permit conditions in order to have a positive impact on air quality and pollution levels.

Energy

- 2.64 Newark & Sherwood District Council is committed to achieving net zero carbon across the entire District through its agreement with a Local Area Energy Plan (LAEP).

(source: <https://www.newark-sherwooddc.gov.uk/latest-news/2022/december/local-area-energy-plan/>)

- 2.65 The local authority is looking at potential local opportunities for renewable energy generation on Council-owned land, using technology such as solar panels and wind turbines.
- 2.66 There are no community ownership power generation schemes in the Neighbourhood Plan area.
- 2.67 There is one publicly accessible electric vehicle charging point in the village, located at the Royal Oak Community Pub.

Access, Communication and Transport (Movement Network)

- 2.68 From the north and south, the main vehicular access to Collingham is via the A1133.
- 2.69 To the north, the A1133 leads to the A1133/A57 junction at Newton on Trent, travelling through and past the villages of Besthorpe, Girton, South Clifton and North Clifton.
- 2.70 To the south the A1133 leads to the A1133/A46 junction (known as the Showground roundabout) near Winthorpe, travelling through and past the villages of Holme, Langford and Winthorpe.
- 2.71 Most of the village is a 30mph speed limit area. The wider area beyond the immediate village envelope is national speed limit.
- 2.72 The A1133 is a significant route for HGVs through the village, connecting to the A57 in the north at Newton on Trent and to the A46 at Winthorpe in the south. HGVs operate from two sand and gravel quarries, north and south of the village, but generally the traffic from the quarries does not enter the village. HGVs also operate to and from an egg production/packing facility at North Scarle, 4 miles north of the village, with the lorries running through the village 24/7 to and from the facility.
- 2.73 Currently, proposals to improve the A46 Newark Bypass have been agreed and will be completed by 2028. The proposed scheme involves works around Winthorpe to widen carriageways and reroute the A46 with a significant enlargement of the Winthorpe (Friendly Farmer) roundabout and works up the Showground roundabout.

- 2.74 The village is also accessible from the east along Swinderby Road and Potter Hill Road (leading to Station Road). From Collingham, Swinderby Road leads to the village of Swinderby and other villages, along with a connection to the northbound carriageway of the A46 to Lincoln. From Collingham, Potter Hill Road leads to a connection with the A46 which enables north and south travel on the A46.
- 2.75 The primary vehicle route through Collingham village is along the A1133 High Street 'spine', with roads perpendicular to this (Station Road, Swinderby Road, The Green, Dykes End, Low Street, Lunn Lane, Bell Lane, Temperance Lane, White Hart Lane, Baptist Lane, Church Lane, Queen Street and Woodhill Road). These roads then lead to generally residential streets.
- 2.76 The centre of the village is served by the Village Centre car park and immediately to the east of this, the Co-op car park.
- 2.77 National Route 64 of the National Cycle Network, which runs from Melton Mowbray to Lincoln via Newark-on-Trent, runs through the Neighbourhood Area from north to south as illustrated in Figure 9 on page 39. It enters the area in the south at the access to Langford Lowfields on Cottage Lane and runs through the centre of the village on Bell Lane, Station Road, Braemar Road, Swinderby Road, Cross Lane, Woodhill Road, leaving the area on South Scarle Lane to the north.
- 2.78 The Trent Valley Trail (TVT), an ongoing project to provide walking and cycling access between Newark, Winthorpe, Collingham, Besthorpe, Girton, North Clifton and, via the Fledborough Viaduct over the Trent, to Tuxford also passes through Collingham. It utilises a part of Route 64 of the National Cycle Route to the south of Collingham Village before heading along Low Street to Carlton Ferry Lane and Northcroft Lane, passing through the Besthorpe Nature Reserve in the north before leaving the Neighbourhood Area.
- 2.79 A long-distance footpath, the Trent Valley Way, also runs through the Neighbourhood Area. This waymarked route follows the River Trent and its valleys for 187km through the counties of Nottinghamshire and Lincolnshire.
- 2.80 There are documented footpaths, bridleways and byways around Collingham that travel both through open fields, along named roads and through Collingham Village.

These are illustrated in Figure 10 on page 40 and documented in Table 6, on pages 41 & 42.

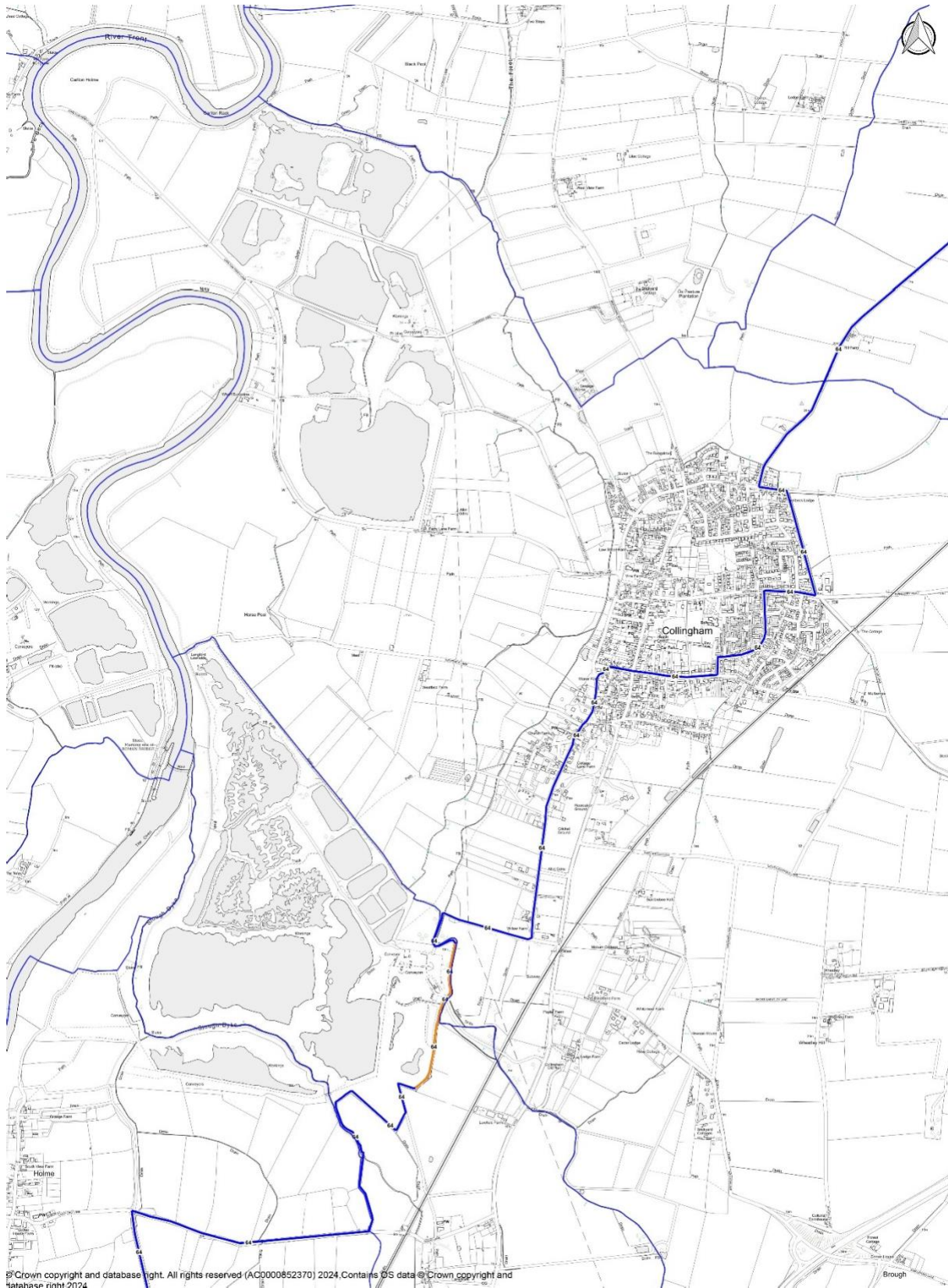


Figure 9 – National Cycle Route 64 Mapping through the Neighbourhood Area. Source: Sustrans



Figure 10 – OS Map illustrating PROW's in Neighbourhood Area. Source: Ordnance Survey

Table 6: Schedule of ProW's in the Neighbourhood Plan Area			
	Route Code	Name	Type
1	#NT:859	North Collingham FP30	Footpath
2	#NT:860	North Collingham FP30	Footpath
3	#NT:1937	Carlton-On-Trent FP9	Footpath
4	#NT:842	North Collingham FP29	Footpath
5	#NT:857	North Collingham FP26	Footpath
6	#NT:813	North Collingham FP28	Footpath
7	#NT:3556	North Collingham BOAT34	Byway open to all Traffic
8	#NT:3559	North Collingham BOAT41	Byway open to all Traffic
9	#NT:812	North Collingham FP25	Footpath
10	#NT:2106	North Collingham FP36	Footpath
11	#NT:714	North Collingham FP18	Footpath
12	#NT:814	North Collingham FP21A	Footpath
13	#NT:716	South Collingham FP20	Footpath
14	#NT:2107	North Collingham FP21	Footpath
15	#NT:816	North Collingham FP31	Footpath
16	#NT:717	Langford FP22	Footpath
17	#NT:817	South Collingham FP22	Footpath
18	#NT:836	Langford FP10	Footpath
19	#NT:719	North Collingham BW32	Bridleway
20	#NT:2818	South Collingham BW23	Bridleway
21	#NT:3440	South Collingham FP25	Footpath
22	#NT:3620	South Collingham FP2	Footpath
23	#NT:3621	South Collingham FP2A	Footpath
24	#NT:830	South Collingham FP1	Footpath
25	#NT:721	South Collingham BW3	Bridleway
26	#NT:835	Langford FP9	Footpath
27	#NT:833	South Collingham FP4	Footpath
28	#NT:725	South Collingham FP6	Footpath
29	#NT:2239	South Collingham FP7	Footpath
30	#NT:2158	North Collingham FP38	Footpath
31	#NT:727	North Collingham FP17C	Footpath
32	#NT:818	North Collingham FP17	Footpath
33	#NT:819	North Collingham FP19	Footpath
34	#NT:821	North Collingham FP24	Footpath
35	#NT:820	North Collingham FP16	Footpath
36	#NT:2842	North Collingham FP15	Footpath
37	#NT:7025	North Collingham FP37	Footpath
38	#NT:4372	North Collingham FP14	Footpath
39	#NT:5949	North Collingham FP13	Footpath
40	#NT:825	North Collingham FP12	Footpath
41	#NT:6788	South Collingham FP8	Footpath
42	#NT:726	South Collingham FP6A	Footpath
43	#NT:2238	South Collingham FP6B	Footpath
44	#NT:2846	South Collingham FP8A	Footpath
45	#NT:6790	South Collingham FP9	Footpath

46	#NT:3599	North Collingham FP11	Footpath
47	#NT:2240	North Collingham FP40	Footpath
48	#NT:2159	North Collingham FP39	Footpath
49	#NT:5212	North Collingham FP6	Footpath
50	#NT:2843	North Collingham FP9	Footpath
51	#NT:5514	North Collingham FP7A	Footpath
52	#NT:7032	Collingham FP5	Footpath
53	#NT:822	North Collingham FP7	Footpath
54	#NT:2845	North Collingham FP8	Footpath
55	#NT:3633	South Scarle FP10	Footpath
56	#NT:7031	Collingham BW4	Bridleway
57	#NT:824	Collingham FP3	Footpath
58	#NT:7094	Collingham BW2	Bridleway
59	#NT:7029	North Collingham BOAT35	Byway open to all Traffic
60	#NT:7027	Collingham BW1	Bridleway
61	#NT:7026	North Collingham BW33	Bridleway
62	#NT:3452	South Collingham BW27	Bridleway
63	#NT:3836	South Collingham FP19	Footpath
64	#NT:829	South Collingham FP10	Footpath
65	#NT:3598	South Collingham FP11	Footpath
66	#NT:776	South Collingham FP18	Footpath
67	#NT:700	South Collingham FP17	Footpath
68	#NT:777	South Collingham FP12	Footpath
69	#NT:701	South Collingham FP13	Footpath
70	#NT:6698	South Collingham FP14	Footpath
71	#NT:704	South Collingham FP16	Footpath
72	#NT:2811	South Collingham BW16A	Bridleway
73	#NT:702	South Collingham BW15	Bridleway
74	#NT:826	North Collingham FP10	Footpath
75	#NT:827	South Collingham FP21	Footpath
76	#NT:3451	South Collingham BOAT26	Byway open to all Traffic

Table 6 – Schedule of ProWs in the Neighbourhood Area. Source: Newark & Sherwood District Council

- 2.81 Given its rural location, equestrian pursuits are prevalent within the village with regular use of the streets, bridleways and byways by horse riders.
- 2.82 The 367-bus service operates daily (excluding Sundays) within the Neighbourhood Area connecting Newark with Collingham via Winthorpe and Langford. The service operates between 9am and 6pm. There are normally 9 buses in and out of Collingham each weekday (7 on Saturdays). The bus stops are located at the following locations:

High Street, The Green – High Street, Memorial Hall – Braemer Road – The Hemplands

The service connects to the settlements to the north - Harby, Wigsley, Thorney, North

Clifton, South Clifton, Spalford, Girton, North Scarle, Besthorpe and South Scarle.

The service connects to the settlements to the south of Langford, Winthorpe and Newark-on-Trent.

There is a connection point on Woodhill Road with layover spot.

2.83 Collingham is served by a railway station on Station Road to the west of the village. The railway is on the East Midlands Railway, Lincoln to Nottingham line. The station is supported by an associated car park to the east of the station.

2.84 Network Rail has advised that work is being progressed to close Cross Lane level crossing and provide a diversionary road. Proposals adjoining the operational railway, affecting railway access, or affecting a level crossing should engage Network Rail early and address any safety, access or mitigation requirements where relevant.

2.85 The line connects to both Newark Castle and to Newark Northgate, from which East Coast Mainline services provide connections to both London and Edinburgh – and stations in between.

2.86 The frequencies and journey times by train between Collingham and nearby towns and cities are as follows:

- Newark Castle Station – 1 train per hour (operates 05:35-00:50) – 16 minutes travel time (average)
- Nottingham – 1 train per hour (operates 05:35-00:50) – 38 minutes travel time (average)
- Lincoln – 1 train per hour (operates 06:14-23:25) – 21 minutes travel time

(average) There is a significantly reduced service operated at the weekends.

2.87 A vehicle traffic flow survey was undertaken in 2022 on the A1133 at the north and south entrances to the village by Nottinghamshire County Council.

- The survey showed flow at the north of the village along the A1133 to

average 5,000 movements entering and egressing the village on each day.

- The survey showed flow to the south of the village along the A1133 to average around 7,500 movements entering and egressing the village on each day.
- The dominant transport links and connection to Newark on Trent are to the south of the village, and the flow results illustrate this.

Digital Communication

- 2.88 Collingham Village is served by fibre broadband, providing 90% of the village's residents with access to fibre broadband communication.

Community Facilities and Assets

- 2.89 Community facilities and assets in Collingham Neighbourhood Area are extensive and are shown in Table 7, overleaf.
- 2.90 Collingham has many community groups and clubs that use the facilities available in the village. Several annual events organised by the community are held in the village, including, for example, the annual Collingham Agricultural Show, Collingham May Fair.
- 2.91 In the hospitality sector, there are several bed and breakfast providers, 'Airbnbs', and a holiday accommodation provider on Cottage Lane, along with three cafes/restaurants around the village providing places to eat and meet.

Schedule of Community Assets			
1	Collingham Medical Centre	27	Platinum Field
2	Collingham Pharmacy	28	South Collingham Hall (Nursing Home)
3	Collingham Co-op (Lincolnshire)	29	Copper Beeches (Nursing Home)
4	Collingham Dentist	30	Collingham Pre-School
5	Collingham Football Club	31	Post Office (Gascoignes)
6	Phoenix Community Hall	32	Wesley Rooms
7	Collingham Cricket Club	33	All Saint's Church Yard
8	Collingham Tennis Club	34	St. John The Baptist Church Yard
9	Collingham Bowls Club	35	St. John The Baptist Cemetery
10	King's Head (Rose Orchard)	36	South End Cemetery
11	Royal Oak Community Pub	37	Jubilee Room (Collingham Local History Archive)
12	Collingham Memorial Hall	38	Church (Brough)

13	Collingham Rural Advice Centre	39	Collingham Train Station
14	Collingham Library	40	Collingham Train Station Car Park
15	Poor Close Allotments	41	Collingham Village Centre Car Park
16	All Saints Church	42	Pitomy Farm Play Park
17	St. John The Baptist Church	43	The Pinfold
18	Collingham Methodist Church	44	The Cross Site
19	Youth & Community Centre	45	Gusto House
20	Collingham Community Play Park	46	Collingham Community Orchard
21	John Blow Primary School & Grounds	47	Community Nut Orchard
22	Community Orchard	48	Cat Asylum
23	Trent Lane Allotments	49	Defibrillator Locations
24	Collingham Fire Station	50	Collingham Pantry (Food Bank)

25	Waste Bins Throughout Village	51	Men In Sheds
26	Bus Stops	52	Collingham Vets

Table 7 – Schedule of Community Assets. Source: Collingham Parish Council

- 2.92 Collingham & District Local History Society is an active group, recording and documenting the history of the Parish and promoting the conservation of its historic artefacts. The Business Club represents the commercial interests in the village.
- 2.93 Pre-school provision is provided by Collingham & District Preschool, which is operated from the Wesley Rooms to the rear of the Methodist Church on High Street. Local authority primary school provision is through John Blow Primary School, located on Snowdon Road in the centre of the village.
- 2.94 Local authority secondary school provision is provided by Tuxford Academy (approx. 13 Miles north-west of the village). However, given the proximity of the village to Lincolnshire, a significant number of secondary school-age children attend grammar schools in Grantham and Sleaford. All children attending these schools require transportation, given their locations, and this is provided by school bus services to and from the village.

Housing and Housing Needs

- 2.95 At the time of the 2011 Census, the Neighbourhood Area had 2,738 residents, living in a total of 1,245 households, occupying 1,287 dwellings. There has been significant development in Collingham since 2011, with 213 new dwellings having been built by 2021, taking the number of dwellings to about 1,500 and the population to approximately 2,980.
- 2.96 The parish has exceeded the target adopted by Newark & Sherwood District Council to deliver 176 dwellings before 2033.
- 2.97 The Housing Needs Assessment (HNA) shows that a clear majority (79.1%) of households own their own homes, which is a higher proportion than across Newark and Sherwood and the nation as a whole. Correspondingly, there is less private and social renting (both 10% of the overall housing stock) in the parish than across Newark and Sherwood and England.

- 2.98 The HNA showed that the area's housing stock is dominated by detached homes, with 67% of homes being detached, compared with 42% across Newark and Sherwood and 25% across England. The HNA also showed that the housing stock has a significantly higher proportion of 4-bedroom and larger homes (28%) than both Newark and Sherwood (21%) and England (15%). Correspondingly, there are notably few 1-bedroom dwellings (4%).
- 2.99 The HNA study found that local households on average incomes are unable to access even entry-level homes unless they have the advantage of a very large deposit. Market housing, even with the benefit of a higher-than-average income, is likely to remain out of reach to most.
- 2.100 Of the 213 new dwellings built since 2011, 41 have been affordable homes (20%). Newark and Sherwood's adopted core policy on Affordable Housing Provision requires 30% of all new housing to be affordable. The target has not usually been met on sites in the Neighbourhood Area.
- 2.101 The HNA showed that without the allocation of new sites, it is likely that any new housing that comes forward in the parish would be small and infill sites, which may not trigger the threshold for affordable housing. For those that may trigger affordable housing, the HNA suggests that maintaining the Core Strategy tenure split of 60% affordable rental and 40% affordable home ownership would be appropriate.
- 2.102 Collingham has a population that is dominated by older people and families, with 2020 (ONS) estimates suggesting that those aged 45+ account for approximately 59% of the overall population in the parish. When compared to Newark and Sherwood and England, Collingham has a population profile with an older bias. As such, the population in Collingham can be said to be aging, though a robust population of families remain.
- 2.103 This ageing trend is likely to continue. Household projections suggest that Collingham will see a significant rise of 63% in its older population over the Neighbourhood Plan period, while younger age groups are expected to grow much more slowly or decline.

The Economy in Collingham

- 2.104 Collingham is designated as a Principal Village in the NSDC Core Strategy. The village offers a good range of day-to-day facilities - primary school, food shops, health facilities, employment or access to nearby employment - and complements the role of Service Centres and the Sub-Regional Centre, as designated in the Local Plan. These include;
- 4 convenience shops (e.g. selling everyday necessities such as meat, bread and milk);
 - 2 comparison shops (e.g. selling clothes, gifts or electrical products);
 - 50+ service providers (e.g. accountants, architects, environmental engineers, builders, construction company/developer, beauty and hair consultants, financial consultants);
 - 2 public houses;
 - 2 takeaway food businesses;
 - 2 care homes;
 - 4 leisure providers and;
 - a garden nursery
- 2.105 These are well used by local residents and visitors, which helps the settlement to be more sustainable by reducing the need to travel further afield to Newark-on-Trent or Lincoln.
- 2.106 A significant number of people in the village are self-employed, as service providers or in professional consultancy, and work from home, traveling to serve clients and customers.
- 2.107 Shops and day-to-day facilities and services are concentrated mostly in the High Street and Village Centre. As at December 2024, there were three vacant commercial units in the Village Centre, which had been recently converted from a single retail unit previously occupied by the Co-op prior to it moving to its current location.
- 2.108 There are five modest commercial sites within the village:
- Station Road, close to the Station;
 - Swinderby Road, close to Cross Lane;
 - Southern end of High Street;
 - Gusto House, off The Hedgerow;

- Offices on The Green; and
- Offices at Pitomy Drive.

The site at Gusto House is the home of the largest employer in the village, with over 50 employees specialising mainly in construction and development.

- 2.109 Given Collingham's rural location, the agricultural and farming sector is another significant employer in and around the village. However, employment to farm the land around the village is mostly contracted to larger farming contractors from elsewhere in the District.
- 2.110 Collingham is a commuter village with many of the employed population working elsewhere - in Newark, Lincoln, Nottingham, and further afield, with some commuting to London.
- 2.111 Employment opportunities within the village are generated mostly by the services listed above. A significant proportion of those employed in lower-paid occupations commute from Newark and Lincoln as they are unable to afford the property prices in the village.

3. COMMUNITY SURVEY

3.1 Extensive preliminary consultation has included:

- a public consultation event;
- a survey questionnaire circulated to every household, and businesses and local estate agents; and
- full use of local social media sites to reach out to the community.

From the survey, 253 household responses were received from the across the Parish, along with 18 business responses and 5 estate agent responses. A number of priorities came to the fore, as outlined below.

3.2 The respondent households were from long-standing residents and new ones alike, reflecting the significant additional housing built in the few years prior to the survey being carried out.

3.3 The breakdown of survey respondents by household size was as follows:

Survey Household Size Profile	
1 person	12%
2 person	53%
3 person	13%
4 person	20%
5 person plus	2%

3.4 Respondent households' age profile was as follows:

Survey Household Age Profile	
Under 18	17%
19-24 years	6%
25-34 years	6%
35-44 years	11%
45-54 years	16%
55-64 years	17%
65 and older	27%

3.5 The key reasons (in order) people cited for choosing to live in Collingham were:

- Good access to road and rail;
- The village feel;
- Local facilities;
- Friendly place to live;
- Quality of life, and;
- A safe place to live.

3.6 These reasons were reflected in what people would like Collingham to be and feel like in 2036.

Sustainability & Environmental Wellbeing

3.7 89% of respondents to the questionnaire stated that they consider the Collingham Neighbourhood Plan should (61%), or maybe should (28%), support combating climate change at a local level. Respondents showed an interest in a variety of measures to support this, including that:

- that developments should be Carbon Neutral and/or Net Zero and meet excellent environmental standards;
- there should be EV points in all new developments;
- there should be more recycling options;
- residents would support developments and initiatives that support native biodiversity;
- residents would support community-scale renewable energy schemes.

3.8 The majority of people feel the green spaces in the village are satisfactory and well maintained, but a significant minority of respondents feel there should be more green space and that they could be better managed.

3.9 Noise pollution was noted as a concern in relation to traffic and HGVs travelling through the village on the High Street.

3.10 Concern about flood risk has been noted from respondents in respect of Low Street and the lower-lying properties in the Parish.

Housing

- 3.11 57% of respondents to the questionnaire stated that they would be accepting of further housing development in the form of modest infill development of less than five houses per development. There was a significant proportion (30%) of respondents stating there should be zero further development and a small proportion (7%) of respondents stating there should be large housing developments (greater than 5 homes per development).
- 3.12 The large majority of respondents to the questionnaire stated that there should be more provision for:
- Affordable housing, including shared ownership;
 - Two and three-bedroom properties;
 - Disabled accessible homes.

To a much lesser extent, there was demand for one-bedroom properties and 4-bedroom plus executive homes.

- 3.13 94% of respondents stated they would prefer further housing to be on brownfield land, along with infill developments and conversion of existing redundant buildings.
- 3.14 Local estate agents' responses stated that two and three-bedroom properties are in demand in both the sales and rental markets.

Design & Heritage

- 3.15 Although 55% of questionnaire respondents stated that the Conservation Area boundary should remain as is, a significant proportion (41%) of respondents felt that it should have minor alterations or be significantly altered to reflect changes since the previous amendments were made in 2006.
- 3.16 The survey respondents showed a clear preference (66%) for traditional appearance buildings/homes compared to contemporary appearance buildings (33%).
- 3.17 Respondents also showed a clear preference for semi-detached and detached properties, with single-storey (bungalow) and two-storey being the clear preference.

Accessibility, Transport & Communications

- 3.18 A clear majority of respondents (68%) stated they feel safe walking and cycling around the village. However, a significant proportion (29%) do not. In particular, respondents feel the High Street is not safe.
- 3.19 Respondents had ongoing general concerns about speeding through the village particularly on High Street and Low Street, along with parking issues around the village.
- 3.20 The issue of significant speeding entering and leaving the village on the A1133/High Street has been highlighted as a significant concern by respondents.
- 3.21 Many concerns have been raised about car parking interfering with pavement use, and at certain locations on the High Street e.g. Swinderby Road/High Street junction.
- 3.22 A significant portion of respondents use the train station on a weekly and indeed daily basis.
- 3.23 66% of respondents stated that they found out about village activities and events through word of mouth, village notice boards and from social media (e.g. Facebook, Instagram or X). To a much lesser extent, 11% of respondents noted they used the Collingham Parish Council website to source information on what is happening in the village.
- 3.24 A significant minority (45%) of respondents stated that there should be improved communication around the Parish, with a significant number of those responses (44%) stating that the Collingham Parish Council website should be more/better used and improved as a form of communication, along with improved use of social media.

Community Facilities & Amenities

- 3.25 82% of respondents to the survey stated they were satisfied or somewhat satisfied with the facilities and amenities in the village.
- 3.26 Respondents to the survey showed a clear preference for protecting and improving the green spaces around the village, along with maintaining and improving the footpaths, cycleways and byways around the village.

- 3.27 Dog fouling and litter more generally were noted as concerns to respondents.
- 3.28 Albeit all amenities and facilities in the village were noted as being well used, respondents particularly highlighted that the Post Office, local retailers and footpaths and byways were the most used amenities within the village.
- 3.29 Other village amenities that are well used in the village were the train station, the community halls, green spaces (e.g. play park), the health facilities, pharmacy and library. All the other amenities noted in the survey were stated to be used, but reflected lower numbers due to their specialisms.
- 3.30 Popular sports facilities, such as the football club and cricket club, were noted by respondents as not being as well used as other amenities. This may be a reflection of those who chose to respond to the survey, as it is clear from local knowledge that these are both extremely popular amenities and are well used for both sporting and social purposes.
- 3.31 It was noted by a number of respondents that the bus services to/from the village could be improved, particularly in the evenings and at weekends.
- 3.32 Many respondents noted how improvements could be made, and the detail is illustrated in Appendix 2. The highlights noted as additions or improvements that can be made are:
- Facilities for teenagers;
 - Footpath access along with the quality of footpaths;
 - Litter facilities;
 - Children's play facilities, and;
 - Litter and dog foul bins.

Business & The Economy

- 3.33 Respondents to the survey covered a wide range of industry sectors
- 3.34 The survey indicated that many businesses within the village support one or two employees, with the exception of the largest business in the village that employs 50+ people.

- 3.35 Of the employers in the village, all stated that they employ people from within the village to a greater or lesser extent.
- 3.36 The majority of the businesses are longer standing (10-15+ years), but there are also younger businesses operating within the village.
- 3.37 Of the respondents, a significant proportion of the businesses are operating from homes.
- 3.38 The majority of business respondents stated that Collingham is an excellent or good place to conduct business from, whilst the reason provided for the location of their business is also given as the proximity of their home to their business.
- 3.39 A significant number of business respondents suggested that businesses would be better supported through the creation of improved quantity and quality of industrial, light industrial, office, storage and retail units of a smaller scale and a reasonable rental prices.

4. HIGHER TIER PLANNING POLICY CONTEXT

The Planning Policy Hierarchy

- 4.1 This section provides a summary of the main higher-tier policies with which this Neighbourhood Plan must be consistent.

National Planning Policy Framework (NPPF)

- 4.2 In setting out the Government's planning policies for England, and how these should be applied, the NPPF sets a framework within which locally prepared plans can be produced. The plans that, collectively, guide development in a particular area are referred to as the "development plan". Once they have been formally adopted or made, local plans and neighbourhood plans are both part of the operative development plan for the area to which they apply.

- 4.3 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan, and is a material consideration in planning decisions. At paragraph 31, the NPPF states that:

"Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently".

- 4.4 Paragraph 11 of the NPPF stipulates that plans and decisions should apply a presumption in favour of sustainable development, explaining that:

"For plan-making this means that: a) all plans should promote a sustainable pattern of development that seeks to meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects; Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing

local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies...”.

4.5 The NPPF states, in paragraph 13, that neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies, and should shape and direct development that is outside of these strategic policies.

4.6 Neighbourhood plans are required to meet certain ‘basic conditions’. These are tested through an independent examination before the neighbourhood plan may proceed to referendum. The basic conditions are set out in paragraph 8 of Schedule 4B of the Town and Country Planning Act 1990 (as amended). This states that the plan must:

- have regard to national policies and advice, such as the National Planning Policy Framework;
- contribute to the achievement of sustainable development;
- be in general conformity with the strategic policies in the development plan for the area;
- be compatible with obligations relating to the protection of the environment and habitats, and human rights requirements.

4.7 Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies

Newark & Sherwood Local Planning Policy

4.6 The parish of Collingham is within the Nottinghamshire district of Newark & Sherwood. The local development framework for Newark & Sherwood District is currently made up of two main documents, as outlined below.

Amended Core Strategy, 2019

4.7 This document is a key part of the local development framework and sets out a vision, objectives and policies to help deliver development and change. The

amended core strategy should be read alongside the allocations management DPD which sets out site allocations, designations and more detailed policies for determining planning applications and neighbourhood planning where they exist.

- 4.8 The Neighbourhood Area is located in the Collingham Sub Area as defined in the Core Strategy.
- 4.9 Collingham Village is defined as a Principal Village in Spatial Policy 1. The majority of the Neighbourhood Area is located in Rural Areas as defined in Spatial Policies 1 and 3.
- 4.10 Other Spatial Policies relevant to Collingham are:
- Spatial Policy 7 – Sustainable Transport
 - Spatial Policy 8 – Protecting and Promoting Leisure and Community Facilities
- 4.11 Key policies from the Amended Core Strategy include:
- Core Policy 1 – Affordable Housing
 - Core Policy 2 – Rural Affordable Housing
 - Core Policy 3 – Housing, Mix, Type and Density
 - Core Policy 4 – Gypsies and Travellers – New Pitch Provision
 - Core Policy 6 – Shaping our Employment Profile
 - Core Policy 7 – Tourism Development
 - Core Policy 8 – Retail & Town Centres
 - Core Policy 9 – Sustainable Design
 - Core Policy 10 – Climate Change
 - Core Policy 11 – Rural Accessibility
 - Core Policy 12 – Biodiversity and Green Infrastructure
 - Core Policy 13 – Landscape Character
 - Core Policy 14 – Historic Environment

Allocations & Development Management DPD, 2013

- 4.12 Key policies relating to development in Collingham from the Allocations & Development Management DPD include:
- Policy Co/MU/1 – Collingham Mixed Use Site 1
 - Policy Co/LC/1 – Collingham – Local Centre

- Policy Co/MOA – Collingham – Main Open Areas
- Policy DM1 - Development within Settlements Central to Delivering the Spatial Strategy
- Policy DM2 - Development on Allocated Sites

- Policy DM3 - Developer Contributions and Planning Obligations
- Policy DM4 – Renewable and Local Carbon Energy Generation
- Policy DM5 – Design
- Policy DM6 – Householder Development
- Policy DM7 – Biodiversity and Green Infrastructure
- Policy DM8 – Development in the Open Countryside
- Policy DM9 – Protecting and Enhancing the Historic Environment
- Policy DM10 - Pollution and Hazardous Materials
- Policy DM11 - Retail and Town Centre Uses
- Policy DM12 - Presumption in Favour of Sustainable Development

4.13 There are also several Supplementary Planning Documents (SPDs) and Guidance which provide more detailed guidance on particular issues, including:

- Affordable Housing SPD;
- Developer Contributions and Planning Obligations SPD;
- Landscape Character Assessment SPD;
- Conversion of Traditional Rural Buildings SPD;
- Shopfronts and Advertisements Design Guide SPD;
- Householder Development SPD
- Wind Energy SPD;
- Residential Cycling & Parking Design Standards SPD; and
- Guidance for New Developments –Waste Storage and Collection.

Allocations & Development Management DPD Review

4.14 Newark & Sherwood District Council is in the process of amending the Allocations & Development Management DPD and undertook consultation on the proposed amendments between November 2022 and January 2023. The District Council has stated that it is not proposing to make any new housing, employment or retail allocations through this review.

5. Neighbourhood Plan Vision & Objectives

Vision

5.1 The Vision for this project has developed from:

- work undertaken in consultations since 2020;
- factual evidence gathering;
- residents surveys; and
- work with the Focus Groups.

5.2 The vision is based around the three pillars of sustainable development as set out in the National Planning Policy Framework – social, economic and environmental – providing a useful guide in establishing the policy framework for the Neighbourhood Plan.

5.3 The Vision comprises three elements as follows:

- **Building a Strong Community** – ensuring that the community is supported by a strong social structure and appropriate infrastructure.
- **Supporting a Vibrant Trading Environment** – to develop the economic vibrancy of the village.
- **Delivering a Good Place to Live** – Ensure the protection and enhancement of the natural and built environment, amenities and facilities whilst allowing appropriate new development.

5.4 Collingham will remain a thriving, cohesive village with a distinctive character, continuing to evolve and expand responsibly, ensuring that growth maintains these features, and providing a superior quality of life for current and future generations. Sustainable growth will enable the provision of a choice of new homes - including Affordable Homes which will be indistinguishable and fully integrated with the market housing - to meet the needs of all sections of the community, in a manner which respects the character of the village and wider parish.

Objectives

- 5.5 The following seven objectives define the scope and purpose of the Neighbourhood Plan. Each of the policies (see following chapter) is designed to meet one or more of these objectives. The Neighbourhood Plan is designed to ensure that these objectives are delivered.

Objective 1: Sustainable Development

To ensure that proposals for new development are presented within the wider social, economic and environmental context and that informed decisions about future growth can be made.

Objective 2: Environment, Climate Change & Flood Risk

To effectively protect and manage the natural environment in and around Collingham to achieve sustainable development and mitigate the effects of climate change and flooding.

Objective 3: Design and Heritage

To ensure that all future development, regardless of type or location, does not have a negative impact on the village's unique character, historic environment and landscape setting.

Objective 4: Accessibility, Communications & Sustainable Transport

To facilitate safe movement and access to services and all forms of communications for residents and visitors, through and around Collingham, maximizing the use of sustainable modes.

Objective 5: Community Facilities & Amenities

To protect and enhance the range of community facilities and amenities within the village to improve the quality of life for people both living and working in Collingham.

Objective 6: Housing and Employment

To support limited residential and commercial development within the village, through meeting the strategic requirements for growth whilst maximizing the benefits for the community.

Objective 7: Green Spaces & The Countryside

To protect and enhance the green spaces and ecological corridors in the village and improve connectivity of the public right of way network with access for all.

Engaging with the Community: a Key Principle

- 5.6 This Plan reflects the community's need to have greater involvement and influence in development proposals that come forward between 2024 and 2036. The importance of preapplication engagement is endorsed in the National Planning Policy Framework.
- 5.7 The NPPF recognises the importance of early discussion between applicants and the local community. Paragraph 39 states that '*Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre- application discussion enables better coordination between public and private resources and improved outcomes for the community*'.
- 5.8 Encouraging consultation between developers and the NPSG at an early stage in the planning process will be of benefit to the applicant, as issues can be discussed and resolved at an early stage. The key principle set out below is a voluntary process and is intended to encourage applicants who are submitting plans for new build or replacement buildings to talk to the NPSG prior to a scheme being submitted for planning permission. This process should result in a scheme that is more acceptable to the community and is more likely to secure approval by Newark & Sherwood District Council.

Key Principle: Pre-Application Community Engagement

- 1. Applicants are encouraged to actively engage with the NPSG and the community as part of the design process at the pre-application stage.**
- 2. Applicants are encouraged to provide a short document with the planning application to explain:**
 - a. how the developer has consulted with the community;**
 - b. how issues of concern raised by local people and the NPSG have been addressed;**
 - c. how the layout, boundary treatment and design of the proposal responds and reinforces local character (as detailed in the Collingham Design Code or equivalent); and**
 - d. (where the proposals are for housing development), how this meets local housing need.**

6. THE POLICIES

Policy Overview

- 6.1 The policies have been developed to reflect the views of the residents, stakeholders and groups with an interest in the future of Collingham, taking account of the consultations identified earlier.
- 6.2 The strategic themes within the Neighbourhood Plan have main headings, eg “Environment”. Individual policies have then been identified under the theme heading, eg E1 “Flood Risk Assessments and Mitigation”.
- 6.3 Each policy contains: -
- a) an “Introduction” to explain why a policy is necessary;
 - b) the “Policy”, the elements of which need to be adhered to by developers;
 - c) an “Explanation” statement, which explains the reasoning and justifications for the policy elements.
- 6.4 The Site-Specific policies refer to the sites allocated for development by the Local Planning Authority in its Allocation and Development Management DPD, and they have been given the same reference titles as used in that document.
- 6.5 The references to the main evidence sources for individual policies are contained within the policy itself or in the “Explanation” relating to the policy. A full listing of the evidence-based documents used to support the Neighbourhood Plan is provided at [Appendix ??](#).
- 6.6 Table 8, overleaf, demonstrates how the policies set out in the Neighbourhood Plan meet the objectives contained within the previous chapter. Each of the policies that have been developed seeks to address at least two of the objectives.

Table 8: How the Policies seek to meet the Objectives

	<i>Objectives to be delivered:</i>						
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7
Sustainable Development:							
SD1 – Delivering Sustainable Development	✓	✓	✓	✓	✓	✓	✓
Environment:							
E1 – Climate Change & Carbon Emissions		✓	✓	✓		✓	
E2 – Green & Blue Infrastructure and Biodiversity		✓	✓			✓	✓
E3 – Public Rights of Way & Wildlife Corridors		✓			✓	✓	✓
E4 – Flood Risk		✓	✓				
Design and the Historic Environment:							
DH1 – Sense of Place	✓		✓			✓	✓
DH2 – Public Realm	✓		✓			✓	✓
DH3 – Historic Environment	✓		✓				
Access, Transport & Communications:							
ATC1 – Cycle, Pedestrian and Equine Routes	✓			✓		✓	✓
ATC2 – Public Transport Connectivity				✓	✓	✓	
ATC3 – Highways Impact	✓			✓		✓	
ATC4 – Parking Standards	✓			✓		✓	
ATC5 – High Speed Connectivity	✓			✓	✓		
Community Amenities & Facilities:							
CF1 – Identified Assets	✓					✓	
CF2 – Local Green and Open Spaces	✓	✓	✓			✓	
Housing & Employment:							
HE1 – Housing Type & Density			✓			✓	
HE2 – Affordable Housing Provision	✓					✓	
HE3 – Open Space and New Residential Developments	✓		✓	✓		✓	
HE4 – Economic Development	✓		✓			✓	
Site Specific:							
Appendix 1 – Housing Needs Assessment	✓					✓	
Appendix 2 – Collingham Design Code	✓		✓			✓	✓

SUSTAINABLE DEVELOPMENT (SD)

POLICY SD1 – DELIVERING SUSTAINABLE DEVELOPMENT

Introduction

- 6.7 The aim of this policy is to ensure that development in Collingham contributes positively to environmental, social and economic sustainability and aligns with the spatial strategy and other relevant policies of the Newark and Sherwood Development Plan.

Policy SD1 – Delivering Sustainable Development

1. Spatial context

Development within the Collingham Neighbourhood Area will be supported where it accords with the spatial strategy and other relevant policies of the Newark and Sherwood Development Plan.

2. Sustainable development considerations

Support will be provided for development proposals where they positively address the following considerations, as appropriate to the scale, nature and location of the proposal:

- a) Design quality - the proposal is informed by the Collingham Design Code and respects local character, scale, materials and landscape setting;
- b) Flood risk - the proposal incorporates appropriate measures to manage surface-water and fluvial flood risk, consistent with Policy E4 and other relevant guidance, ensuring no increased risk on or off site;
- c) Blue and green infrastructure - the proposal protects and, where practicable, enhances Collingham's network of green spaces, watercourses, trees and public rights of way, supporting biodiversity, recreation and climate resilience;
- d) Access and movement - the layout enables safe, convenient and inclusive access for walking, cycling and public transport and seeks to minimise unnecessary reliance on private cars;
- e) Community wellbeing - the proposal contributes positively to community wellbeing through good design, access to open space and a healthy living environment;
- f) Agricultural land - the proposal avoids the unnecessary loss of best and most versatile agricultural land, unless there are overriding planning benefits that clearly justify that loss; and
- g) Infrastructure and mitigation - where the proposal generates a need for infrastructure, services or other mitigation, these are addressed in a manner proportionate to the development and consistent with relevant

Development Plan policy and guidance.

Explanatory notes:

- 6.8 This policy addresses the Collingham community's concern that the quality of life, they and visitors to the parish currently enjoy should be retained for future generations. The policy complements Local Plan spatial policies by defining how proposals in Collingham should perform against sustainability objectives. The Collingham Design Codes, Flood Risk and Blue-Green Infrastructure policies, and the Planning Obligations SPD provide the detailed frameworks for implementation. Monitoring will focus on indicators such as modal share, biodiversity net gain, and delivery of on-site community space.
- 6.9 The Design Code is included in the Neighbourhood Plan to help developers and planners to meet the aim of the NPPF "Presumption in Favour of Sustainable Development". It builds on the NSDC policy DM1 to meet the circumstances particular to Collingham.
- 6.10 There is a need to ensure the Blue and Green infrastructures are protected and enhanced; green spaces are provided equitably across Collingham to remedy the deficits identified in the NSDC Green Space Improvement Plan and to add character and public amenity to new development. The judicious use of Developers' Contributions and Obligations can be a very effective way to help ensure that Collingham maintains a sustainable infrastructure.
- 6.11 Collingham has an ongoing traffic problem to the High Street, which was partly solved by the limiting of times that HGVs can travel through the village, but congestion and parking will continue to be challenging issues.
- 6.12 Applicants are encouraged to engage early with Collingham Parish Council as they may be able to assist with the development process.

ENVIRONMENTAL POLICIES (E)

POLICY E1 - CLIMATE CHANGE & CARBON EMISSIONS

Introduction

- 6.13 Unchecked climate change poses a serious global threat to human welfare, the natural environment and economic development. As with all communities around the world, Collingham has a responsibility to play its part in addressing climate change through economic and lifestyle choices. Carefully planned sustainable development will support Collingham's efforts to reduce carbon dioxide emissions. To support this, the Neighbourhood Plan will seek to increase the amount of energy generated locally from renewable and low-carbon sources and to reduce consumption through good design.
- 6.14 The aim of Policy E1 is to support development that helps to address climate change in a way that is proportionate, locally relevant and consistent with the wider Development Plan.

Policy E1 – Climate Change & Carbon Emissions

1. Energy hierarchy and low-carbon design

Development proposals that, where appropriate to their scale, type and location, seek to reduce carbon emissions and support climate-change mitigation will be supported. In doing so, proposals should have regard to the following energy hierarchy:

- a) reducing energy demand through siting, orientation, layout, fabric-first measures and passive design;
- b) improving energy efficiency through the choice of materials, building fabric and building services; and
- c) incorporating renewable and low-carbon energy technologies where these are appropriate to the proposal and compatible with other relevant Development Plan policies.

2. Supporting higher environmental performance

Proposals that go beyond minimum regulatory requirements in order to reduce operational carbon emissions, improve energy efficiency, or achieve recognised standards of environmental performance will be supported, provided that they

are appropriate to the scale and nature of the development and do not conflict with other relevant Development Plan policies.

3. Electric vehicle charging and cycle provision

Where appropriate to the scale and nature of the development, proposals should incorporate electric vehicle charging infrastructure and secure cycle parking/storage in accordance with the latest relevant Building Regulations, the Newark and Sherwood Residential Cycle and Car Parking Standards and Design Guide SPD, and any other relevant local or national guidance.

4. Renewable and low-carbon energy generation

Proposals for renewable or low-carbon energy generation will be supported where they do not result in unacceptable adverse effects on:

- a) landscape character or the settlement setting;
- b) the significance or setting of heritage assets;
- c) residential amenity;
- d) biodiversity or the green infrastructure network; or
- e) highway safety.

Where relevant, proposals should also have regard to the NSDC Wind Energy SPD and any other relevant local or national guidance.

Explanatory notes:

- 6.15 This policy supports development that helps to address climate change in a way that is proportionate, locally relevant and consistent with the wider Development Plan. It encourages applicants to follow a simple energy hierarchy: first reduce energy demand through good design, then improve efficiency, and then incorporate renewable or low-carbon technologies where appropriate.
- 6.16 The policy does not seek to duplicate or replace Building Regulations, nor to impose separate technical standards that are more appropriately dealt with through national legislation or district-wide policy. Instead, it supports development that responds positively to climate-change mitigation and adaptation, and gives positive support to schemes that voluntarily achieve higher standards of environmental performance.
- 6.17 The provision of electric vehicle charging and cycle parking/storage should be addressed in a manner proportionate to the scale and type of development, having regard in particular to the Newark and Sherwood Residential Cycle and Car Parking Standards and Design Guide SPD. Proposals for renewable and low-carbon energy generation should be assessed against the full range of relevant planning considerations, including landscape, heritage, biodiversity, amenity and highway safety.

POLICY E2 - BLUE & GREEN INFRASTRUCTURE AND BIODIVERSITY

Introduction

- 6.18 A healthy natural environment is important to the wellbeing of Collingham residents, retaining the rural character of the village and making it an attractive place for visitors.
- 6.19 The purpose of Policy E2 is to protect, enhance, and extend Collingham's blue and green infrastructure network, improving biodiversity, connectivity, and access to nature. This policy recognises the importance of biodiversity in sustainable communities.

- 6.20 This policy is part of a multi- faceted approach towards conserving the natural environment and the character of Collingham, with its extensive, attractive Rights of Way network. It will allow desirable development within the village to enable the developer open space obligations for sites to be counted towards Green Infrastructure provision. It should therefore be read in conjunction with the other policies within the plan.

Policy E2 (a) – Blue & Green Infrastructure

1. Protection and enhancement of the blue and green infrastructure network

Development proposals will be supported where, as appropriate to their scale, type and location, they:

- a) retain and, where practicable, enhance existing blue and green infrastructure assets, including watercourses, riparian habitats, trees, hedgerows, grasslands and public open spaces;
- b) protect watercourses and associated habitats by incorporating appropriate buffers, naturalised edges and measures to avoid pollution, shading loss or physical disturbance;
- c) strengthen ecological connectivity by delivering green corridors and wildlife habitats that link into the wider network, informed by the Collingham Design Code (2025) and the Policies Map; and
- d) provide new or improved green links within and beyond the site, using native planting, habitat-rich landscaping and boundary treatments that allow for wildlife movement.

2. Active travel and access to the countryside

Development proposals should, where appropriate:

- a) provide safe, direct and permeable routes for walking, cycling and horse-riding within the site, which connect to existing footpaths, bridleways, byways and other public rights of way;
- b) incorporate opportunities to enhance access to these routes, including improvements to surfaces, signage or connections where appropriate and proportionate; and
- c) avoid the loss or severance of existing public rights of way and ensure that any required diversions maintain the route's accessibility, continuity and amenity for its lawful users.

3. Biodiversity and habitat creation

Development proposals will be supported where, as appropriate to their scale, type and location, they:

- a) deliver new habitats such as woodland, hedgerows, species-rich grassland, orchards or wetland features appropriate to local character and site conditions;

- b) integrate wildlife-friendly gardens and boundary treatments, including hedgerows, permeable fences or equivalent features that allow the movement of hedgehogs and other species; and
- c) use landscape design and SuDS features to create multifunctional blue and green spaces with benefits for biodiversity, drainage, climate adaptation and public amenity.

Explanatory notes:

- 6.21 The Collingham Design Codes set out expectations for planting, habitat types, green corridors, and integration with public rights of way. Enhancements to the public rights of way and bridleways should follow relevant local guidance and support improved countryside access. New development should work with existing ecological networks shown on the Policies Map and contribute to a net gain in biodiversity consistent with statutory requirements.

Policy E2 (b) – Biodiversity

1. Biodiversity Net Gain

- a) Development proposals that are subject to the statutory Biodiversity Net Gain requirement must deliver a minimum 10% Biodiversity Net Gain, measured in accordance with national legislation, the statutory Biodiversity Metric and Local Planning Authority requirements.
- b) On-site delivery should be maximised wherever practicable. Where on-site provision cannot achieve the required gain, off-site units or statutory biodiversity credits may be used in accordance with the Environment Act and any applicable Local Nature Recovery Strategy.
- c) Where required, proposals must be accompanied by a Biodiversity Gain Plan demonstrating how the required net gain will be achieved and secured for the applicable period.

2. Protecting species and habitats

Development proposals will be supported where , as appropriate to their scale, type and location, they:

- a) avoid harm to legally protected species and species of principal importance (NERC Act 2006);
- b) where impacts are unavoidable, provide mitigation and compensation proportionate to the scale of impact, targeted to local conservation priorities and informed by an up-to-date ecological assessment;
- c) enhance habitat connectivity by retaining and reinforcing wildlife corridors, hedgerows, grasslands, watercourses and other ecological features; and
- d) maintain or improve the ecological function of ditches, dry ditches and other surface-water features.

3. Habitat creation and nature-friendly design

Development should incorporate habitat creation measures suitable to the site, which may include:

- a) native planting, species-rich grassland, orchards, hedgerows, woodland or wetland features;
- b) SuDS features designed to deliver biodiversity benefits, such as rain gardens, swales, ponds and naturalised drainage;
- c) wildlife-permeable boundaries, including hedgerows or other designs enabling the movement of hedgehogs and small mammals;
- d) integrated habitat features within built structures, including bat roost units and bird nesting bricks, proportionate to the type and scale of development; and
- e) soft landscaping using plant species beneficial to local wildlife and pollinators.

4. Species-specific enhancement for residential schemes

To deliver measurable ecological enhancements, residential development should, as appropriate to its scale, type and location, provide appropriate measures such as integrated bat or bird boxes, swift bricks, hedgehog-permeable boundaries and wildlife-beneficial landscaping. The detailed package of measures may be varied where an ecological assessment demonstrates an alternative package that delivers equal or greater biodiversity benefits.

5. Trees, hedgerows and important landscape features

Hedgerows, trees and other features of ecological, landscape or historic value must be retained and protected unless their loss is demonstrably unavoidable. Where loss cannot be avoided, replacement planting must be incorporated into the scheme using native species and delivering at least equivalent biodiversity, landscape and ecological function.

6. Water environment and water quality

Development proposals must demonstrate that, as appropriate to their scale, type and location, they:

- a) will not result in adverse impacts on waterbody, groundwater or surface-water quality; and
- b) include measures that enhance the water environment, such as riparian buffers, naturalised banks or improved habitat along the River Fleet and other watercourses.

Note: The examples listed in this policy are intended to guide developers and decision-makers in selecting locally appropriate biodiversity measures. The Collingham Design Code contains detailed expectations for planting, SuDS, wildlife-permeable boundaries, and the treatment of trees and hedgerows. All ecological mitigation and compensation should be secured through conditions or planning obligations where required.

Explanatory notes:

- 6.22 This policy reflects the local community's concern to protect the natural environment in and around Collingham. There are no habitats of international importance within Collingham parish. However, development has the potential to degrade or destroy national and local priority habitats or species included in the Natural Environment and Rural Communities (NERC) Act, the UK and Nottinghamshire Biodiversity Action Plans (BAPs) and occurring on Local Wildlife sites, the Local Nature Reserve (Langford Lowfields and Besthorpe Nature Reserve) and other elements of the Green and Blue Infrastructures.
- 6.23 The UK government announced in Biodiversity 2020 - A Strategy for England's Wildlife and Ecosystem Services that it is seeking to change the country's situation of net biodiversity loss to one of net gain. This aim is reflected in NPPF para. 192 that "plans should pursue opportunities for securing measurable net gains for biodiversity" and in section 15 "The planning system should contribute to and enhance the natural and local environment".
- 6.24 Collingham Parish Council is committed to producing a map of local wildlife-rich habitats and wider ecological networks to enable a local strategy for habitat management, enhancement, restoration or creation to be formed. This map will include identifying the trees and strategic vegetation which are of value in giving amenity, character and biodiversity to Collingham within the concept of Blue and Green Infrastructures.

POLICY E3 – PUBLIC RIGHTS OF WAY AND WILDLIFE CORRIDORS

Introduction

- 6.25 Collingham has an extensive network of Public Rights of Way (PROWs) through the village and into the surrounding open countryside.
- 6.26 These PROWs have the potential to be multifunctional: providing healthy sustainable access throughout the parish for all residents and visitors; contributing to the character of the village; and providing attractive open-air trails. They can also contribute to the parish's Green Infrastructure and biodiversity by acting as habitats themselves, as wildlife corridors linking habitats, and, where appropriate, also serving as buffer strips and open space, as described in Policies E2 (a) and E2 (b).
- 6.27 This policy seeks to conserve and enhance the role of Public Rights of Way within development proposals, recognising their importance for access, recreation, landscape character and biodiversity as part of Collingham's wider Green Infrastructure network.

Policy E3 – Public Rights of Way & Wildlife Corridors

1. Protection and integration of Public Rights of Way

Development proposals that affect an existing Public Right of Way, or that create new or diverted routes, will be supported where they:

- a) retain, protect or appropriately incorporate the route and maintain its continuity and character;
- b) integrate Public Rights of Way as part of multifunctional green infrastructure, contributing to access, biodiversity, landscape quality and recreation; and
- c) provide improvements to connectivity, accessibility, safety or surface condition where these are proportionate to the scale and nature of the development.

2. Design principles for new, diverted or improved routes

Where a development proposal creates a new Public Right of Way, diverts an existing route, or includes improvements to a route as part of the development, the route should, where appropriate:

- a) provide sufficient width for its intended users and for ongoing maintenance;
- b) include verges, vegetated margins or naturalised edges that help the route contribute to biodiversity and the wider green infrastructure network; and
- c) use surfaces and gradients suitable for the intended users, taking account of accessibility, local character and the sensitivity of rural or heritage settings.

3. Alignment and design of new or diverted PROWs

Where development creates new Public Rights of Way or diverts existing ones, proposals should, where possible:

- a) align routes through green spaces, landscape corridors or open-space areas, rather than estate roads, unless no reasonable alternative exists;
- b) maximise natural surveillance, connectivity to other paths, and integration with blue and green infrastructure;
- c) provide planting, trees or hedgerows, where appropriate, consistent with the Collingham Design Code (2025), to enhance amenity and ecological value; and
- d) set out appropriate arrangements for the long-term management and maintenance of routes within the development.

Explanatory notes:

- 6.28 This policy applies where development affects an existing Public Right of Way, or where new, diverted or improved routes are proposed as part of development. It is not intended to require every development proposal to alter or upgrade the wider PROW network.
- 6.29 The policy supports development that protects route continuity and, where opportunities arise through development, secures proportionate improvements to accessibility, connectivity, biodiversity value and long-term management. Expectations relating to width, surfacing, planting and accessibility should be applied proportionately, having regard to the users of the route, the location, local character and any relevant highway or rights-of-way guidance.
- 6.30 Where routes are used or intended to be used by horse riders, surfacing, planting, gates, boundaries and street furniture should be appropriate to that lawful use and should not unnecessarily prejudice equestrian access.

POLICY E4 – FLOOD RISK

Introduction

- 6.31 Collingham's community recognises that social and economic growth will be important for the future viability of the village. However, following the experiences of recent major flood events, there are concerns that development will be impacted by more regular flood events from the River Trent and River Fleet along with other watercourses in the Neighbourhood Area. The policy below seeks to ensure that development proposals and planning applications take account of the most appropriate information, flood risk assessments and strategic flood mitigation plans for Collingham.
- 6.32 A number of historical flooding incidents have occurred in the Neighbourhood Area, primarily to the west of the village in open countryside, that have affected isolated dwellings and properties in the lower lying sections of Low Street that are close to the River Fleet. These flood events have occurred historically mainly due to lengthy and heavy periods of rainfall, meaning the River Trent and Fleet over top

their banks. The flooding issue has been exacerbated by poor land drain and dyke maintenance, which have been addressed since the most recent flood event (2023) and continue to be monitored.

- 6.33 When development is proposed in Collingham, the risk posed by surface water flooding should be considered, and this risk should be addressed through a site-specific FRA where required. In addition, existing surface water flooding issues mean that the management of runoff from any development site should be given particular consideration. Where possible, the development should endeavour to discharge runoff via infiltration systems and/or limit the discharge to the greenfield rate.
- 6.34 Development should incorporate Sustainable Urban Drainage Systems (SUDS) as standard, by ensuring that SUDS is developed as part of all new development, it should be possible to ensure that the new housing results in no net additional surface water runoff. Flood swales also offer biodiversity and green infrastructure benefits.
- 6.35 Policy E4 is intended to ensure that development in Collingham is safe from flooding, does not increase flood risk elsewhere, and incorporates sustainable drainage solutions that deliver environmental benefits.

Policy E4 – Flood Risk

1. Location and flood risk assessment

- a) Development proposals must follow the sequential approach set out in national policy and the Newark and Sherwood Development Plan, directing development to areas of lowest flood risk wherever feasible.
- b) Proposals located within Flood Zones 2 or 3, or in areas identified as being at risk from surface-water flooding, must be accompanied by a site-specific Flood Risk Assessment (FRA) that:
 - i. demonstrates that the development will be safe for its lifetime, taking account of all potential sources of flooding and climate-change allowances;
 - ii. does not increase flood risk elsewhere; and
 - iii. incorporates appropriate flood-resistance and flood-resilience measures, having regard to national guidance and to the advice of relevant risk-management bodies, where applicable.

2. Extensions and changes of use in higher-risk areas

Alterations, extensions or changes of use within Flood Zones 2 or 3 will be supported where the FRA demonstrates that:

- a) the development maintains or improves the safety of occupants;
- b) appropriate flood-resilient construction and design measures are included; and
- c) the proposal will not lead to increased flood risk on or off site.

3. Surface water management

- a) Development proposals must demonstrate that surface-water run-off will be managed so as not to increase flood risk on or off site. Surface-water discharge rates and volumes should, where feasible and appropriate, be limited to greenfield run-off rates, unless an alternative approach is agreed with the Lead Local Flood Authority and is supported by site-specific evidence.
- b) Proposals must demonstrate, using relevant national and local flood-risk evidence, that they do not increase surface-water flood risk within the site or elsewhere.

4. Sustainable Drainage Systems (SuDS)

- a) All major development, and other development where relevant to flood and drainage considerations, must incorporate Sustainable Drainage Systems (SuDS) unless demonstrated to be inappropriate.
- b) SuDS should be designed to provide multiple benefits, including effective surface-water management, biodiversity enhancement and habitat creation, improved public amenity and landscape value, and contribution to the blue and green

infrastructure network.

- c) SuDS should be designed with reference to the Non-Statutory Technical Standards, the guidance of the Lead Local Flood Authority, and the Collingham Design Code (2025), where relevant.

Explanatory notes:

- 6.36 This policy is a result of the concern of the Collingham community as reflected in returns from surveys and the Collingham & Girtton Flood Response Group, for a strategic plan to mitigate the effects of flooding in and around the village.
- 6.37 Surface-water drainage and run-off matters should be addressed in consultation with the Lead Local Flood Authority where relevant. Evidence may include Environment Agency mapping, Lead Local Flood Authority information, local flood-risk evidence and site-specific assessment.
- 6.38 The policy is concerned with outcomes - ensuring development is safe for its lifetime and does not increase flood risk on or off site - rather than imposing a single technical solution in every case.
- 6.39 Collingham Parish Council will work closely with the community and interested bodies to investigate possible flood risk mitigation for the village.

DESIGN & THE HISTORIC ENVIRONMENT (DH)

POLICY DH1 – SENSE OF PLACE

Introduction

- 6.40 The Collingham community is very proud of the character and appearance of its village. The preservation and enhancement of not only the Conservation Area, but also the whole village area, is considered vitally important to maintain an attractive and vibrant settlement. It is important that new development takes account of the opportunities and constraints offered by individual sites and by the wider settlement, to deliver contextually responsive design solutions that will stand the test of time.
- 6.41 Policy DH1 seeks to ensure that development in Collingham responds positively to local character and delivers high-quality, inclusive and sustainable design in line with the Collingham Design Code. It also supports the role of the Collingham Local Centre as the main focus for retail, commercial and community activity, in a manner consistent with the wider Development Plan.

Policy DH1 – Sense of Place

1. Design quality and local character

Development proposals will be supported where, as appropriate to their type, scale and location, they:

- a) respond positively to the local context, including settlement character, built form, landscape setting and the historic environment;
- b) deliver high-quality design that is functional, inclusive, visually coherent and adaptable over time;
- c) make efficient use of land and resources through layout, orientation, materials and construction methods, where appropriate to the scale and nature of the proposal; and
- d) contribute to the well-being of residents and users by providing safe, attractive, accessible and healthy environments.

2. Local Centre focus

Development proposals for main town centre uses should support and reinforce the role of the Collingham Local Centre, as the principal focus for retail, commercial and community activity, having regard to the sequential approach and impact considerations set out in national policy and the Newark and Sherwood Development Plan.

Proposals located outside the Local Centre will be supported where they are consistent with those national and Development Plan policy tests and do not give rise to significant adverse impacts on the vitality or viability of the Local Centre itself.

3. Use of the Collingham Design Code

Development proposals should demonstrate how they have been informed by the Collingham Design Code (2025), where relevant to the type, scale and location of development proposed.

Proposals that depart from specific provisions of the Design Code may be supported where a clear design-led justification demonstrates that an equal or higher standard of design quality, character and placemaking would be achieved.

4. Design statements

Where a Design and Access Statement is required, or where design issues are central to the proposal, applicants should explain how:

- a) the proposal has been informed by the Collingham Design Code, where relevant;
- b) the design responds to local character and site context; and
- c) a high-quality, sustainable and inclusive design outcome has been achieved.

Explanatory notes:

- 6.42 The Collingham Local Centre is identified in the wider Development Plan as the main focus for retail, commercial and community activity. This policy supports that role, but does not seek to displace or duplicate the application of national and Development Plan policy relating to the sequential approach and impact assessment for main “town centre” uses
- 6.43 The purpose of the policy is therefore to reinforce the importance of the Local Centre in a way that is consistent with the wider planning policy framework. The Collingham Design Code remains a key material guide to achieving development that is locally distinctive, well designed and responsive to context.
- 6.44 In order to support this policy, the Neighbourhood Plan Steering Group has worked closely with local people and interest groups to produce the Collingham Design Guide/Code (Appendix 1), which builds on NPPF and Newark and Sherwood policies and includes specific observations and guidelines for new development based on an assessment of the village.

- 6.45 The purpose of the Design Guide/Code is to help planners and developers in the preparation of proposals. It is not intended to stifle or restrict the design process, but guide development to enhance the character of Collingham and meet the Neighbourhood Plan vision and objectives.

POLICY DH2 – PUBLIC REALM

Introduction

- 6.46 The character of Collingham derives as much from the space between the buildings as from the buildings themselves. The local community has identified the quality of the public realm as being a key aspect of creating an attractive place to live, work and shop. The public realm includes streets, footways, cycle routes, squares, greens, verges, and any other space to which the public has access. The Collingham Design Code provides detailed guidance on materials, planting, lighting, boundary treatments, and street design principles that should inform development proposals. Improvements should be proportionate and focused on enhancing the quality and connectivity of the parish's movement network and open spaces.
- 6.47 New development can contribute positively to the local public realm both within and surrounding the village, and different types of development will offer different opportunities.
- 6.48 Policy DH2 sets out the framework for assessing the acceptability of proposals, with the aim of ensuring that development contributes positively to Collingham's public realm, delivering safe, inclusive, attractive and well-designed streets and public spaces that reflect local character and support community well-being.

Policy DH2 – Public Realm

1. Development affecting the public realm

Where relevant to the type, scale and location, development proposals that affect the public realm must demonstrate how they:

- a) enhance or maintain the quality, safety and accessibility of streets, pavements and other publicly accessible spaces;
- b) provide coherent and attractive frontages that contribute positively to local character, informed by the *Collingham Design Code (2025)*; and promote inclusive movement, ensuring safe and legible routes for all users, including pedestrians, cyclists, wheelchair users and those with limited mobility.

2. Public realm improvements associated with development

Where proportionate to the scale and nature of the proposal, development should:

- a) deliver public realm improvements that enhance connectivity, accessibility, safety and visual quality;
- b) integrate materials, planting, lighting and street furniture consistent with the Collingham Design Code; and
- c) demonstrate that the proposed works are directly related to the development and respond to its likely impacts.

3. New public spaces

Where new public spaces are provided, they must be:

- a) of a scale, type and character appropriate to the development and its surroundings;
- b) designed to maximise inclusive access, comfort, shade, seating and legibility;
- c) laid out to promote natural surveillance, reduce opportunities for anti-social behaviour, and create a safe and welcoming environment;
- d) landscaped with high-quality planting, consistent with the Collingham Design Code; and
- e) supported by clear and proportionate long-term management and maintenance arrangements.

Explanatory notes:

- 6.49 All relevant planning applications are required to demonstrate how they will contribute to the surrounding public realm (the space between buildings) within the settlement. This does not necessarily mean that all developments should deliver new public realm, as it may be more appropriate in some cases to improve existing

public realm links on or around a site, especially where they help to create links to shops and other services. Further details of the

6.50 characteristics of the local area are provided within the Collingham Design Code (Appendix 1), and it is expected that this should form the starting point when designing and setting out public realm responses.

6.51 The community has identified a number of criteria that will need to be considered in the design of landscape proposals. This may include elements beyond typical 'public realm' treatments however a holistic response is necessary to address some of the criteria. Applications which do not address these are unlikely to be supported.

POLICY DH3 – HISTORIC ENVIRONMENT

Introduction

6.52 The local community acknowledges the importance of new development and the benefits it can bring to the viability of Collingham. However, there is considerable concern that developments should maintain and enhance the heritage of the village as it grows in the future.

6.53 The Town and Country Planning (Listed Buildings and Conservation Areas) Act (1990) includes legislative guidance for the delivery of development affecting Conservation Areas and Listed Buildings. In addition to this, the National Planning Policy Framework and National Planning Policy Guidance provide guidance on how heritage assets, including those which are not designated, should be used effectively to achieve sustainable development.

6.54 Collingham Conservation Area contains a concentration of buildings, spaces and views that contribute to the historic identity of the village. The Conservation Area Character Appraisal identifies the key features that define this area's significance.

6.55 The Neighbourhood Plan endorses the NSDC Collingham Conservation Appraisal 2006 but acknowledges that it requires review, through a process separate from the Neighbourhood Plan, to remain fit for purpose. One of the aims of the

Collingham Conservation Area Appraisal review will be to ensure that the protection for this area reflects the importance of the layouts and links between the listed buildings, particularly in their relationships with the village.

- 6.56 Whilst the Collingham Conservation Area's designation protects those historic assets which contribute most to the character of the town, there is concern that there are built features outside this designated area which require consideration in development proposals and, in the case of archaeology, planners and developers should be made aware of both known and new finds.
- 6.57 Including the Conservation Area and extending beyond it, the historical village, as shown on the proposals map, has been identified by Collingham Parish Council as being the area which has the greatest concentration of listed buildings, including the churches, the large manors along with large and small farm dwellings. These features are the central attraction for residents and visitors and must not be compromised by development.
- 6.58 There is also a need to expand the identification of "Unlisted Buildings of Local Interest" used in the Collingham Conservation Appraisal Review 2006 into a wider "Register of Non-Designated Heritage Assets", in accordance with the NPPF's guidance and criteria, and to develop a record of existing and emerging archaeological finds in an "Historic Core (archaeology)".

Policy DH3 – Historic Environment

1. Conservation and enhancement

Development within or adjacent to the Collingham Conservation Area, or affecting its setting, will be supported where it:

- a) preserves and, where practicable, enhances the area's special character, appearance and historic significance;
- b) demonstrates a clear understanding of the significance of the heritage asset and its setting, informed by the *Collingham Conservation Area Character Appraisal*;
- c) responds positively to the area's prevailing built form, including scale, massing, plot patterns, roofscape and local materials; and
- d) maintains or enhances important views, townscape features, boundary treatments and the spatial qualities that contribute to local distinctiveness.

2. Use of the Collingham Design Code and Character Appraisal

Development proposals must demonstrate how they have been informed by:

- a) the *Collingham Conservation Area Character Appraisal (2025)*; and
- b) the *Collingham Design Code (2025)*, including guidance on materials, detailing, landscape design, and boundary treatments.

Proposals that diverge from specific design-code provisions will be supported where they provide design-led justification demonstrating that the scheme achieves outcomes that conserve or enhance the character and significance of the Conservation Area.

Explanatory notes:

- 6.59 The NP consultations established that the conservation and enhancement of the historic assets within Collingham is a priority for local residents. The policy has been prepared with the support of the NP Design & Heritage Group..
- 6.60 In line with NSDC Strategic Policies, wider legislation and guidance in the NPPF, section 16 (Conserving and enhancing the historic environment), this policy seeks to conserve and enhance historic assets and townscape within Collingham parish. This includes not only the historic artefacts identified in the Conservation Area Appraisal 2006 but also “non- designated heritage assets” and the wider archaeology.
- 6.61 Collingham is the product of many layers of historical development, all of which have left their mark, and there is a need to ensure that a record of all historic assets within the parish is compiled to enable planners and developers to give due consideration to these in planning proposals. To this end the Neighbourhood Plan incorporates two provisions:-
- a) Collingham Conservation Area, and;
 - b) a Register of Non-designated Heritage Assets
- 6.62 Collingham Parish Council identified the Conservation Area in order to draw attention to the area of greatest concentration of historic interest in the town, unspoilt by discordant development, giving Collingham a special appeal for residents, historical analysts, and other visitors.
- 6.63 The Register of Non-designated Heritage Assets of Local Interest will be based on the Newark & Sherwood District Council “Non-Designated Heritage Asset Criteria” (March 2022) to identify above-ground features of historical and architectural value which lie outside the Collingham Conservation Area.
- 6.64 The potential for development to damage or have a negative impact on the above and below ground historic artefacts is high within Collingham. In addition to drawing attention to the whereabouts of those features which are considered to be of historic importance, this policy seeks to set standards to ensure that proper pre-

submission studies, particularly in the case of archaeology, are undertaken before development can take place.

- 6.65 In a separate but complementary process to the Neighbourhood Plan, Collingham Parish Council will work closely with NSDC and the local community to review the Conservation Area Appraisal by 2026 and help produce the Register of Non – designated Heritage Assets of Local Interest.
- 6.66 There may be a need in the review of the Conservation Area to consider the extent of the boundaries of the Area. It could also highlight for planners and developers the importance of the historic layouts of properties, vistas along streets, open spaces between buildings and natural features which give setting to the Conservation Area and the historic assets within it.
- 6.67 The Register of Non – Designated Heritage Assets will inform developers and planners of buildings outside the Conservation Area that the Collingham community consider to be of architectural or heritage value and which contribute to the history and character of the village.

ACCESS, TRANSPORT & COMMUNICATIONS (ATC)

POLICY ATC1 – CYCLE, PEDESTRIAN & EQUINE

ROUTES

Introduction

- 6.68 The policy is intended to ensure that development enhances Collingham's network of safe, inclusive and well-connected walking, cycling and equine routes, supporting access to the village centre, schools and key community facilities. By developing new routes and enhancing existing ones, it is hoped that there can be improvements to health, recreation and reduced road congestion making Collingham more sustainable and accessible to all.

Policy ATC1 – Cycle, Pedestrian & Equine Routes

1. Contribution to the active-travel network

Development proposals will be supported where they demonstrate that, as appropriate to their type, scale and location, they:

- a) enhance, extend or connect to the existing pedestrian, cycle and equine network, proportionate to the scale and location of the development;
- b) improve safe and direct access to the village centre and other key destinations; and
- c) do not compromise the safety, continuity or quality of existing rights of way or permissive routes.

2. Design requirements for new or improved routes

Where development provides new routes or enhances existing ones, proposals must demonstrate that they:

- a) Deliver safe, secure and well-lit movement corridors, with natural surveillance and good visibility along the route;
- b) Incorporate high-quality design, including surfacing, planting and street furniture where appropriate to the location and character of the area;
- c) Provide safe and accessible crossings, minimising severance and ensuring inclusive access for disabled users, wheelchair users, older people and those with prams or pushchairs;
- d) Support or contribute to safe routes to school, where relevant to the location and impacts of the development; and
- e) Maintain or enhance bridleways and equine routes, ensuring appropriate surfacing, wayfinding and safety measures.

3. Integration with wider movement and public realm

As appropriate to their type, scale and location, developments should:

- a) Integrate active-travel routes with adjacent public realm, landscape and open-space proposals; and
- b) Use materials and design principles consistent with the Collingham Design Code (2025), including signage, boundary treatments and planting that reinforce local character; and
- c) Provide safe and accessible crossings, minimising severance and ensuring inclusive access for disabled users, wheelchair users, older people and those with prams or pushchairs; and
- d) Support or contribute to safe routes to school, where relevant to the location and impacts of the development; and
- e) Maintain or enhance bridleways and equine routes, ensuring appropriate surfacing, wayfinding and safety measures.

4. Integration with wider movement and public realm

As appropriate to their type, scale and location, developments should;

- a) Integrate active-travel routes with adjacent public realm, landscape and open-space proposals; and
- b) Use materials and design principles consistent with the Collingham Design Code (2025), including signage, boundary treatments and planting that reinforce local character.

Explanatory notes

6.69 Consultation with Collingham's has highlighted the importance of developing and enhancing existing pedestrian and cycle networks to offer sustainable alternatives to the private car. The policy seeks to address the impact of climate change through making sustainable modes of transport more accessible, useable and designed to a high quality.

6.70 The enhancement of existing networks has been prioritised over developing new routes where possible. This is a more sustainable option; however, routes will need to be provided for new residential developments. New routes will focus on creating links between residential areas and local facilities and services, predominantly schools (through the safe routes to school initiative), community facilities and the town centre. This will avoid creating remote communities which rely on the private car. The NPPF states in para. 109 that development should identify and pursue opportunities to promote walking, cycling and public transport use.

- 6.71 The evidence for this policy relates to consultation responses from the local community and other interested parties, including the County Council Highways Department.
- 6.72 Where a route is used, or intended to be used, by horse riders, the design of surfacing, planting, gates, street furniture and boundary treatments should be appropriate to the lawful users of the route and should not unnecessarily prejudice equestrian use.

POLICY ATC2 – PUBLIC TRANSPORT CONNECTIVITY

Introduction

- 6.73 Collingham is already considered to be a sustainable settlement by NSDC, with public transport services within the town and linking to Newark, Lincoln and Nottingham. The Development Plan continues to promote and expand the provision of, and use of, sustainable modes of transport. The Neighbourhood Plan sets this in the context of an integrated transport system which is able to improve the quality of access in and around Collingham.
- 6.74 Collingham's accessibility relies on strong connections between active travel routes and public transport. Improvements should focus on inclusive access, safe and legible routes and high-quality waiting facilities. Measures should be proportionate and directly related to the scale and impacts of the development. Policy ATC2, therefore, seeks to ensure that development supports an integrated and accessible transport network by improving connections between walking, cycling and public transport within Collingham.

Policy ATC2 – Public Transport Connectivity

1. Supporting sustainable transport interchange

Development proposals will be supported where they demonstrate that, to the extent that is feasible and reasonable in the context of the type and scale of development proposed, they:

- a) improve safe and direct pedestrian and cycle access to existing or proposed bus stops or the railway station;
- b) facilitate interchange between sustainable modes, including through measures such as footpath links, cycle parking, wayfinding, dropped kerbs, accessible routes and safe crossing points;
- c) do not compromise the operation, accessibility or safety of existing public transport routes or stops; and
- d) integrate with the active-travel routes promoted under Policy ATC1 and wider public realm improvements.

2. Proportionate enhancements to public transport facilities

Where proportionate to the scale and impact of the development, proposals should:

- a) provide or contribute to improvements to bus stop facilities, such as accessible kerbs, seating, shelters or real-time information;
- b) ensure that routes to public transport facilities are inclusive, well-lit and designed with natural surveillance; and
- c) support the delivery of a more integrated movement network by aligning access points, site layouts and movement corridors with bus routes and key destinations.

Explanatory

6.75 The development of an integrated transport system is strongly supported by the Collingham community as it will enhance connectivity through Collingham and to the wider transport network. It will enable essential access for residents and visitors into Collingham village centre and to neighbouring areas which offer vital employment opportunities. The integrated transport system will offer sustainable modes of transport which will reduce the impacts of climate change and further promote Collingham as a sustainable settlement.

- 6.76 The provision of well-located bus stops with a shelter, raised kerb, clearway enforcement where required, and real-time information at suitable stops will be supported.
- 6.77 Contributions will be sought from developers where appropriate, to mitigate and minimise pressures put on the transport system as a result of the development. Furthermore, contributions will ensure improvements can be made in Collingham to encourage existing and new communities to be more sustainable. The focus on connecting long distance modes has been highlighted because this emphasises the importance of connecting different transport modes to offer a viable alternative to the private car, including taxis and community buses.
- 6.78 Where proposals are close to the operational railway, Collingham station or a level crossing, early engagement with Network Rail will be expected so that safety, access, construction and mitigation issues can be properly considered.
- 6.79 The evidence for this policy relates to consultation responses from the local community and other interested parties, including the County Council Highways Department.

POLICY ATC3 – HIGHWAYS IMPACT

Introduction

- 6.80 The safety and quality of the local highways network has been highlighted to be particularly important to both residents and local business in Collingham. This includes both the mitigation of impacts caused by new developments and existing road and junction improvements. The junctions listed in the policy have been identified by the community as being particular priorities and will be reviewed by Collingham Parish Council throughout the plan period.
- 6.81 Policy ATC3 seeks to ensure that development provides safe and suitable access for all users and mitigates any unacceptable impacts on the highways and movement network in Collingham.

Policy ATC3 – Highways Impact

1. Transport impacts and mitigation

Development proposals will be supported where they demonstrate that they:

- a) provide safe and suitable access for all users, including pedestrians, cyclists, public transport users and vehicles;
- b) do not result in unacceptable residual cumulative impacts on the safety, capacity or operation of the highway network; and
- c) include appropriate measures to avoid, minimise or mitigate transport impacts arising directly from the development.

2. Mitigation and contributions

Where necessary to make development acceptable in planning terms, appropriate mitigation measures or developer contributions may be sought for highways, access and movement improvements related to the impacts of the proposal. Such measures may include improvements to junctions, traffic management, public transport access, pedestrian and cycle connections, or safety enhancements.

Explanatory notes:

- 6.82 The purpose of the policy is to ensure that development does not give rise to unacceptable impacts on the highway and movement network, and that suitable mitigation is secured where needed. The detailed operation of planning obligations and developer contributions is addressed through national policy and legislation, the District Council's Planning Obligations SPD, and the requirements of the Highway Authority.
- 6.83 Transport impacts should be assessed in accordance with national guidance and local highway authority requirements. The District Council's Planning Obligations SPD and Nottinghamshire County Council highway guidance provide further detail on the type of mitigation that may be appropriate.

POLICY ATC4 – PARKING STANDARDS

Introduction

- 6.84 The impact of parking needs to be carefully considered within the Neighbourhood Plan to ensure there is sufficient parking to meet operational needs without harming local character, causing overspill onto neighbouring streets, or creating avoidable highway safety or streetscape problems. Parking design should also have regard to the relevant principles in the Newark and Sherwood Residential Cycle and Car Parking Standards and Design Guide SPD (2021), where applicable.

Policy ATC4 – Parking Standards

1. Assessing parking need for non-residential development

Non-residential development proposals will be supported where they demonstrate that the level of parking provision is:

- a) proportionate to the type, scale and operational needs of the development;
- b) informed by the site's accessibility, including proximity to the village centre, public transport services, walking and cycling routes;
- c) reflective of the anticipated number of employees and visitors, including at peak times; and
- d) consistent with the relevant standards and principles of the Highway Authority and with any applicable supplementary guidance.

2. Parking design and layout

Parking associated with development should be designed to:

- a) integrate with local character, using materials, boundary treatments and layouts consistent with the Collingham Design Code (2025);
- b) avoid harmful visual impacts on the streetscape and neighbouring properties;
- c) reflect the relevant design principles in the Newark and Sherwood Residential Cycle and Car Parking Standards and Design Guide SPD (2021), including support for well-integrated on-plot or forecourt parking where appropriate to the development and its context;
- d) avoid, where possible, parking arrangements that would result in poorly overlooked or visually intrusive rear parking courts; and
- e) be contained within the site and managed so as to prevent unacceptable overspill parking onto surrounding streets.

3. Accessibility and active travel

Parking and servicing layouts should:

- a) maintain or enhance safe and direct access for pedestrians, cyclists and disabled users; and
- b) integrate with wider active-travel and public realm improvements in accordance with Policies ATC1 and DH2.

Explanatory notes:

- 6.85 Parking provision should reflect the operational needs of each proposal while supporting good design, active travel and highway safety. In assessing parking levels and parking design, regard should be had not only to highway authority standards but also to the Newark and Sherwood Residential Cycle and Car Parking Standards and Design Guide SPD (2021), where applicable.
- 6.86 That SPD supports a range of parking solutions but indicates a preference for on-plot parking arrangements, particularly where users can see their vehicles from within the property, and discourages poorly overlooked rear parking courts.
- 6.87 This policy therefore seeks to ensure that parking is both functional and well integrated into the character and layout of development in Collingham.

POLICY ATC5 – HIGH SPEED DIGITAL CONNECTIVITY

Introduction

- 6.88 Policy ATC5 seeks to support the provision of reliable, high-quality digital infrastructure in Collingham, recognising its importance for home working, business activity, education and access to services.

Policy ATC5 – High Speed Digital Connectivity

1. Prioritising high-speed digital connectivity

Development proposals that create new dwellings, new commercial floorspace or other forms of development where digital connectivity is likely to be material to the use of the site should prioritise the provision of gigabit-capable broadband, including full-fibre connections where feasible, in line with national policy and relevant provider requirements.

Where an immediate full-fibre connection is not feasible, proposals should demonstrate that they have had regard to the future provision of high-quality digital connectivity, including the use of appropriate passive infrastructure where this is practical and proportionate.

2. Passive infrastructure and site design

Where practical and proportionate to the scale and nature of the development, proposals should make provision for ducting, cabling routes, connection points and other passive infrastructure that would facilitate the delivery or future upgrading of digital services.

Proposals may also incorporate measures that assist mobile connectivity where appropriate to the development proposed.

3. Supporting information

Where digital connectivity is a material consideration for the proposal, the application should explain, within the supporting material, how digital infrastructure has been taken into account, including any known delivery constraints and any proposed measures to address them.

Explanatory note:

- 6.89 Reliable digital connectivity is increasingly important to the functioning and sustainability of rural communities, including for home working, business development, education and access to services. This policy therefore supports the prioritisation of high-quality digital infrastructure in forms of development where

such provision is likely to be material.

The policy is not intended to impose a rigid requirement on every form of development, nor to require a separate specialist statement in every case. Instead, it seeks a proportionate approach in which applicants address digital connectivity where relevant and make reasonable provision for future upgrades where feasible.

COMMUNITY FACILITIES AND AMENITIES (CF)

POLICY CF1 – IDENTIFIED ASSETS

Introduction

- 6.90 The Vision for Collingham taken forward in this plan sees local services and facilities as an important part of ensuring a good quality of life for new and existing residents. The community has identified several facilities, buildings and spaces that contribute to local wellbeing. The planning system has a responsibility towards health and well-being. Protection and enhancement of such facilities help to address this responsibility.
- 6.91 Policy CF1, therefore, aims to protect Collingham's valued community facilities and support proposals that enhance their quality, accessibility and long-term sustainability.

Policy CF1 – Identified Assets

1. Enhancement of community facilities

Development proposals that enhance, expand or improve community facilities - whether on their existing site or as part of a relocation - will be supported, provided they:

- a. are accessible to all members of the community;
- b. improve the quality, capacity or functionality of the facility; and
- c. comply with other relevant policies of the Development Plan.

2. Protection of existing community facilities

The loss of a community facility—including but not limited to healthcare services, sports and leisure facilities, community centres and halls, places of worship, allotments, libraries, Post Office facilities and public houses—will not be supported unless one of the following is demonstrated:

- a) Lack of need - proportionate and independently verifiable evidence shows that the facility is no longer required to meet current or future community needs;
- b) Lack of viability - the facility is demonstrably unviable for continued community use, and reasonable efforts have been made to secure its retention, including marketing for community use for an appropriate period; or
- c) Equivalent or improved replacement - an alternative facility of equivalent or better quality, capacity and accessibility is provided within Collingham or in a location that is easily accessible to the community the existing facility serves.

3. Temporary or partial loss

Where redevelopment results in the temporary or partial loss of a community facility, proposals must demonstrate how continuity of provision will be secured for the affected community during construction or transition.

Explanatory notes:

- a. The evidence justifying this policy relates to consultation responses from the local community and other interested parties.
- b. Collingham is a settlement with a significant number of facilities and services, all of which have been identified by the community as being important and for which some degree of protection from redevelopment or change of use is sought. As a result, the types of development which are protected are listed in the policy, rather than each individual facility being mentioned specifically.
- c. The policy introduces a presumption in favour of the retention of these facilities, which means that their loss will be resisted, given that there is anticipated to be an increased demand for them, due to the growth in population expected to result from

any new housing. However, caveats are in place to allow the loss of a building or facility where a facility may be relocating or expanding, and where new or alternative facilities are provided.

- d. The plan covers a long period of time, and it is highly likely that circumstances will change. The policy also allows for the removal of facilities, should they no longer be required either as a result of lack of patronage or changes in delivery models. In these circumstances the onus will be on the applicant to demonstrate that the facility is no longer financially viable, or that it is no longer required.

POLICY CF2 – LOCAL GREEN AND OPEN SPACES

Introduction

- e. Green and open spaces in residential areas are important for people's healthy, happy lives and for community development. The plan seeks to protect and improve green and open spaces in Collingham which can also enhance biodiversity and the Blue and Green Infrastructure.
- f. There has been an accumulating deficit in green and open space provision in Collingham. The Collingham community have highlighted the deficit of open green space in the village in consultation responses. New developments should contribute to reducing the deficit.
- g. Consultation responses highlighted the importance of Collingham's green and open spaces, including play areas, allotments, sports facilities and amenity greens, to recreation, wellbeing, biodiversity and local character. This policy is intended to protect and improve such spaces where they serve community, recreational, landscape or biodiversity functions. It does not replace or duplicate the separate Development Plan policy approach to Main Open Areas.
- h. The purpose of Policy CF2 is to protect Collingham's network of green and open spaces and ensure that new development contributes positively to recreation, amenity, landscape character and biodiversity.

Policy CF2 – Local Green and Open Spaces

1. Provision of green and open space in new development

Development proposals will be supported where they:

- a) provide green and open space in accordance with the quantity, quality and accessibility standards set out in the NSDC Developer Contributions and Planning Obligations SPD (as updated), proportionate to the scale and type of the development; and
- b) integrate these spaces into the wider blue and green infrastructure network through layout, landscaping, planting and appropriate walking and cycling connections.

Where it is demonstrated through proportionate evidence that on-site provision is not feasible or appropriate, financial contributions toward equivalent off-site provision may be acceptable, in accordance with the SPD and relevant CIL Regulation 122 tests.

2. Protection of existing green and open spaces

Development proposals that would result in the loss of existing green and open spaces, including allotments, sports fields, play areas and amenity greens, will not be supported unless one of the following criteria is met:

- a) evidence demonstrates that the space is no longer needed to meet current or future community needs; or
- b) the loss is replaced by provision of equivalent or better quality, quantity, accessibility and functionality, secured in advance of the development and located within Collingham Parish or otherwise easily accessible to the community it serves.

3. Quality and design of replacement or enhanced spaces

Replacement or enhanced green spaces should, where appropriate:

- a) be designed to support recreation, community use, biodiversity and landscape value;
- b) provide safe and inclusive access for all users; and
- c) be informed by the Collingham Design Code (2025) and relevant open space standards.

Explanatory note:

- a) The Neighbourhood Plan seeks to protect existing green and open spaces in Collingham under the parameters set out in paragraphs 106, 107 and 108 of the NPPF.
- b) Future development in Collingham will be required to contribute to addressing the shortfall in green and open space within the guidance in the NPPF by protecting

existing facilities and by creating new multifunctional open spaces.

- c) Main Open Areas identified in the Newark and Sherwood Development Plan perform a different policy function relating to the form and structure of the settlement and are not dealt with through this policy. This policy instead focuses on green and open spaces that serve community, recreational, amenity, landscape or biodiversity purposes and that may be capable of replacement or enhancement in appropriate circumstances.

HOUSING AND EMPLOYMENT (HE)

POLICY HE1 - HOUSING TYPE, DENSITY & SIZE

Introduction

- d) This policy seeks to set out the appropriate mix of housing (whether affordable or otherwise) to meet the need identified through consultation findings and the AECOM Housing Needs Assessment (2023) and through consultation with the wider community within Collingham.
- e) The Neighbourhood Plan seeks to encourage the provision of smaller homes for young people and families and emphasises the importance of social housing and bungalows in order to diversify the housing mix within the settlement. It reflects the need to encourage young people and young families to stay in Collingham. This will support local businesses, schools and other facilities. Smaller units may encourage downsizing which will free up family accommodation.
- f) The Neighbourhood Plan area contains both the main village of Collingham and the smaller settlement of Brough. Para. 82 of the NPPF states that LPA's should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and consider whether allowing some market housing on these sites would help to facilitate this. Para. 83 goes on to state that housing should be located where it will enhance and maintain the vitality of rural communities and support local services. From the community surveys it is apparent that although Brough is a separate settlement its residents rely on and support the services that Collingham provides.

- g) In addition, the historic nature and character of Collingham is to be protected and reinforced by new development which reflects densities appropriate to both the settlement as a whole and the location and type of housing to be provided.

Policy HE1 – Housing Type and Density

1. Housing mix

a) Residential development proposals of 10 or more dwellings, or on sites of 0.5 hectares or more, should provide a mix of dwelling types and sizes that responds to local housing needs, having particular regard to the 'Desired Mix (2036)' column in Table HE1 and to any updated local evidence.

b) Proposals that contribute positively to the rebalancing of the parish's housing stock, particularly through the provision of smaller homes (1-2 bedrooms), family housing (3 bedrooms), and homes suited to older people, will be supported.

c) Table HE1 is intended to guide the overall direction of housing mix in a broad and proportionate way. Exact conformity with the indicative percentages will not be required, provided that the proposal has had appropriate regard to local housing needs, site context, design considerations, viability and any more up-to-date evidence.

2. Viability and flexibility

Where a proposal departs materially from the broad direction of the indicative mix and viability is relied upon as part of the justification, proportionate viability evidence may be required by the Local Planning Authority.

3. Housing for older and disabled people

Development proposals that include bungalows, accessible and adaptable homes, wheelchair-user dwellings, or specialist housing for older or disabled people will be supported, particularly where they contribute to addressing identified local needs.

4. Self-build and custom-build housing

On sites of 0.5 hectares or greater, proposals that include the provision of plots for self-build or custom-build housing will be supported, where compatible with good design and other relevant Development Plan policies.

5. Rural exception housing

Rural exception sites that provide affordable housing to meet identified local needs will be supported where they comply with national policy and the Newark and Sherwood Development Plan.

6. Isolated homes in the countryside

Proposals for isolated new homes in the open countryside will only be supported where they are consistent with national policy and with Policy DM8 of the Newark and Sherwood Allocations and Development Management DPD.

7. Housing density and design

Residential development should make efficient use of land while respecting local character and context. Density should:

- a) reflect the prevailing pattern, grain and character of development in the surrounding area;
- b) support walkability, active travel and good access to services;
- c) accord with the principles of Core Policy 3 of the Amended Core Strategy and other relevant Development Plan policies; and
- d) be informed by the Collingham Design Code (2025).

Table HE1 - Housing Mix

<u>Dwelling Type</u>	<u>Current Mix (2021)</u>	<u>Desired Mix (2036)</u>
1 Bedroom	3.9%	6%
2 Bedroom	28.9%	30%
3 Bedroom	39.5%	44.25%
4 Bedroom	20.4%	14.25%
5 Bedroom +	7.2%	5.5%

Explanatory notes

- h) This policy applies to residential development proposals of 10 or more dwellings, or on sites of 0.5 hectares or more. The “Desired Mix (2036)” column in Table HE1 is a guide rather than a fixed quota. The policy is intended to operate broadly and pragmatically, having regard to local housing needs, site context, design considerations, viability and any updated evidence.
- i) 6. Given there are no allocated sites remaining in Collingham the approach taken is that any sites that do come forwards either through windfall sites, infill development or future housing allocation sites should provide a mix of housing that provides the house types and density required and suited to Collingham’s needs.
- j) Further evidence for this policy comes from the demography study carried out by consultants AECOM within the HNA, along with consultation responses from the community and other interested parties. The study shows that Collingham’s population has a greater than average proportion of older people and there is a trend towards smaller households.
- k) The policy gives particular support to smaller homes, family homes and housing suited to older people, reflecting the need to rebalance the parish’s housing stock. Density should respond to Core Policy 3, other relevant Development Plan policies and the Collingham Design Code.
- l) This policy seeks to protect and reinforce the setting and character of Collingham through enforcing appropriate housing densities depending on the location in which it is being provided and the type of unit proposed. The densities stated in the table are indicative and have been calculated based on the existing densities appropriate to the settlement’s character. The Plan does not seek to impose separate

Nationally Described Space Standards or to rely on restrictions to permitted development rights for smaller dwellings through this policy.

POLICY HE2 – AFFORDABLE HOUSING

Introduction

- m) This policy seeks to set out the appropriate mix of housing (whether affordable or otherwise) to meet the need identified through consultation findings and the AECOM Housing Needs Assessment (2023) along with the District Wide Housing Needs Assessment (2020) and through consultation with the wider community within Collingham.
- n) The Neighbourhood Plan seeks to encourage the provision of Affordable Homes for young people and families and reflects the need for smaller homes to diversify the housing mix within the settlement. It reflects the need to encourage young people and young families to move to, and stay in, Collingham. This will support local businesses, schools and other facilities. Smaller units may encourage downsizing which will free up family accommodation.
- o) In line with Local Planning Authority policy and the local community's needs, Affordable Housing should be provided on-site, rather than off-site through payment of commuted sums. This reflects the local community's need for smaller, affordable homes in Collingham to support the viability of the settlement.

Policy HE2 – Affordable Housing

1. Affordable housing requirement

Affordable housing should be provided in accordance with Core Policy 1 (Affordable Housing Provision) of the Newark and Sherwood Amended Core Strategy, relevant national policy, and any subsequent updated evidence issued by the Local Planning Authority.

Affordable housing should be integrated into proposals in a way that reflects up-to-date local housing needs, as indicated by neighbourhood-level evidence, district-level assessments, and the broad mix objectives set out in Policy HE1.

2. Meeting local affordable housing needs

Affordable housing provision within Collingham should prioritise the following types of homes where justified by need:

- a) family housing of 3 bedrooms or fewer;
- b) smaller homes of 1-2 bedrooms; and
- c) accessible and adaptable housing, including bungalows, and dwellings suitable for older or disabled people.

Proposals that deliver these forms of accommodation will be supported.

3. Rural exception affordable housing

Proposals for rural exception sites providing affordable housing to meet local needs will be supported where they:

- a) are located adjacent to, and well related to, the built-up area of Collingham;
- b) respect the scale, character and landscape setting of the village, having regard where relevant to the Collingham Conservation Area Appraisal and the Newark and Sherwood Landscape Character SPD;
- c) deliver a mix of dwelling types that responds to identified local need; and
- d) comply with Core Policy 2 (Rural Affordable Housing) and relevant national policy.

A small proportion of market housing may be supported as enabling development only where it is demonstrated that the scheme would not otherwise be deliverable, and only after other reasonable funding mechanisms have been explored and shown to be insufficient.

4. Tenure mix

Unless viability or updated local evidence indicates otherwise, affordable housing should aim to deliver:

- a) 60% social or affordable rented; and
- b) 40% affordable home ownership.

Alternative tenure mixes will be supported where they respond to up-to-date evidence of need or viability.

5. Design quality and integration ("pepper-potting")

Affordable housing must be:

- a) tenure-blind in appearance;
- b) indistinguishable from market housing in design, materials and layout; and
- c) pepper-potted throughout the development in small clusters, rather than concentrated in single large blocks.

This should be demonstrated in the Design and Access Statement or an Affordable Housing Statement.

6. Viability and review mechanisms

Where a viability assessment indicates that full affordable housing provision cannot be achieved, the applicant must submit a transparent, open-book viability appraisal, independently reviewed by or on behalf of the Local Planning Authority.

Where reduced provision is accepted, planning permissions should include a review/clawback mechanism, in accordance with the NSDC Developer Contributions and Planning Obligations SPD, to secure additional contributions if viability improves.

Justification

- p) Whilst there are no Allocated Sites remaining in the NSDC A&DM DPD for Collingham, the Plan, the need for Affordable Homes remains as highlighted in the AECOM “Housing Needs Assessment” (2023) and the NSDC District Wide “Housing Needs Survey” (2020). The surveys indicated that the need for Affordable Homes will be between 12 and 15 Affordable Homes per annum up to 2033.
- q) The local community highlighted the lack of affordable housing in Collingham and this is borne out in the metrics within the AECOM and NSDC surveys, which suggested that it was effectively unaffordable to buy a home in Collingham on a median salary.
- r) Affordable housing need in Collingham includes downsizing opportunities, accessible homes, and smaller family homes. Rural exception sites offer opportunities to meet identified local needs in locations well-related to the village.
- s) Where a scheme proposes a limited amount of market housing as enabling development, this should remain small in scale and should only be relied upon where it has been demonstrated that the scheme would not otherwise be deliverable and other funding options have been explored. The Local Planning Authority remains responsible for confirming affordable housing requirements and tenure mixes based on district-wide evidence.

POLICY HE3 – ECONOMIC DEVELOPMENT AND EMPLOYMENT

Introduction

- t) The policy seeks to encourage the development of new business and employment to ensure that Collingham is a sustainable place to live and work. The village has a number of small industrial spaces, retail, office and leisure uses. The Plan does not allocate new employment or mixed-use sites, but Policy HE3 provides a criteria-based framework for considering appropriate employment-generating proposals.
- u) Consultation with local business groups, the business survey and Regulation 14 representations indicate demand for smaller, flexible business space, including starter units, workshops, office space and space that supports home working.
- v) The purpose of Policy HE3 is to support a prosperous and diverse local economy in Collingham by enabling appropriate business growth, rural enterprise, homeworking and the
- w) retention of valued employment sites, while safeguarding residential amenity and local character.

Policy HE3 – Economic Development & Employment

1. Existing commercial and employment premises

Development proposals that support the ongoing operation, expansion or modernisation of established commercial or employment premises will be supported where they:

- a) safeguard the amenity of neighbouring uses;
- b) improve the quality, functionality or sustainability of employment space; and
- c) comply with other relevant Development Plan policies.

2. New employment development on existing or allocated sites

Proposals for economic development on existing or allocated employment sites will be supported, including:

- a) small business units, workshops and starter units;
- b) flexible or co-working spaces; and
- c) other employment uses that diversify and strengthen the local economy.

All proposals must follow the principles set out in the Collingham Design Code (2025) and maintain appropriate access and parking arrangements.

3. Rural business diversification

Proposals that enable the diversification of agricultural and other land-based rural businesses - including on-farm processing, rural workshops, office space or storage - will be supported where they:

- a) are proportionate to their rural setting;
- b) reuse existing buildings where feasible;
- c) do not harm local landscape character; and
- d) protect residential and environmental amenity.

4. Sustainable rural tourism and leisure

Proposals that deliver sustainable rural tourism and leisure uses - such as walking, cycling, nature-based activities or small-scale visitor accommodation - will be supported where they:

- a) respect the character of the countryside;
- b) maintain or improve public access and rights of way; and
- c) are consistent with Development Plan policies and NPPF guidance on rural tourism.

5. Employment uses outside existing or allocated sites

Employment-generating proposals outside allocated or existing employment areas will be supported where they are of appropriate scale, are well-related to the settlement and do not harm the village's setting, and:

- a) do not, through noise, smoke, fumes, odour, or other forms of pollution, undermine the amenities that nearby residents, or occupants of non-residential premises nearby, may reasonably expect to enjoy;
- b) do not generate unacceptable traffic or parking impacts; and
- c) are consistent with the Collingham Design Code.

Proposals that meet these criteria may include home-based businesses where a material change of use occurs and potential impacts are acceptable.

6. Protection of employment land and premises

The loss of employment premises or land will not be supported unless it is demonstrated through proportionate and independently verifiable evidence that:

- a) the site or premises is no longer required for employment use, based on a sustained period of active marketing; or
- b) the site is no longer viable for employment purposes, even after reasonable efforts to secure continued business use; or
- c) the proposed alternative use would deliver a significant community or environmental

benefit that outweighs the loss of employment capacity.

Explanatory notes

- x) Collingham benefits from a diverse local economy supported by small businesses, rural enterprises and home-based workers. Existing employment areas are important assets and should be safeguarded unless there is clear evidence of lack of demand. The employment sites must cater for a different offer than those of the larger employment areas adjacent to Newark and Lincoln where better road transport and access to employment markets is more attractive. It is the intention of this policy to support smaller scale, high tech, and specialist employment.
- y) This policy supports small-scale and complementary employment uses within Collingham. Rural tourism and agricultural diversification also offer opportunities for economic resilience while supporting the parish's landscape and heritage character. There is a need to ensure that any development respects the local landscape and the impact on heritage assets. The Collingham Design Code guides scale, materials, access and integration with neighbouring uses.
- z) The policy also supports 'home working'. An increasing number of Collingham residents work from home, providing an increasingly important element of the local economy. This policy seeks to support their ongoing activities as they move from the 'kitchen table' to a small business with associated workshop or facilities.

4. MONITORING AND REVIEW

- a) The Neighbourhood Plan will be used by Collingham Parish Council in the determination of planning applications within the Neighbourhood Plan area. The Parish Council will use the policies of the Neighbourhood Plan as the basis for their observations and recommendations on planning applications. This will aim to ensure consistency in the application of the Neighbourhood Plan. The policies of the Neighbourhood Plan relate to new development that may take place in the future.
- b) The success of the Neighbourhood Plan will become apparent through the quality of new development that takes place within the Parish. Following the adoption of the Neighbourhood Plan, an annual review of planning permissions will be undertaken by the steering group to examine the effectiveness of the Neighbourhood Plan policies. A full review of the Neighbourhood Plan will take place every five years, led by the Parish Council and/or Steering Group.

5. IMPLEMENTATION

- a) This section outlines the approach to the implementation of the Collingham Neighbourhood Plan, including; working in partnership, funding mechanisms, and priority projects. The approach will be that new development within Collingham should be supported by the timely delivery of infrastructure, services, and facilities necessary to provide a balanced, self-sufficient community.
- b) In England, communities that draw up a Neighbourhood Plan and secure the consent of local people in a referendum, which is then legally “Made”, benefit from 25% of the Community Infrastructure Levy (CIL) revenues arising from development that takes place in their area. However, this only applies to development permitted after the making of the NP and is not applied retrospectively. Up until that time the provision of eligibility for 15% of the CIL generated in the area applies.
- c) Collingham Parish Council is committed to Localism and bringing greater locally informed influence over planning decisions, and it will be the key organisation in the

implementation, monitoring, and review of the Neighbourhood Plan. The Council will build upon its track record in engaging in planning decisions (reactively through being consulted and proactively through promoting the policies and proposals of this Plan) and engaging in pre-application discussions with developers promoted by the District Council and by delivering projects and infrastructure for the local community. However, the Council recognises the need to involve a range of other organisations if the potential of this plan is to be realised.

Working in Partnership

d) Partnership and joint working will be key elements in the successful implementation of the Plan. The main organisations and the roles that they can play are summarised below:

Newark and Sherwood District Council - Planning Policy, Development Management, Conservation issues, Strategic Housing Management and Improvement, Economic Development, Open Spaces, Recreation and Community Facilities;

Nottinghamshire County Council - Highways and Transport, Education and Social Services. "D2N2" [Derby, Derbyshire, Nottingham, and Nottinghamshire Local Enterprise Partnership (LEP)] This organisation is a potential partner for joint working, funding and implementation and activity, and may be relevant to infrastructure and business development.

Sport England - Regarding assessments and strategies for indoor and outdoor sports delivery, including design in accordance with their design guidance notes.

Environment Agency - Reflecting the key principle of the planning system to promote sustainable development, where necessary, the EA will be involved in the planning, design, and delivery of new development, to take account of the following:

- Flood risk management;
- Water quality and water resources;
- Waste management;
- Land contamination and soil, and;
- Environmental permitting and other regulation.

The EA will also welcome pre- application discussion on all proposals to ensure that any initial issues can be resolved, and subsequent planning applications run smoothly.

Funding and Implementation Mechanisms

- e) Contributions will be sought from developers through the Community Infrastructure Levy (CIL) and section 106 agreements securing actual provision and/or financial contributions at a level that adequately mitigates any impact on existing infrastructure and contributes towards new local facilities, where additional demand will be generated. The Neighbourhood Proportion of the CIL and any financial contributions not allocated to site-specific projects will be focused on assisting the delivery of projects facilitated through the programmes listed at 13.8.
- f) In addition, the Parish Council will seek to influence annual and other budget decisions by the District and County Councils on housing, open space and recreation, economic development, community facilities and transport, through the County Council Local Transport Plan.
- g) The Parish Council will also work with the appropriate agencies and organisations to develop funding bids aimed at achieving Neighbourhood Plan policies and objectives. This might include the Lottery, UK Government programmes, and LEP programmes.

Projects eligible for CIL and developer contribution funding

- h) The indicative list of policies below will be used to facilitate priority projects. This should inform the spending of the Collingham's proportion of CIL, the negotiation of Section 106 agreements and priorities attached to relevant spending programmes and external funding bids.
 - Sustainable Development (Policy SD1)
 - Climate Change and Carbon Emissions (Policy E1)
 - Blue and Green Infrastructure and Biodiversity (Policy E2)
 - Public Rights of Way and Wildlife Corridors (Policy E3)
 - Flood Risk and Surface Water Management (Policy E4)

- Sense of Place (Policy DH1)
 - Public Realm (Policy DH2)
 - Historic Environment (Policy DH3)
 - Cycle, Pedestrian and Equine Routes (Policy ATC1)
 - Public Transport Connectivity (Policy ATC2)
 - Highways Impact (Policy ATC3)
 - Parking Standards (Policy ATC4)
 - High Speed Digital Connectivity (Policy ATC5)
 - Community Assets and Facilities (Policy CF1)
 - Local Green and Open Spaces (Policy CF2)
 - Housing Type, Density and Size (Policy HE1)
 - Affordable Housing (Policy HE2)
 - Economic Development and Employment (Policy HE3)
- i) by the Parish Council or other partners which relate to local aspirations. The Parish Council will keep possible CIL funded projects under continuous review and will publish an annual summary of projects, with specific priorities for the year ahead and an indicative 5-year rolling programme.
- j) Consideration will also be given to projects emerging from other plans, strategies and projects prepared
- Community aspirations and partnership priorities***
- k) The Regulation 14 consultation raised several matters that are important to the community but are not all capable of being controlled directly through land-use planning policy. The Parish Council will keep these matters under review through the implementation of the Plan and through partnership working with the District Council, County Council, Network Rail, service providers, community organisations and landowners.
- l) Particular priorities include continued work on High Street traffic, pedestrian safety and public realm improvements; partnership working on flood mitigation and drainage; support for arts, culture, local history and creative activity; improved digital connectivity for existing premises where this can be pursued with providers; appropriate support for equestrian access; and wider community safety and highway-maintenance issues that sit outside the direct scope of Neighbourhood Plan policy.

Appendix 1 – Design Codes see separate document.

Appendix 2 – Glossary

Appendix 3 – Housing Needs Assessment