

Final Version

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# East Markham Neighbourhood Plan

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2016-2031

*Produced by East Markham Neighbourhood Plan Steering Group  
on behalf of East Markham Parish Council, residents and businesses*

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**Foreword by Chairman of East Markham Parish Council**

- 1 The Neighbourhood Plan has been prepared by a dedicated steering group, (a mix of parish councilors and local people) on behalf of East Markham Parish Council. The aim is to reflect the wishes and aspirations of everyone in the village.
- 2 To prepare a plan such as this has meant that the Steering Group had to grasp the many challenges that the planning process provides. They have been ably assisted by Bassetlaw District Council and a neighbourhood planning consultant.
- 3 The power to produce a Neighbourhood Plan is a new power and we wanted to seize this opportunity to work alongside Bassetlaw District Council to help shape the future of East Markham.
- 4 This Plan cannot prevent development in the village but it can influence its appearance and the type of housing that is built. Within the plan you will see a number of policies to tackle concerns highlighted by the community as a whole. Once the plan is "made" any future planning application has to take it into consideration.
- 5 The production of a Neighbourhood Plan also means that the Parish Council will have access to a higher proportion of Community Infrastructure Levy money, which will be used to deliver the projects that have been identified within it.
- 6 The production of this Plan has not been easy, it has taken several years and lots of meetings but we think the effort is worth it to get a say in how East Markham Parish should grow over the next 15 years. Thank you for everyone's contribution to the production of such a thorough Plan.

Dan Littlewood

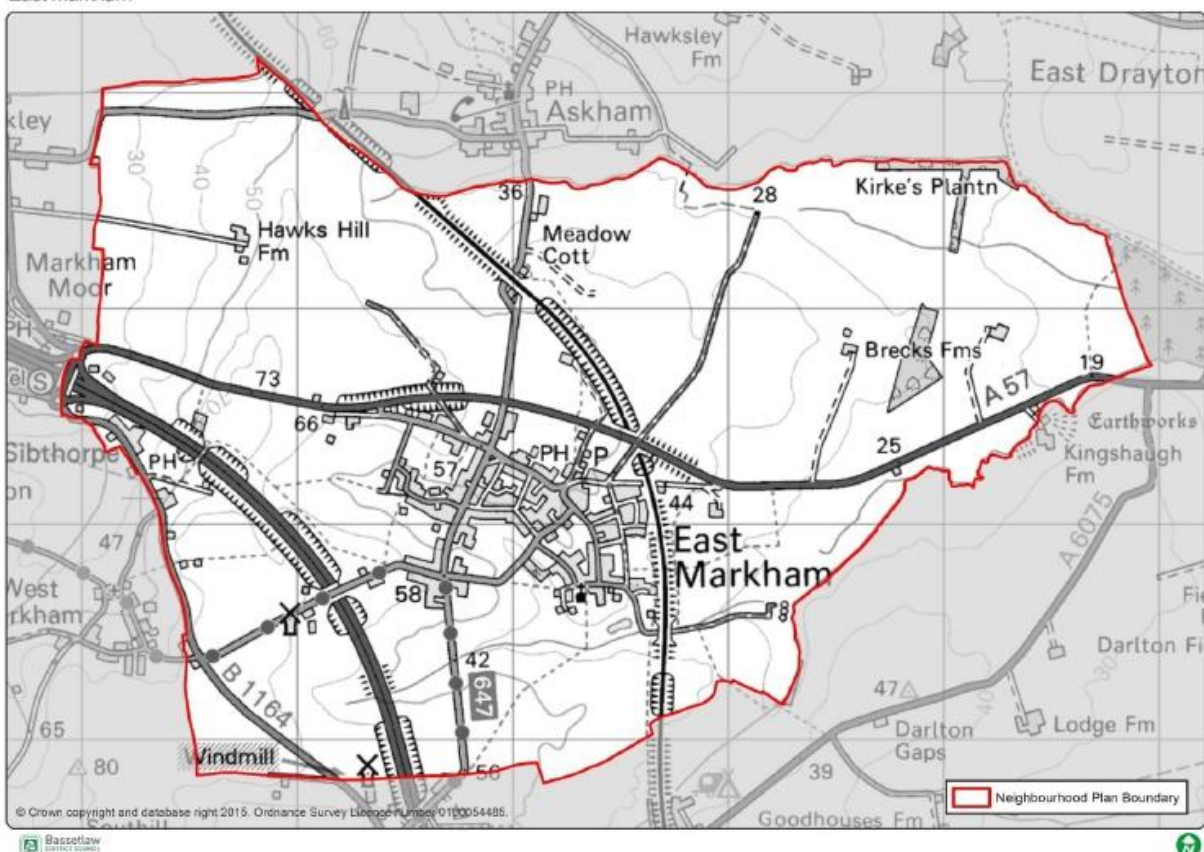
Chair of East Markham Parish Council

## 2 What is the East Markham Neighbourhood Plan?

- 1 This Neighbourhood Plan is a new type of land use planning document prepared by the Neighbourhood Plan Steering Group (NPSG) made up of residents and councillors from East Markham Parish Council. It is a document with statutory authority under the Localism Act 2011 and once it has been 'made' by Bassetlaw District Council (BDC) it will be used by
  - a) Planners at Bassetlaw District Council in assessing planning applications
  - b) Developers as they prepare planning applications for submission to BDC
- 2 The Plan has been prepared by East Markham Neighbourhood Plan Steering Group on behalf of East Markham Parish Council. It covers the whole of the Parish of East Markham and sets out planning policies for the Neighbourhood Plan Area for 2016-2031. This time frame extends beyond the existing Core Strategy reflecting the fact that BDC are preparing a new Local Plan and that new evidence (like the Strategic Housing Market Assessment 2014) has been produced to cover the period to 2031. This Neighbourhood Plan is in general conformity with the district policy and is supported by the evidence base for the emerging Local Plan.

### Map 1 East Markham Neighbourhood Plan area

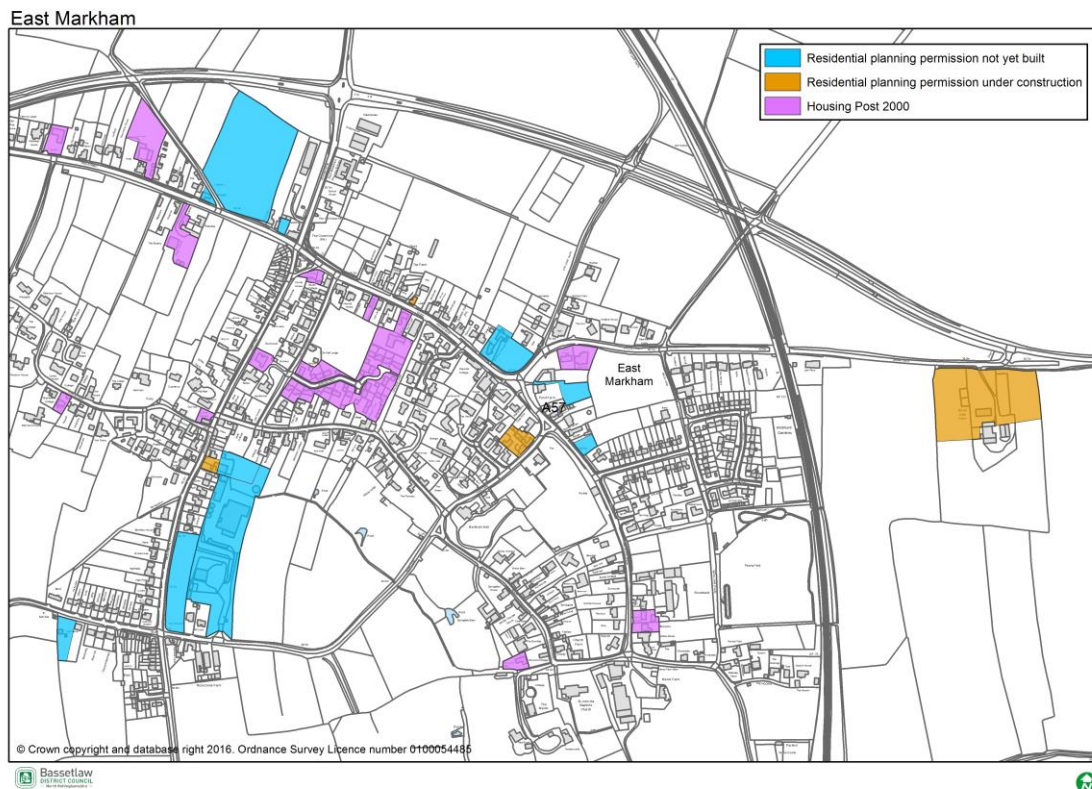
East Markham



### 3 Why do we want a Neighbourhood Plan?

- 3 This Neighbourhood Plan process has provided the opportunity for the community to consider how they would like the village to grow over the next 15 years. What type of housing is needed, what growth in services would be desirable and how can the narrow roads through the village accommodate the growing numbers of cars owned by residents?
- 4 The East Markham Neighbourhood Plan seeks to:
  - promote a constructive dialogue with developers before a planning application is submitted,
  - ensure that, where possible, development brings with it additional community benefits like a new shop, public open space and a new school
  - ensure that the heritage assets of the village are protected and where possible enhanced,
  - provide housing that meets local needs,
  - improve surface water control,
  - create a connected network of footpaths around the village,
  - ensure that a new East Markham Residential Parking Standard is implemented to prevent new developments creating additional dangerous on-street parking on the narrow roads of the village.
- 5 East Markham has experienced significant growth in the past 10 years. Developer interest in the village shows no sign of abating and speculative applications on land within and adjoining the village continue to be submitted.
- 6 Development in East Markham in recent years has been for large executive houses designed using standard materials that can be seen in many settlements across England. This combined with the trend towards East Markham households having more than two cars has created concern about the need for planning policies to reflect the issues in East Markham.
- 7 Despite the increase in population by 7% since 2001 the village has lost a number of local shops including the village shop, post office and butchers (although it still has a thriving village school).
- 8 There is a concern amongst the community that developer led planning applications have been shaping the future growth of the village. This could lead to development that is unsustainable if the social, economic and environmental issues in the parish are not a key consideration in the preparation of development proposals.
- 9 Map 2 shows the sites that have secured planning permission since 2000. Permission for 50 houses has been granted in the last 3 years.



**Map 2 Current Planning Permissions and sites under construction****4 How does the Neighbourhood Plan work within the planning system and with other strategic policies?**

- 10 Bassetlaw District Council is responsible for preparing the strategic and development management planning policies for the District which are contained in the Local Development Framework / Local Plan.
- 11 The Localism Act 2011 gave new powers to Parish Councils to produce a Neighbourhood Plan, if they wish. This Neighbourhood Plan, when 'made', will form part of the development plan alongside the Bassetlaw Local Development Framework / Local Plan. National planning guidance states that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise."
- 12 This Plan is written to be in conformity with adopted District planning policies. It has also been drafted in the context of the National Planning Policy Framework and more recent district wide studies to support the preparation of a future Local Plan and a statistical analysis commissioned by the NPSG (the Rural Place Profile). These reports are:
  - a) Strategic Housing Market Assessment (SHMA) 2014
  - b) Strategic Housing Land Availability Assessment (SHLAA) 2013
  - c) Residential Design Successful Places: Supplementary Planning Document 2013
  - d) Open Space Report 2012
  - e) Association of Councils for Rural England (ACRE) Rural Place Profile 2013
  - f) Housing Needs Survey 2012

- 13 These neighbourhood plan policies are also written within the context of District and County policies which also aim to support sustainable development. For example, Nottinghamshire County Council's Policy WCS2 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1; Waste Core Strategy 2002 and the Nottinghamshire Minerals Local Plan 2005 requires that all development should be designed, constructed and implemented to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste.
- 14 Developer contributions towards improved public transport services and infrastructure for a site will be required. Sites/schemes that afford access to existing public transport facilities should be given priority for development. Nottinghamshire County Council Transport & Travel Services will wish to explore with developers the provision of contributions for the provision of public transport services and waiting facilities including real time departure displays and raised kerbs, through Section 106 agreements.
- 15 It is expected that development in East Markham will also need to meet County policy requirements where applicable. As for example Nottinghamshire County Council's Policy WCS2 as detailed above.

## 5 Consultation

- 16 The Steering Group recognised consultation was key to successfully developing a Neighbourhood Plan for East Markham Parish. The production of a Neighbourhood Plan requires an open process and on-going consultation. It also requires the involvement of a wide range of people young and old and from across the parish.
- 17 The Steering Group has promoted the Neighbourhood Plan via East Markham's community Facebook page, regular updates in the Retford Times, open meetings and a session in the secondary school with young people. Progress on the Neighbourhood Plan is also reported to the Parish Council as a standing item and the minutes are available on the East Markham Parish Council web site.
- 18 This has ensured that all residents have not only been kept informed about the process but have had the opportunity to influence the extent and scope of the Plan.
- 19 The key consultation events and activities that shaped the production of this plan are summarised in the Consultation Statement that was submitted with the final version of this Plan.

## 6 Status of Projects and Actions

- 20 One of the immediate benefits of preparing this Neighbourhood Plan is that the community and the Parish Council have identified a series of actions directly related to the Plan policies which will play a key part in the implementation of this Plan. These Actions and Projects are important to the community and whilst they are not part of the Neighbourhood Plan they are listed in Appendix A.
- 21 BDC has a Community Infrastructure Levy (CIL) Charging Policy. The Parish Council will secure some CIL monies as and when development takes place once this Neighbourhood Plan is made.



Whilst this is, of its nature dependent, on the amount of development that takes place it does provide an opportunity to lever in other public funds which could be used to implement projects that will help achieve the objectives of this Neighbourhood Plan. The identification of Projects as part of the Neighbourhood Plan process also serves to show local people how the Parish Council propose to focus this investment.

## 7 East Markham in Context

- 22 The Parish of East Markham covers approximately 790 hectares with the village in the southern part of the parish and extensive agricultural land around. The Parish is in the south east of Bassetlaw District to the north of the border with Newark and Sherwood District Council. The Parish is bordered by the East Coast Main Line (north – south) the A57 and the A1.
- 23 Retford, a market town, is 7 miles to the north west and Tuxford, a smaller market town, is 1 mile to the south east.





### Map 3 East Markham Parish within Bassetlaw District

## 7a History and Heritage

24 East Markham was designated a Conservation Area (CA) in 1982 and the boundary enlarged in 2014. Map 4 in Appendix.E, areas A and B show the land that was included in the new CA boundary when it was extended. The Conservation Area Appraisal (CAA) provides a detailed analysis of the history and architectural value of much of the village and is available on the neighbourhood plan web site under documents. <http://www.eastmarkhamnp.org.uk>



- 25 The 21 listed buildings and one scheduled ancient monument are shown on map 4 (see Appendix E) along with the positive buildings (or locally designated heritage assets) identified by BDCs conservation officer.<sup>1</sup>
- 26 East Markham has Anglo Saxon origins and was a former market town. Its location on the old Lincoln Road and near the Great North Road are key to its existence and evolution.
- 27 The village contains a '*plethora of historic buildings and sites*'<sup>2</sup> including the 15<sup>th</sup> Century church and village green. East Markham's agricultural architecture is evident particularly dovecotes and malt houses. (see map 4)
- 28 East Markham had a flourishing market from the 15<sup>th</sup> Century but in 1609 when the plague swept through the village the market moved to Tuxford and never returned.
- 29 The soil around East Markham is ideal for growing fruit and hops and the village has an annual Apple Day in October to celebrate the abundant apple harvest. Fruit trees and the remains of orchards are still evident around the village. One privately owned orchard contains a range of heritage apple trees and makes a significant contribution to the village's character.



- 30 The construction of a bridge over the River Trent at Dunham in 1830 made the Lincoln Road a bustling thoroughfare supporting coaching inns, brewhouses and enabling its agricultural produce to be exported around the region. In 1852 the Great Northern Railway was completed. It runs immediately to the east of the village and the sidings at Askham Road were used to transport local produce to market. In 1886 200 tons of plums are recorded as leaving these sidings.<sup>3</sup>

<sup>1</sup> For Listed Buildings and Scheduled Monuments see National Heritage List for England at <https://historicengland.org.uk/listing/the-list/> for non-designated heritage assets see <http://www.bassetlaw.gov.uk/everything-else/planning-building/conservation-heritage/bassetlaw-heritage-mapping.aspx>

<sup>2</sup> from Conservation Area Appraisal 2014

<sup>3</sup> from Conservation Area Appraisal 2014

- 31 From the 1950s the construction of council housing on the former orchards particularly on the eastern side of the village began. The Conservation Area Appraisal sums up the impact of this development *‘Whilst the loss of historic orchards has had a lasting impact on the character of the village, more harmful has been the ‘in-filling’ of smaller spaces between existing buildings, especially between narrow 18<sup>th</sup> and 19<sup>th</sup> century buildings sited perpendicular to the road. The development of housing of a modern scale and design is often at odds with this existing organic pattern and form of development’.*
- 32 In 1976 the diversion of the A57 further altered the character of the village. Whilst reducing the traffic and noise it also took away the through trade that supported various businesses. Combined with an increase in car ownership this resulted in the demise of the village shops. Since 2000 the post office, village shop and second pub have closed. A Post Office service operates from the village hall for 2 hours twice a week.
- 33 The historic character of the village and the impact of recent developments within the village is also recorded in the Village Design Statement (VDS) which was produced by local residents and the Parish Council in 1999 following extensive local research and analysis. The work was supported by the Countryside Commission and the VDS was strongly endorsed by the community.
- 34 The VDS was intended to be a supplementary planning document used by BDC when considering planning applications. Most of the key principles in this document have been embraced by BDC in the Conservation Area Appraisal (where it relates to the conservation area). The key principles in the VDS are set out in Appendix C. <sup>4</sup>
- 35 The consultation for this Neighbourhood Plan reconsidered the VDS key principles; those that apply and which are taken forward in this Plan are
1. Landscape character – the importance of the orchards, green wedges, trees and native hedgerows
  2. Listed buildings - the LBs around and including the church and the importance of protecting their setting.
  3. Buildings – the need to demonstrate how new buildings will contribute to the character of the street, the need to provide a range of housing types and sizes, the importance of sensitively converting barns and other older buildings to retain their character.
  4. Materials – the use of red brick and red pantiles to reinforce the distinctive character, although consideration should be taken of the materials used in the immediate vicinity.
  5. Footpaths – highly valued; future developments should not break or interfere with the ease of movement along them; the provision of gates and styles should reflect the rural nature of the area.
- 36 The Conservation Area Appraisal (CAA) 2012 provided more specific analysis in relation to the conservation area but it is striking how the key principles highlighted in the VDS are identified in

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<sup>4</sup> <http://www.eastmarkhamnp.org.uk/documents.htm>

the CAA. The key principles in the Conservation Area Appraisal form the basis of the design and heritage policies in this Neighbourhood Plan.



### 7b The People

37 In 2011 the Census recorded 1160 residents living in 490 dwellings in East Markham Parish this was a 7% increase on the 1082 residents in 2001.

38 Table 1 shows the proportion of people of working age, children and older people recorded in 2011.

**Table 1 - The People - Ages within the Parish<sup>5</sup>**

Children under 16	Working age adults	Older people over 65
<b>200</b>	<b>710</b>	<b>250</b>
17.3% (England average = 18.9%)	61.3% (England average = 64.7%)	21.4% (England average = 16.3%)

39 It is significant that East Markham has a higher proportion of people over 65 than the national or district average (21.4% compared to 18.5% in Bassetlaw). It is expected that the proportion of people over 65 will increase significantly over the Plan period and the Plan should take account of the needs of the ageing population.

40 Sustainable communities require a mix of people of different ages who in turn require houses of differing sizes over their lives. The implications of this are considered more fully in section 7c and policy NP6.

<sup>5</sup> Ref Rural Place Profile 2013

### 7c Housing in East Markham

- 41 There are 501 dwellings in East Markham. Table 2 is taken from the ACRE Rural Area Profile. and shows the dominance of detached dwellings compared to the national average. Detached housing tends to be larger and more expensive to heat and maintain.

**Table 2 - Housing Mix in East Markham**

Detached houses	Semi-detached houses	Terraced houses
<b>325</b>	<b>149</b>	<b>27</b>
64.2% of dwellings (England average = 22.3%)	29.4% of dwellings (England average = 30.7%)	5.3% of dwellings (England average = 24.5%)

*Data from a survey undertaken by the Steering Group walking the village and identifying property types and recording them on a large scale map.*

- 42 The dominance of detached houses and the evidence of an aging population has implications for the future sustainability of East Markham. Changing social norms and an ageing population fuel a growing demand for smaller dwellings. To ensure the future sustainability of the village, smaller properties for older residents and starter homes for young people should form part of the housing mix on new developments, to reduce the present dominance of large detached family homes.
- 43 Map 7 in appendix E shows the various house types across the village.
- 44 This approach is supported by evidence to support the emerging Local Plan for Bassetlaw. The 2014 Strategic Housing Market Assessment (SHMA) provides evidence at a district level that by 2031 it is expected that 38% of all households will be made up of people over 65. The SHMA identifies a likely need *'to support demand for bungalows .... based on the evidence we would expect the focus of new market housing provision to be on 2 or 3 bedroom properties.'*
- 45 Consultation feedback and the findings of the SHMA indicate that some 2 bedroom houses, ideally bungalows, would reflect the demand locally and across the district as the population ages. The provision of houses suitable for downsizing, may also free up houses suitable for families.
- 46 40 dwellings (8%) in the Parish are classed as Affordable Housing. These are shown on map 8. The planning definition of Affordable Housing is of dwellings that are either available for rent or part ownership and are available to people on BDCs Housing waiting list. The properties are managed by A1 housing.
- 47 Affordable Housing as defined will continue to be delivered as part of BDCs policies where an agreed % of market housing is affordable housing. Under the 2016 Housing and Planning Act BDC has a statutory duty to promote the supply of starter homes



### 7d Amenities

48 The Plan area has a number of important local amenities listed in the table below.

**Table 3 - Village Amenities**

East Markham Village Hall	1 village pub
Rayners Field: includes a football and cricket pitch, BMX track and children's play area	Village green
The Pheasantry – a brewery with function facilities	Primary School (115 on the pupil role with 84% from within the catchment area)
Parish Church of St John the Baptist	Tuxford Road Field
Bowling green and tennis courts	Allotments
2 restaurants	Petrol Station
Glass recycling Queens Hotel car park	

*The above were identified by the Steering Group and villagers during various consultations.*



- 49 Rayners Field was created in 2005 following action by the Parish Council. In 2012 it was established as a Queen Elizabeth Jubilee Field which secured its designation as a Field in Trust. Rayners Field is a focal point for sporting activities, including football and cricket clubs. In addition, there is a tennis and bowls club which operates from a second site on Quakefield Road (there are 2 tennis courts). Badminton is played in the village hall from September to April.
- 50 The original village green is a very small area of land within the old village.
- 51 In recent years, the village has lost its local shops including a butcher, post office, deli and village shop. The lack of a village shop in particular is of significant concern to residents of all ages.
- 52 Tuxford, one mile away, provides the nearest essential services including doctors, dentists and convenience food shopping.

- 53 The bus service between East Markham and Tuxford operates an hourly service to Tuxford and Retford, there is no Sunday service and the latest evening bus is 6.15. There is also a Friday shopper service to Lincoln.
- 54 There is no mains gas in the village.
- 55 East Markham residents do now have the capability to access super-fast broadband, which puts it at an advantage compared to similar sized settlements in other parts of Bassetlaw.
- 56 Map 5, Appendix E, shows the public open spaces and the community facilities in the village.

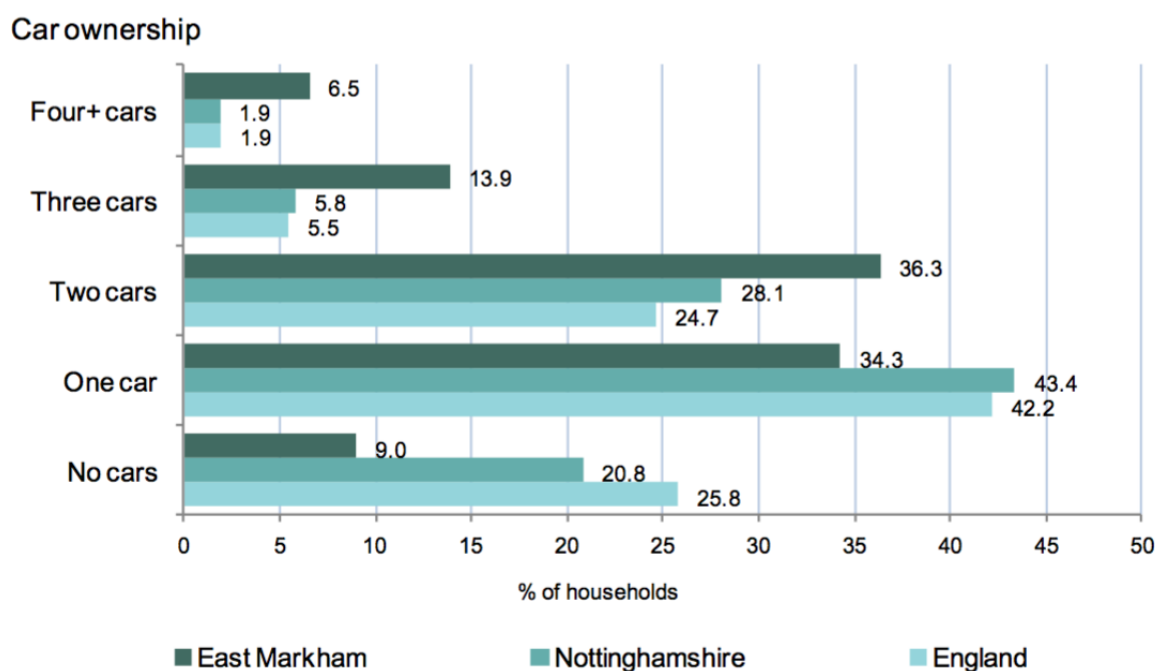
### **7e Economy**

- 57 The proportion of economically active residents in East Markham is broadly aligned with national averages. However, 17.7 % of residents (98 people) work 49+ hours a week and double the proportion of people work from home (nearly 7% or 60 people) compared to the national average.
- 58 70 households (14.4% of the population) are classed as in fuel poverty compared to 11% nationally. This probably reflects the number of older dwellings and the cost of heating them with fuel oil.
- 59 There are various businesses within the Parish these include a cattery, plumbers, 2 small manufacturing businesses, a haulage company, seed company, demolition company, a hairdresser, a pub, a brewery and a cider mill, 2 restaurants, 2 farms in addition to the 60 plus people who work from home (or run their businesses from home) in the Parish.

Map 6, Appendix. E, shows the commercial premises in the Plan area.

### **7f Parking in the Village**

- 60 The most commonly cited concern in the consultation for the preparation of this Plan was the issue of on street parking. The historic nature of the village, with narrow and, in places, single width roads and houses built before the need to accommodate vehicles, means that parts of the village are very congested by on street parking.
- 61 This is not unusual in villages with historic centres. However more recent infill development on the orchards has exacerbated the problem because they have not been built with sufficient parking to reflect modern car ownership rates or the limited public transport provision that means that there is higher car ownership and higher car usage than in more urban areas.
- 62 A parking survey has been undertaken for this Neighbourhood Plan on those streets where there is the most on street parking. The results support this and are at Appendix F. This issue is considered in more detail in section 20.
- 63 Limited public transport is also an issue.
- 64 The graph below taken from the Rural Area Profile shows how car ownership rates in East Markham are much higher than the district or country average. This in part reflects limited public transport to Retford and Newark and the diverse destinations of people who commute out of the Parish. Living near the A1 attracts people to the village who work in adjoining counties.

Figure 1<sup>6</sup>

- 65 Local people recognise that narrow roads and historic housing stock are part of the much-cherished character of the village. But they can see evidence that the existing car parking standards create more congestion by not providing sufficient parking to meet the requirements of future households and their visitors.
- 66 Map 9, Appendix E, shows that the limited on street parking provision, narrow streets and streets without pavements across the village.
- 67 Map 10, Appendix E shows where the on-street parking and road safety issues are the most significant.
- 68 **The situation is significantly exacerbated by the lack of parking around the school. At the start and end of the school day this through road,** (which is the only access to the village from the A57 if you are approaching from the west), is extremely congested with cars double parked creating major road safety issues for young children as they enter and leave school.

### 7g Natural Environment

- 69 Bassetlaw District Council's Landscape Character Assessment 2009 divides the district into Policy Zones. Almost all of the Plan area (except a small area on the north west boundary) is within Mid Notts Policy Zone 08. Map 11 shows the extent of the Policy Zone which is described as 'predominantly flat, low lying... follows a series of water courses' East Markham is in part of the Policy Zone that is afforded wide views as it sits on higher ground. The Landscape Assessment also notes the historic features that give the area a strong sense of

<sup>6</sup> Ref Rural Place Profile

place and assesses the area as having a very high landscape value as the landscape is in very good condition.

- 70 The LCA then divides each character area into policy zones (PZ). Almost all of the Plan area is within Mid Notts Policy Zone 08. Map 12 shows how the policy zones divide the Plan area. PZ 08 lies in the east of the plan area the character is described as being in a very good condition and the action is to conserve. An extract from the policy zone 08 from the LCA is in Appendix H.<sup>7</sup>
- 71 PZ 10 lies across the north of the Plan area. The area is described as being in a very good condition and the action is to conserve. An extract from the PZ 10 from the LCA is in Appendix H<sup>8</sup>
- 72 PZ 11 covers the settlement of East Markham, it sits on higher ground and affords wide views of the open countryside. The landscape condition is good and the action is to conserve and reinforce. This is identified as the need to secure new planting, to replace post and wire fencing and to preserve visual unity, soften built development through additional woodland and landscape planting. This applies to both existing settlement and new development. An extract from the PZ 11 of the LCA is in Appendix H<sup>9</sup>
- 73 East Markham lies between two water courses and two routes, north south and west east. To the east of East Markham is the River Trent and to the west are the rivers Meden and Maun (merging at West Drayton to form the River Idle). East Markham sits on the eastern slope of the high ground between the Trent Valley and the Meden and Maun Valley.
- 74 Map 13 shows the topography of the land in relation to East Markham and helps to explain the issues with surface water run off that is shown on Map 15. Map 14 shows the likely impact of fluvial (river) flooding only.
- 75 Flood zones are mapped by the Environment Agency but they only show the areas at risk from fluvial flooding.
- 76 The district policy requires that a site specific Flood Risk Assessment is produced for all development in flood zones 2 and 3. A part of the Plan area is in flood zone 2 and 3 but this is outside the main settlement.
- 77 A survey conducted in 2016 identified particular parts of the village that suffer from surface water run off due to an inadequate drainage capacity during and after heavy rain fall. The survey findings are on the East Markham Parish Council web site and this issue is discussed in more detail in section 19.
- 78 Map 15 shows those houses and gardens where drainage remains a concern after heavy rainfall.
- 79 There are 6 Local Wildlife Sites in the Parish of East Markham. Local Wildlife Sites are sites of local importance for nature conservation but are not legally protected. Local Wildlife Sites are usually selected by Nottinghamshire Wildlife Trust, along with representatives of Bassetlaw

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<sup>7</sup> see full analysis at <http://www.bassetlaw.gov.uk/media/245851/Mid-Nottinghamshire-Policy-08.pdf>

<sup>8</sup> see full analysis at <http://www.bassetlaw.gov.uk/media/245857/Mid-Nottinghamshire-Policy-10.pdf>

<sup>9</sup> see full analysis at <http://www.bassetlaw.gov.uk/media/245860/Mid-Nottinghamshire-Policy-11.pdf>

District Council and other local wildlife conservation groups and are subject to review from time to time. In June 2017, the following sites in East Markham were designated as Local Wildlife Sites. The sites are shown on Map 16. These are

Beacon Hill	Beacon Hill Grassland
Cliff Gate Grassland	East Markham Marshy Grassland
Holme Lane Grassland	Kingshaugh Farm Earthworks (grassland on an ancient site)

## 8 East Markham Today: Challenges and Opportunities

80 Early on in the process, and as part of the initial consultation with the community a SWOT analysis was produced to highlight the issues facing the community. At an open public meeting those interested in doing so were invited to put their views forward by participating in the NPSG. The SWOT is a compilation of the individual SWOTs produced by the members.

81 These comments have been compiled and are set out in full in Appendix B.

82 The SWOT identified many positive aspects of village life. The Table below focuses on the issues of concern and filters them to only consider those factors that fall within the scope of a Neighbourhood Plan. Some of the issues raised in the SWOT were not planning matters or were beyond the agreed scope of this Plan so they have not been included.

**Table 4: Issues from the SWOT Analysis and Proposed Neighbourhood Plan Response.**<sup>10</sup>

Issue	Effect	Proposed Neighbourhood Plan Response
Evidence from housing development in recent years that design is not always sensitive enough to historic fabric of the village.	Erodes distinctive character	Establish clear design policies for future residential proposals.
Extant planning permission on the former employment site in the centre of the village that does not reflect local issues relating to design, access and	Concern amongst residents that the district wide policies and their application are not robust enough to protect the character of East Markham	The NP cannot influence schemes that already have planning permission but a NP can amend policy and require specific criteria where it can be evidenced that this reflects the distinctive character of East Markham. This should improve the quality of future planning applications

<sup>10</sup> See Appendix B

Issue	Effect	Proposed Neighbourhood Plan Response
layout and car parking constraints		
Developer demand means that a number of planning applications are likely to be submitted over the Plan period	East Markham could see development on a number of key sites which will have an impact on the appearance of the village and increase congestion within the village.	Provide a policy framework that requires developers to provide East Markham specific designs and to meet certain standards (relating to flooding and car parking)
Impact of parking congestion from new development and from school at peak times due particularly to historic street pattern and width	On street parking hazardous in relation to school and the village's character is eroded in historic parts of the village.	Establish policy for car parking standards for new development
Loss of local shop	Increases car usage and reduces opportunities for social contact within the village	Local shop will only be viable if there is significant growth in the village and local people are prepared to shop there. However, there will be additional growth in the village up to 2031 and the NP supports the enhancement of services including a village shop if viable.
Footpath network and informal routes need improving and connecting	The application of modern safety standards has resulted in the severing of historic walking routes. Other informal footpaths need adoption and making part of the public rights of way network where possible (subject to land owners agreement).	Policy to improve and link in footpaths across the Parish
Surface water run off and drainage issues are likely to get	Reduced quality of life for residents affected.	Ensure that district policies (DM12) are implemented and provide East Markham



Issue	Effect	Proposed Neighbourhood Plan Response
worse over the Plan period due to climate change and additional development in the vicinity		specific requirements in relation to the drainage issues experienced in the village.
The quality and suitability of the village school to meet the needs of pupils for the next 15 years	The existing school building is listed and not easily adapted to meet modern teaching requirements. There is urgent need for a school hall, there is inadequate car parking for staff and parents. Significant disruption is caused at school drop of & pick up due to the congestion on the road (which is the only route to the village from the west.)	Additional educational facilities with adequate parking for staff and parents are required to equip East Markham Primary School for the 21 <sup>st</sup> century; a larger school for the expanding village. Whilst it may be possible to adapt the existing listed building, a viability and feasibility study would show if this is practical. If this is not the case, the provision of a new school would be required with an alternative use being found for the existing listed building

## 9 Community Vision

83 This vision has been prepared by the NPSG and endorsed by the community based on the consultation events and questionnaire feedback.

**“To preserve and enhance the built, natural and historic environment of the Parish by protecting the distinctive character of East Markham ensuring that quality of life continues to improve for residents of all ages and backgrounds, whilst allowing for sustainable economic and social development”.**

## 10 Community Objectives

84 A range of issues were raised through the early consultation process. The objectives below reflect the greatest concerns and the area of focus for this Neighbourhood Plan.

**Community Objective 1:** Applicants submitting development proposals are encouraged to actively engage in consultation with the Parish Council and the community as part of the design process at the pre-application stage.

**Community Objective 2:** To ensure that new development is small in scale and designed to a high quality to reflect the distinctive local character of the village including the character within and outside of the conservation area boundary.

**Community Objective 3:** To ensure that future housing growth provides a mix of house types particularly smaller dwellings (including bungalows) to meet local as well as district needs for properties for downsizing and for starter homes.

**Community Objective 4:** To improve pedestrian safety in the village by ensuring that on street parking is minimised

**Community Objective 5:** To seek to reduce flood risk as a whole, improve surface water drainage in parts of the village and to ensure that the design of future developments does not exacerbate this situation.

**Community Objective 6:** To encourage the provision of additional educational facilities with adequate parking for staff and parents suitable to meet the existing and future needs of the village.

**Community Objective 7:** To seek opportunities where ever possible to maintain and enhance the social and economic vitality of the Parish by supporting and expanding the range of services and facilities.

**Community Objective 8:** To protect and enhance the landscape character of East Markham. To maintain and where possible extend the footpaths and green lanes to ensure their continued enjoyment for future generations. To maximise the opportunities created by new development to add to them where possible.

## 11 Embracing Sustainable Development Principles in Future Development Proposals

85 The NPPF states that there are ‘*three dimensions to sustainable development; economic, social and environmental*’. Section 4 of the Basic Conditions Statement has assessed how the Neighbourhood Plan will contribute towards the delivery of sustainable development.

86 “The East Markham Neighbourhood Plan recognises that this is a balancing act and the objectives of the Plan comprise a balance of social, economic and environmental goals.

87 The social goals are to maintain a thriving community, recognising that the community and its needs change over time. This Plan seeks to achieve this by encouraging the enhancement of community facilities and the extension and reconnection of footpaths and cycle routes to create additional opportunities for local residents to exercise and socialise within the parish.

88 The environmental goals are to protect the natural and built environment. Neighbourhood Plan policies ensure that proposals protect and where possible enhance existing landscape character. There is also a significant emphasis on protecting and enhancing the historic built environment which reflects the dominance of heritage assets in the Plan area.

- 89 The economic goals are to sustain existing businesses. East Markham's location near the A1 means that the many residents work outside the parish. It is considered that Local Plan policies provide an adequate framework for business growth in the parish.
- 90 The policies in this Neighbourhood Plan provide a planning policy framework to ensure that future development will be sustainable for East Markham.
- 91 Sustainable Development in East Markham means:
1. High quality design to enhance the distinctive historic and rural character of East Markham.
  2. Development that does not place any additional burdens on the Parish's infrastructure (particularly the drainage and the narrow village roads).
  3. Seeking creative design solutions that also result in improved pedestrian connections within and through the village.
  4. The Parish Council will work proactively with developers to find joint solutions at the pre application stage. The importance of pre-application consultation is endorsed in paragraph 188 of the National Planning Policy Framework.

## 12 The Importance of Good Design in Development

- 92 The Village Design Statement published in 1999, was produced as part of an initiative promoted by the Countryside Commission and BDC. It was undertaken by the local community and is based on substantial consultation. It was intended to be used as a supplementary planning document and it identifies those aspects of the village that make up its distinctive character.
- 93 Based on robust analysis and description of the village the document provides key principles that should be considered when development is being undertaken in the village. Although it was produced some time ago much of the village is the same and analysis for this Neighbourhood Plan confirms that the key principles still apply. These key principles are listed at Appendix C.
- 94 Development within the Conservation Area requires particular consideration in relation to the impact on the Conservation Area and its setting. Whilst good design is a requirement across the whole Parish, section 14 considers the particular requirements of development within East Markham Conservation Area.
- 95 This section focuses on the importance of good design in new residential development across the village both within and adjoining the Conservation Area.
- 96 The NPPF paragraph 56 acknowledges that 'good design is a key aspect of sustainable development and is indivisible from good planning'.
- 97 East Markham is a very attractive historic village with a good school. It is easily accessible to the A1 making it is a popular commuter village whilst being surrounded by high quality landscape. The demand for properties in the parish is reflected in its house prices and land values. East Markham, has an average house price of £237,646, more than the average price in Tuxford (£151,831) or Retford (£146,915). Data from Right Move in January 2016, <http://www.rightmove.co.uk/house-prices/detail>.

- 98 The village is also surrounded by open countryside that is accessed from a variety of green lanes (historically used for the conveyance of fruit from the orchards to market) and footpaths. Improving access to these routes, where applicable, should also be a consideration of good design.
- 99 It is reasonable to expect therefore, that new development either within or on the edge of East Markham should achieve a high quality of design.
- 100 In 2013 Bassetlaw District Council adopted a Supplementary Planning Document (SPD) "Successful Places a Guide to Sustainable Housing Layout and Design". Development across the Plan area to be in accordance with the design principles contained within the SPD.
- 101 It is important that new development addresses all of the principles contained in the SPD. However, there are particular aspects of the SPD that this Plan would like to draw to the attention of developers, as local people consider them to be of paramount importance if new housing is to enhance rather than diminish the existing character of the village. These are shown in Appendix D.
- 102 In addition, this Plan also encourages the use of Building for Life 12 (BfL12)<sup>11</sup> by developers in the preparation of their planning applications. BfL12 is the industry standard endorsed by government for well-designed homes and neighbourhoods that local communities, local authorities and developers are encouraged to use to help stimulate conversations about creating good places to live. It can be used at all stages in the design process to check that new development is meeting the standards required.
- 103 Bassetlaw's Supplementary Planning Document endorses the use of BfL12 as a '*national standard for well-designed homes and neighbourhoods and is about creating good places to live.*'
- 104 BfL12 comprises 12 easy to understand questions which are intended to be used as a way of structuring discussion about proposed development. There are four questions in each of the three chapters:
- Integrating into the neighbourhood  
Creating a place  
Street and home
- 105 BfL is based on a simple 'traffic light' system (red, amber and green) proposed new developments should aim to:
- a) Secure as many 'greens' as possible
  - b) Minimise the number of 'ambers' and;
  - c) Avoid 'reds'
- 106 A good example of how new development has integrated with the existing settlement in the past in the village is at Stocks Fold where the S106 Agreement created College Lane which

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<sup>11</sup> See <http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

provides access from Low Street and Stocks Fold to the High Street and then onwards to the school.

107 Stocks Fold is a good example of a new development as it addresses areas relevant to policies in the plan. These are, provision of a safe pedestrian link between parts of the village, thus avoiding roads with no pavements; the majority of properties on the development have adequate off road parking for the size of the property; the estate road is of adequate width for access of emergency, service and delivery vehicles without impeding traffic flow.



108 This principle could be followed for the three landlocked sites on Beckland Hill which would benefit from having safe pedestrian links with each other and other parts of the village, having adequate parking for residents and visitors, and having an estate road of adequate width for access of emergency, service and delivery.

109 The more 'greens' that are achieved, the better a development will be. A red light gives warning that a particular aspect of a proposed development needs to be reconsidered. 9 greens are considered the acceptable threshold to constitute good design, some ambers are acceptable but reds are not.

110 New housing development will be expected to use Building for Life 12 to help shape design proposals and evidence of this will need to be demonstrated. This will provide assurance to the community that the scheme will be of the highest design standards, reflecting the value of the built and natural environment in the Parish

1. **Proposals should demonstrate a high design quality that will contribute to the character of the historic, rural village. In order to achieve this new development should:**
  - a) **incorporate green boundary treatment including native trees and hedgerows; and**
  - b) **use materials that are in keeping with the character of the surrounding area; and**
  - c) **demonstrate how the buildings, landscaping and planting creates well defined streets and attractive green spaces that respond to the existing built form in terms of enclosure and definition of streets and spaces.**
2. **The conversion of buildings should be done sensitively to reflect the historic character of the building and its surroundings.**
3. **Schemes should demonstrate a layout that maximises opportunities to integrate new development with the existing settlement pattern. This should include a layout that enables new pedestrian connections to be made.**
4. **Where development sites are adjoining, proposals should include pedestrian links to connect both sites where feasible.**
5. **Major development proposals will be expected to include an assessment report to demonstrate that the scheme scores well against the Building for Life 12 questions or subsequent national best practice guidance on design and placemaking.**

### 13 A Mix of Housing Types

111 The importance of providing a '*mix of housing based on current and future demographic trends*' is emphasised in the National Planning Policy Framework (see NPPF paragraph 50.)

112 Section 7 provided data to show the predominance of detached houses (64%) compared to 22% in England and that 21% of the Parish's residents were over 65 in 2001 compared to 16% of England's population as a whole

113 The need to consider future population needs is a central tenet of planning and the 2014 Strategic Housing Market Assessment (SHMA) has identified that by 2031 38% of the district's population will be over 65.

114 A vital part of planning for sustainable growth is to promote policies that will generate a more balanced local community. The NPPF supports the aim of creating healthy, inclusive communities. Ensuring that East Markham has a more balanced provision of house types to meet the needs of young and old people on different incomes is an important aim of this Neighbourhood Plan.

115 Evidence has shown<sup>12</sup> that a community thrives when it is made up of people from a mixture of ages and income levels. Young people keep the schools going, young families provide children for the schools, working age people usually have more money to spend at the local pub or in the shop and working age people may work within the community providing local services.

116 In terms of social cohesion, communities need a range of people doing different jobs so that, from within the community, there will be people employed in a range of services and industries.

<sup>12</sup> Joseph Rowntree Foundation Creating and Sustaining Mixed Income Communities



The existing housing mix in East Markham is not conducive to changing the current trend nor will it meet the needs of an ageing population.

117 The consultation revealed a strong preference for the provision of smaller houses, particularly bungalows, that would be suitable either as homes for young people or first time buyers or for older people wanting to downsize. Enabling people to downsize also frees up housing for families.

118 This local evidence is substantiated by a report published in January 2016 *Generation Stuck: Exploring the Reality of Downsizing in Later Life*. Based on a Yougov Poll it revealed that 33% of home owners aged 55 and over are considering or expect to consider downsizing, but a lack of suitable options is preventing them from moving.

119 The development of Lifetime homes helps to ensure that properties are appropriate for older people whilst still meaning that they are suitable for occupiers such as first-time buyers. Whilst the cost of complying with Lifetime homes standards does increase the cost of development, policy NP3 seeks to focus these requirements on smaller dwellings.

120 The village's population is ageing and the community strongly supports the provision of smaller homes built to the accessible and adaptable dwellings standard under Building Regulation Requirement M4(2).

#### ***POLICY NP2: A Mix of Housing Types***

- 1. New housing developments should deliver a housing mix that reflects the demonstrable need for smaller dwellings.**
- 2. Developers must show how this local need has been taken into account in the different house types and bedroom numbers proposed.**

#### **14 Development within the Conservation Area**

121 The heritage quality of East Markham village is reflected in its designation as a Conservation Area in 1982 and its enlargement in 2014.

122 It is possible that, over the Plan period, sites within the existing village Conservation Area will come forward for development. The cumulative effect of this can change the character of the area.

123 The Conservation Area Appraisal 2014 notes that 'from the mid-20<sup>th</sup> century onwards, development has often been at odds with the pre-existing urban grain. Features such as cul-de-sacs, highway-led schemes with unnaturally curved roads and overly-wide accesses, in addition to the infilling of spaces between gable-end buildings (especially off Low Street/Church Street), have all caused harm to the character of the Conservation Area.'

124 A significant issue for East Markham, which sets it apart from other villages in the area, is the existence of open spaces, grass verges and historic orchards. The Conservation Area Appraisal

(CAA) provides more detail on the hawthorn hedges (from the enclosure period), the grass verges and the open spaces and notes that *'The relationship between East Markham's historic buildings and the open spaces provides a character unique to East Markham Conservation Area.'*

125 The most significant consequence of the 2014 Conservation Area Appraisal was the extension of the boundary, as shown on Map 4 in Appendix E, to include;

A) 0.9 hectares (approx.) of open space to the south of Lincoln Road and the west of Back Lane

B) 21.5 hectares of open fields on the western edge of the village to the south of the High Street.

126 Area B is particularly prominent due to the topography which comprises a shallow valley with the High Street situated along the top of the northern facing slope and Priestgate running on top of the southern facing slope.

127 Area B has also been identified by the local community as an area of particular significance due to the views it affords across the open countryside which is seen as an intrinsic element of the landscape character. (see section 15 and NP4)

128 District policy requires proposals to recognise the significance of heritage assets and to *'be in line with conservation area appraisals'*. However, NP4, written with the benefit of the updated Conservation Area Appraisal in place can be more specific.

129 Given the local need for smaller market properties, downsizing for an ageing population and the fact that development within the Conservation Area will be closer to local amenities than any development on the edge of the village, smaller dwellings suitable for older people or those with mobility issues will be particularly supported in the village. Equally, smaller properties in the centre of the village would also be suitable for young people looking to own or rent their first property.

### ***POLICY NP3: Development within the East Markham Conservation Area***

- 1. Development within the Conservation Area should be of a high design quality and should meet the following criteria:**
  - a) it is in keeping with the character of the area particularly in relation to historic development patterns and plot sizes; and**

- b) the design preserves and where possible enhances the heritage attributes of the Conservation Area, particularly the open spaces, grass verges and boundary treatments as highlighted in the Conservation Area Appraisal; and
  - c) the materials used should be in keeping with the prevailing red brick and clay pantiles as detailed in the Conservation Area Appraisal.
2. Where applicable, development adjacent to the Conservation Area should not detract from the setting of the Conservation Area and should ensure that building lines and boundary treatment reflect the positive attributes in that character area and preserve the significance of the asset.

### 15 Protecting the Landscape Character across the Plan Area

130 Maps 11 and 12 shows the Landscape Character is almost wholly Mid Notts farmland and this is divided into 3 policy zones 08, 10 and 11. BDC's Landscape Assessment noted the historic features that give the area a strong sense of place and assesses policy zones 08 and 10 as having a very high landscape value as the landscape is in very good condition whilst policy zone 11 is in a good condition,

131 Map 13 shows how the land undulates to the west rising beyond the Parish towards Tuxford. The Conservation Area Appraisal extended the CA boundary to include 21.5 hectares of open countryside due to its prominence between High Street and Harold Lane.

132 The Village Design Statement identifies view corridors of particular value around the Parish. Some of which are shown below.





Mark Lane towards Church Street

### Important views out of the village

**Low Street** – looking south from the entrance to Lindville and from the west of the converted Wesleyan chapel

**The Green** – Southwards towards Mark Lane and Church Street the views open out across the fields, some of which contain ancient earth works. The Green is an important viewpoint across a Mature Landscape Area.

**Askham Road** – towards Ivy Cottage and beyond. Orchard along west side and meadow at junction of A57

**High Street north side** - Land between Ivy Cottage and the garage, views to the north, south and west of Newland, views to the south and west of Highfield. (see photo)

**High Street south side** – Views overlooking and beyond High Street farm, Glencoe and Highways, West of Highways towards Great Lane and beyond.

**Great Lane** - Appleton Cottage and Harold Cottage – views to east, south and west

**York Street** – Between Wendron House and Richmond House to the south and west

**York Paddock bungalow development** – field access provides attractive view of field, trees and hedges

**Tuxford Road** – Beyond East View and the Housing Association development – pleasant view looking south and east with Tuxford and Tuxford Church in the horizon.



### Important views into the village

**Priestgate** – North view down the valley to York Street and over to High Street. View of fields, hedges and trees.

**Mark Lane** – Beyond properties on the south and north the views of the village are very attractive. Walking east and then north, picturesque views of the Church and of Church Street properties unfold. Views to the north are dominated by East Markham Hall. The views from Mark Lane add to the special interest of the area centring on the Green.

**Tuxford Road** – views to the north-east present a vista of the eastern half of the village. Looking east from the A1 embankment there are attractive views of the village. (See Photo below) From the Cinder track a panoramic view of the house on The Nookin, Church Street and Manor Farm.





From Tuxford Road towards Church

133 Any development on sites, which overlook such views must be very sensitively designed and located. Ensuring that size, scale, use of materials and on-site landscaping are complementary will mean the development will nestle within the settlement and not be unduly prominent. Planning applications should be accompanied by a landscape and visual impact assessment

***POLICY NP4: Protecting the Landscape Character across the Plan area***

1. Development in East Markham is required to demonstrate that:
  - a) it does not represent a significant visual intrusion into the landscape setting; particularly the view corridors set out under Important Views into and Out of the Village; and
  - b) it does not demonstrably diminish the setting of the built environment and its relationship with the landscape; and
  - c) it conforms to the principles of the Conservation Area Appraisal and the Landscape Character Assessment

## 16 Conservation and Enhancement of Footpath and Cycling Routes

134 The farming legacy of fruit growing means that East Markham has a delightful network of green tracks that pass through and out of the village. These were used as routes for farm equipment to bring in the harvested fruit. Although some of these lanes are used by local people access is informal and they are not necessarily part of the footpath network. Map 18 shows the frequently used routes that are not public rights of way.



- 135 Map 19 shows the footpaths through and out of the village. Map 20 shows how the routes that are integral to people's movement around the village to key destinations (i.e. the local facilities.)
- 136 The NPPF requires planning policy to seek to promote healthy communities. The Nottinghamshire Joint Strategic Needs Assessment (JSNA) provides a picture of the current and future health needs of the local population and states the importance that the natural and built environment has on health.<sup>13</sup>
- 137 The 'Spatial Planning for Health and Wellbeing of Nottinghamshire' document approved by the Nottinghamshire Health and Wellbeing Board in May 2016 confirms that local planning policies play a vital role in ensuring the health and wellbeing of the population and how planning matters impact on health and wellbeing locally. In addition, a health checklist is included to be used when developing local plans and assessing planning applications.<sup>14</sup>
- 138 The Parish Council and local people are equally aware of the improved quality-of-life and health benefits that come from being able to access local services and facilities and/or go on walks into the countryside without needing to use the car.
- 139 One of the projects listed at Appendix A is for East Markham PC to continue to work with landowners to seek to ensure continued public access to these tracks which are intrinsic to the heritage of the area.
- 140 The East Coast Main Line and the A1 severed important historic footpath routes and construction of the A57 by pass had a detrimental impact on established public rights of way. Map 19 shows how the existing right of way network is disconnected at key places. This has left the village with various linear routes that do not connect to any destination point
- A** - Gap in public footpath network between East Markham and Askham. However, residents have walked this route for decades. The route is under threat as fields are enlarged and the last 80m of the track named East Meadow Road has been ploughed out following removal of a hedge.
- B** - The path was stopped at each side of the A1 in 1964. There is no alternate route on the west side so the right of way from the B1164 is rarely used.
- C** - In the distant past there was a bridge over the railway but removal of the bridge severed the right of way. No alternate route.
- D** - In 1979 there were steps up to the railway and it was possible to cross. In 1980, British Rail had plans to provide a sleeper crossing. The crossing was closed later for safety reasons and there is an alternate route to the south.
- 141 The Parish Council will work with farmers and land owners to seek to restore connections where it is safe and practicable to do so. Linking at point A on Map 18 is a priority.

<sup>13</sup> see <http://jsna.nottinghamcity.gov.uk/insight/StrategicFramework/NottinghamshireJSNA.aspx>.

<sup>14</sup> see <http://www.nottinghamshire.gov.uk/caring/yourhealth/developinghealthservices/healthandwellbeingboard/strategy/>

142 A footpath route goes directly to Tuxford. It is particularly used by pupils accessing the secondary school in Tuxford. This route is highly valued and well used by local people. Providing a non-vehicular route to school for local young people is a positive attribute in encouraging a healthy active lifestyle for the next generation.

143 The consultation revealed a desire to protect and enhance the footpath network and where possible to create connecting routes that would enable circular walks out of the village.

***POLICY NP5: Conservation and Enhancement of Non Vehicular Routes***

- 1. Development which is solely related to improving, extending or creating new non-vehicular routes should not detract from the landscape character or areas of identified ecological value as defined in the Landscape Character Assessment.**
- 2. The creation of links and bridges to connect routes identified on Map 18 will be encouraged.**

## **17 Enhancing the Provision of Community Facilities**

144 East Markham offers a range of services and facilities listed in section 7 table 2 although in recent years there has been a sharp decline in the retailers in the village; this trend is common amongst rural communities.

145 Consultation with both the young people at Tuxford academy and older residents expressed particular concern and disappointment that East Markham no longer had a village shop.

146 However, East Markham still has a popular village pub, village hall and thriving village school. These facilities enhance social cohesion and provide a focal point for the community.

147 While East Markham no longer has a shop, it still has a substantial range of sports and other outdoor facilities which are highly valued and provide safe play spaces and encourage a healthy lifestyle for residents.

148 District policy requires community facilities in the village to be of a scale appropriate to the village and to have community support.

149 The Parish Council intends that, where planning gain is secured, (via S106 or Community Infrastructure Levy if applicable) it will be used to support improvements to local community facilities.

### ***East Markham Primary School***

150 The village school is highly regarded and with 84% of pupils coming from within the catchment area it plays a key role in sustaining a sense of community cohesion.

151 The school building dates from 1878 and is Grade 2 listed. Whilst this protects the building from unsympathetic extensions to its frontage it has resulted in a number of incremental extensions over the years as the school governors attempt to keep the school up to modern educational standards. However, despite several bids to the Local Education Authority over recent years it has failed to secure funding for a school hall.



152 The 19<sup>th</sup> Century school building also has no off street parking for parents. At the start and end of the day this creates significant congestion and with parent's double parking the safety of children is of concern. Access from the A57 to Askham Road is the only access to the village from the west, so the parking problems at the school cause congestion on a key access road for residents, emergency and delivery services.

153 The primary school did produce a school travel plan for 2007/08. A very high proportion of children do walk to school (84% of pupils are from within the school catchment) but the school catchment area is large and includes the neighbouring village of Askham.

154 This Neighbourhood Plan supports the provision of modern education facilities to meet 21<sup>st</sup> Century needs. The Parish Council is well aware of the difficulty of funding a new school and Councillors will continue to seek opportunities where possible to find a suitable site within the curtilage of the village.

155 Future development in relation to the existing school building should also safeguard the heritage attributes of the building ensuring that future uses have special regard to the desirability of preserving the assets, their setting and any features of special architectural or historic interest.

***POLICY NP6: Enhancing the provision of community facilities***

**1. Proposals to improve community facilities will be supported where; they are of a high quality design that reflects the plan's design principles and pre-application consultation with the community has been undertaken**

**2. Additional educational facilities to meet identified need with parking for staff and parents.**

## 18 Surface Water Flooding and Drainage Issues

- 156 A major concern identified at the start of this Neighbourhood Plan process is the capacity of the village's existing drainage system.
- 157 A survey to identify the local surface water drainage issues was undertaken in 2016. The survey findings highlighted areas of the village where surface water run-off is an issue. (The survey is available on the East Markham Parish Council web site and at <http://www.eastmarkhamnp.org.uk/documents.htm>)
- 158 Of the 26 responses from households 7 respondents had raised concerns about surface water run off of which 3 were in York Street and 2 in Low Street. 8 respondents raised concerns about sewage drainage problems with a more even distribution of these around the village, 3 in Church Street. 3 respondents raised concerns about structural problems and these were in Low Street and York Street. The responses confirmed anecdotal evidence that the main drainage problems were in and around Low and York Street.
- 159 During heavy rain surface water floods the existing private culverts in several parts of the village. Based on discussions with BDC that the public surface water sewers are at capacity new development needs to take this into account. Severn Trent advise that if modelling showed there was insufficient capacity for new development necessary improvements would be undertaken to provide capacity.
- 160 In its response to the consultation on the neighbourhood plan Severn Trent Water supported the approach in this plan noting that *'We believe that greater emphasis needs to be paid to the consequences of extreme rainfall. In the past, even outside of the floodplain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers.'*<sup>15</sup>
- 161 Severn Trent Water endorses the approach taken in NP8 (see Consultation Statement).
- 162 Map 15 identifies those areas of the village that suffer from surface water run off or poor drainage during and after heavy rain fall.
- 163 Core Strategy Policy DM12 requires new development (other than minor extensions) in East Markham to *'take appropriate measures to mitigate the effects of future development.'* NP8 sets out that requirement in the context of East Markham.

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<sup>15</sup> see response from Severn Trent water on NP website

**POLICY NP7: Reducing the Risk of Flooding**

1. All development proposals other than residential extensions and other minor development within East Markham village will be required to demonstrate that;
  - a) the development proposals will not have a detrimental impact on the foul and surface water drainage infrastructure; and
  - b) the development does not increase the rate of surface water run off or increase flood risk in the area; and
  - c) the scheme is designed and constructed such that it does not increase the level of flood risk in the area, and where appropriate can contribute to the reduction of flood risk; and
  - d) the scheme protects existing watercourses and land drainage systems. In circumstances where this approach is impractical the developer will be required to propose a reasonable alternative in accordance with the most up to date local policy; and
  - e) the scheme incorporates sustainable drainage techniques into their layout and design. In circumstances where this approach is impractical the developer will be required to propose a reasonable alternative in accordance with the most up to date local policy.

**19 Car Parking on Residential Development**

164 Reducing car usage and encouraging the use of public transport has long been an aim of the planning system. The NPPF advises that *'the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'*

165 Figure 1 in section 7f has shown that car ownership in the Plan area is higher than the national average reflecting the rural location of East Markham. Limited local facilities mean people have to travel to Tuxford for the most basic requirements. Section 7 noted that the location of the village near the A1 makes it an attractive commuter village to a wide variety of destinations and that the bus service even to nearby towns and villages is limited.

166 The historic layout of the village and the particularly narrow through roads mean that on street parking is the only option for many residents in the older properties.

167 Maps 9 and 10 (Appendix E) show where roads are very narrow and where on street parking creates congestion and safety issues. The Parking Survey see part of Appendix F (May 2016) showed that parking on the road is not only necessary for those who live in older properties without off street parking provision, but it is also a necessity for those who occupy houses built in recent years. The parking survey shows that in an area like East Markham district policy has not provided sufficient off street car parking to reflect the local street character, car ownership levels, or that fact that all visitors are highly likely to arrive by car.

168 The cumulative impact of both older houses built without parking spaces and newer development built without sufficient parking spaces is that cars park along already narrow roads

pavements and grass verges. This causes congestion, creates a poor-quality environment for pedestrians, damages pavements and erodes the character of the village.

169 The NPPF (paragraph 39) sets out the factors that need to be taken into account when setting local parking standards. These are

- a. the accessibility of the development;
- b. the type, mix and use of development;
- c. the availability of opportunities for public transport;
- d. local car ownership levels; and
- e. an overall need to reduce the use of high- emission vehicles

170 Nottinghamshire County Council's guidance 'Residential Car Parking Research, Highways and Development Control Guidance' also establishes the principle of considering a range of factors like car ownership, location, availability of garage parking<sup>16</sup>, availability of visitor parking and availability of on and off street parking; this approach is supported in NP9.

171 BDCs Residential Parking Supplementary Planning Document 2012 require any dwelling with 2 or more bedrooms to have 2 allocated parking spaces with 0.3 unallocated (rounded up to the nearest whole number.) Although these are set as minimum standards these are not usually exceeded. However, the particular evidence of car ownership and limited on street parking in East Markham should also be taken into account.

172 In the March 2015 Written Ministerial Statement the following text should be read alongside NPPF. '*Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.*'

173 The Steering Group consider that compelling evidence has been provided to demonstrate that recent development has not provided adequate parking and that the historic narrow streets and old buildings already necessitate significant on street parking that is impeding traffic flow and creating hazardous conditions for pedestrians.

174 These additional requirements as set out in NP9 are intended to ensure that the right amount of parking, which is fit for purpose and well integrated, is provided. Parking should be functional, serve the community and enhance the environment.

175 It is important that future development in the village recognises, the rural location, that currently the majority of households have two or more cars (it is common for households to have 3 or more cars) and that there are limited opportunities for on street parking to allow for overspill for residents with a high number of cars and for visitors.

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<sup>16</sup> the guidance notes that only 1/3 of people use their garage for parking their car

***POLICY NP8: Car Parking on Residential Development***

Throughout the plan area, new housing development shall meet the following parking standard:

**1) Where the dwelling has direct access to an existing road:**

- **2 and 3 bedroomed dwellings are required to have a minimum of 3 off road allocated parking spaces**
- **4 or more bedroomed dwellings are required to have a minimum of 4 off road allocated parking spaces**

**2) Where the dwelling has direct access to a new estate road which is designed to accommodate visitor parking to meet the needs of the development:**

- **2 and 3 bedroomed dwellings are required to have a minimum of 2 off road allocated parking spaces**
- **4 or more bedroomed dwellings are required to have a minimum of 3 off road allocated parking spaces**

## **20 Implementation**

176 The policies in this plan will be implemented by BDC as part of their development management process. Where applicable East Markham Parish Council will also be actively involved, whilst Bassetlaw District Council will be responsible for development management, the Parish Council will use this Neighbourhood Plan to frame their representations on submitted planning applications.

177 There are several areas of activity which will affect delivery and each is important in shaping East Markham Parish in the months and years ahead. These comprise:

- a) The statutory planning process. This Neighbourhood Plan will direct and shape private developer and investor interest in the Neighbourhood Plan area. However, this is also in the context of the wider Bassetlaw District Council planning policies and the National Planning Policy Framework.
- b) Investment in and active management of public services and community assets, together with other measures to support local services for the vitality and viability of the village.
- c) The voluntary and community (third) sector will have a strong role to play particularly in terms of local community infrastructure, events and village life. This sector may play a stronger role in the future.
- d) The role of the Parish Council in delivering the projects, that have been identified as part of this Neighbourhood Planning process.



178 The Neighbourhood Plan will become part of the local development plan. In relation to improvements to the Plan area, the Parish Council will also look to District and County Council investment programmes where a policy can be shown to be delivering District and County objectives.

## 21 Monitoring and Review

179 The impact Neighbourhood Plan policies have on influencing, the shape and direction of development across the Plan area during the plan period, will be monitored by East Markham Parish Council.

180 The Parish Council will publish an Annual Monitoring Report to assess the impact of the Neighbourhood Plan policies. The findings of the report will be shared with BDC.

181 If it is apparent that any policy in this Plan has unintended consequences or is ineffective it will be reviewed. It is the expectation of the Neighbourhood Plan Steering Group and the Parish Council that there will be a review of the Plan 5 years after it has been made.

182 Any amendments to the Plan will only be made following consultation with Bassetlaw District Council, local residents and other statutory stake holders as required by legislation.



From Parish Field Tuxford Road



### **Appendix A: List of Community Projects**

To support the Plan policies, the following projects will be implemented, by the Parish Council over the Plan period where funding opportunities allow. These projects are NOT part of the formal Neighbourhood Plan, but have been identified as being important to the community.

#### **Project 1**

To work with the school governors to investigate options either for extending the existing buildings, or for providing a new school building to ensure that the primary school buildings continue to meet modern educational and community standards, with parking provision to satisfy the needs of staff and parents, ensuring that vehicles are kept off the road network.

#### **Project 2**

To work with landowners and farmers to enhance the footpath network and specifically to link the East Markham and Askham footpath networks.

#### **Project 3**

To work with BDC and partners to seek solutions to increase the drainage capacity in the village

#### **Project 4**

To seek funding to improve the community facilities in the village

#### **Project 5**

To identify community assets, which in the event that they become available for purchase give the village the first refusal on any acquisition.

#### **Project 6**

To seek improvements to pavement surfaces in the village and the maintenance of public footpaths

## Appendix B: SWOT Analysis

### East Markham (The Parish/Community)

At an open public meeting those interested in doing so were invited to put their views forward by participating in the NPSG. The SWOT is a compilation of the individual SWOTs produced by the members.

#### SWOT

STRENGTHS	WEAKNESSES
<p><b>Location/Communications</b></p> <p>Good road links easy access to the A57 and A1</p> <p>Bus links to Retford, Tuxford, Newark &amp; Lincoln.</p> <p>Good private transport links</p> <p><b>Environment</b></p> <p>Rural surroundings and some green spaces and mature trees etc within village</p> <p>Decent walks</p> <p>No through traffic.</p> <p>Conservation Area – offers heritage and protects some aspects of village heritage.</p> <p>Clearly/tightly defined village development outline</p> <p>Heritage Assets – Church, Hall, Dovecotes &amp; other Old Buildings</p> <p>Important views (ie Church, East Markham Hall ...). The odd area of low density housing remains, the odd open space remains</p> <p>Core of Attractive, traditional, architecture</p> <p>Many residents interested in village architecture and appearance.</p> <p>Some new development has been sensitive</p> <p>Absence of a current major planning problem and - thus far – we have not been blighted by a windfarm development</p> <p><b>Facilities</b></p>	<p><b>Location/Communications</b></p> <p>Poor public transport links</p> <p>No through bus link to Ollerton and the west.</p> <p><b>Environment</b></p> <p>Noise from A1, A57 and main line railway in certain locations</p> <p>Lack of a centre to village</p> <p>Some “national speed limit” roads and junctions are perceived as dangerous (Priestgate/ Mark Lane)</p> <p>Some footpaths are little used because the route is incomplete or no longer makes sense.</p> <p><b>Built Environment</b></p> <p>Some new development has not been sensitive and has been detrimental to the look and feel of the village. Infill development has removed many small open spaces and altered village character.</p> <p>Some very bad alterations to period properties – e.g. UPVC windows, bad barn conversions, modern chimney pots, poorly located oil tanks etc etc</p> <p>Conservation area has produced a lot of pastiches of Victorian houses.</p> <p>Redundant agricultural buildings, sometimes eyesores and falling into disrepair</p> <p>Insensitive conversion of derelict historic buildings</p>

<p>Good Primary School. (x 6)</p> <p>Catchment area of good Secondary School.</p> <p>Village has 1 pub</p> <p>Hair Dressers</p> <p>Good footpath network.</p> <p>Active church</p> <p>Playing field and some other public open space.</p> <p>Village Hall</p> <p>A good range of Sports and Social Clubs &amp; leisure facilities – e.g. BMX track; Allotments; Travelling library.</p> <p>Proximity to services in Tuxford and Retford - doctors, pharmacy, small supermarkets, paper shop, food takeaways, library</p> <p>The free car service at the Mine of Information that can take elderly residents to Tuxford to access local shops and services</p> <p><b>Community</b></p> <p>Size 500 dwellings is a reasonable size and potentially viable as a community.</p> <p>Good Socio Economic mix caused by the higher than normal number of larger houses.</p> <p>Village community spirit and activities</p> <p>Low crime area with 2 active PCSOs</p> <p>The Gazette – a useful way of knowing what's going on and communicating with the community</p> <p>Heritage orchard maintains link with apple growing history and supports Apple Day.</p> <p>Street bins emptied and grass verges cut regularly.</p> <p>Desire from outsiders to move into village</p>	<p>Several, relatively prominent, character buildings derelict/at risk</p> <p>Excessive roadside parking in certain locations (e.g. school, High Street, Low Street).</p> <p>Insensitive parking on streets, pavements, and verges.</p> <p>Affordability of housing (freehold &amp; rented)</p> <p>Not connected to the mains gas network</p> <p>Surface drainage issues in certain locations</p> <p><b>Employment</b></p> <p>Limited local employment opportunities</p> <p><b>Facilities</b></p> <p>Lack of shops</p> <p>Lack of post office</p> <p>Lack of 21C school facilities</p> <p>Lack of safe cycle tracks/bridle ways to link with other communities, shops &amp; secondary school</p> <p>Primary school facilities have been developed on a piecemeal basis (one extension after another)</p> <p>Lack of playing field attached to village hall</p> <p>No public woodland.</p> <p>No cycle parking/storage at village hall.</p> <p><b>Community</b></p> <p>Dormitory nature of the village</p> <p>No clear, positive, community desire/focus - Contented apathy</p> <p>A big contrast between residents who contribute to village life and others who rarely contribute at all.</p> <p>Inconsiderate dog owners. Dog mess on pavements.</p>
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Good broad band connection	<p>Drivers continue to use unsafe road entrance into village (from A57).</p> <p>A possible over-representation of the views of some sections of the community and under representation of others?</p> <p>Limited residents' commitment to sustainable energy opportunities</p> <p>Growing anti - development lobby</p>
<b>OPPORTUNITIES</b>	<b>THREATS</b>
<p><b>Built Environment</b></p> <p>Preserve what is still special about this village/ Opportunity for the Neighbourhood Plan to give teeth to the Village Design Statement</p> <p>Introduce traffic controls on the Farm Lane/ Beckland Hill road, in particular both sets of crossways. Reduce the speed limit on Mark Lane to 30mph &amp; Introduce double yellow lines or other measures to prevent dangerous parking at junctions or other bottlenecks in the village</p> <p>Provide off road parking for parent's cars at the school.</p> <p>To draw the attention to the authorities to the inadequacy of some of the surface water drains</p> <p>Facilities</p> <p>To have some form of shop open at times to suit the village, and create a new centre for the village/ National support for local community shops/ Introduce a shop of a similar scale to those in Tuxford. A small one will simply fail. But is this fair on the neighbours ? Car parking and access ?</p> <p><b>Employment</b></p> <p>Redundant agricultural buildings could provide workspace, IF there is a need for it</p>	<p><b>Built Environment</b></p> <p>Too much new housing/Ongoing urbanisation of the village</p> <p>Poor design, location or scale of new housing - clash with the local character, and too packed in.</p> <p>Risk of a planning vacuum in the period before adoption of the NP, resulting in development uninfluenced by NP</p> <p>Additional housing exacerbates problems with: congestion; drainage; roadside parking; traffic flows etc</p> <p>Increasing household delivery traffic due to increasing internet purchases</p> <p>Insensitive or inappropriate use of greenfield sites that surround the village.</p> <p>Loss of original architectural features in Conservation Area (doors, windows, chimney stacks, etc.) and inappropriate modifications e.g. PV panels on roofs</p> <p>Lack of enforcement by under-resourced BDC officers.</p> <p>Conflict between onerous planning requirements and the need for buildings such as old barns and dovecotes to have a purpose if they are to be renovated</p>

<p><b>Community</b></p> <p>Development of a community energy project/Community green deal available</p>	<p>The importance of CIL to shrinking Local Authority budgets could result in Greenfield development being favoured over reuse of previously developed land</p> <p><b>Employment</b></p> <p>Decreasing employment opportunities due to lack of local workspace, risk of closure of large local employers. May contribute to the village becoming, increasingly, a dormitory settlement</p> <p>Lack of “local custom” limits business set up &amp; threatens existing businesses</p> <p><b>Facilities</b></p> <p>Housing on former factory site may have poor footpath and cycle links increasing traffic issues.</p> <p>Loss of public service transport routes.</p> <p>Closeness of Tuxford means that the vast majority see no need for facilities within the village</p> <p>Future of remaining pub when existing owners leave</p> <p><b>Community</b></p> <p>High resident average age that is increasing.</p> <p>Short term thinking clouding any long term planning for future needs</p> <p>Community events (such as Apple Day &amp; May Day) could die out if younger generations don’t pick up the baton</p> <p>Long term future of Heritage Orchard not clear.</p>
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## Appendix C: Key Principles from the Village Design Statement

### VDS Design Principles Relevant to the Neighbourhood Plan

#### Landscape

It would be desirable to retaining existing orchards and to encourage new orchards.

All trees are important. Where tree felling is necessary, consideration should be given to suitable replacement.

Special consideration should be given to the retention of the green wedges when planning applications are considered.

Hedges are an attractive village feature and the links they provide for flora and fauna to orchards and woodland areas need to be protected.

#### Listed buildings and ancient monuments

The parish church of St John the Baptist is in a peripheral location to the south of the village, forming a group with the Manor and Manor Farm and the other historic buildings the setting of these buildings is unique and must be protected.

#### Buildings

Developers should provide sufficient information to ensure that the site can be assessed in the context of the street scene.

Developers should be encouraged to offer a range of different types and types sizes of houses.

Barns and other conversions should be executed in a way that retains the original character of the building.

#### Materials

Buildings should be constructed of redbrick where this reinforces the distinctive character of the village

Although red/ orange pantiles are the most popular choice, account should be taken off the roof tiles in the immediate vicinity;

Materials used in extensions should match those of the existing property; the use of UPVC is inappropriate in a listed building

#### Highways street furniture lighting

Road signs in the area of the Green, the Church and Askham Road should be in keeping the local street scene.

The planting of more trees along the verges is strongly supported; the trees should be of suitable varieties taking road safety into consideration

When power lines and telephone lines are replaced there should be a presumption in favour of them being placed underground. Where overhead lines are unavoidable, their height, appearance and route should be designed to minimise intrusion.

Public and private lighting should be directed downwards and where possible be of low intensity.

### Footpaths

Public footpaths are important facilities in the village; future developments should not break or interfere with the ease of movement along them. The provision of gates and styles should respect the rural nature of the area.

**Appendix D: Supplementary Planning Document ‘Successful Places a Guide to Sustainable Housing Layout and Design’ points of particular relevance to East Markham**

3.2.1 A balanced approach to movement	Proposals must take a balanced approach to movement and provide for the needs of all users (including pedestrians, cyclists and those with impaired mobility) of the streets and spaces not just the needs of vehicles.
3.2.4 Connected, integrated, permeable	Proposals should comprise a layout of permeable streets [ and footpaths] that connect to and integrate with the surrounding network of streets and paths
3.2.3 safer neighbourhoods	The movement network should be designed to create a safe and comfortable environment for users
3.4 Townscape	All schemes should create places that make a positive addition to the built environment ... development should ‘give something back’ to the place in which it is being built’.
3.5.1 Character	Development should create places of character based upon an appreciation of the site and surrounding area, responding positively to its natural and [historic] built context
3.5.8 Local Distinctiveness	Development should support local distinctiveness by taking the opportunities available to integrate the proposal into the site its setting and the way it relates to the local area.



### Appendix E: Maps

Due to file size please see separate document on EMNP web site

<http://www.eastmarkhamnp.org.uk/documents.htm>

## Appendix F: Evidence to Support EMNP Proposed Parking Standards

### East Markham Residential Parking Requirement Policy.

In order to stop the issues, detailed below, getting worse it is proposed that for new developments East Markham should have a different parking standards from the rural district standards (as set out in the Residential Parking Standards Supplementary Planning Document June 2016) to reflect the high car ownership levels in the village, the historic and rural nature of the village with associated narrow roads, limited pavements and the existing limited provision of off street parking for older properties.

Development within the village cannot rely on there being unallocated on street parking spaces for visitors.

Within the Conservation Area or where there is limited on street parking:

- properties of two or three bedrooms are required to have a minimum of three allocated parking spaces

four or more bedroom houses are required to have a minimum of four allocated spaces Where it can be demonstrated that visitor parking can be safely accommodated on street:

- two or three bedroom houses are required to have a minimum of two allocated spaces and
- four or more bedroom houses are required to have a minimum of three allocated spaces

### Background

There is concern that future housing developments in the village could lead to increased on street parking if sufficient “onsite” car parking provision is not provided. East Markham is a commuter village with narrow roads, limited public transport and a higher level of cars per household than the local and national figures. The average number of vehicles per household is 1.78 (2011 census) as opposed to the Bassetlaw mean of 1.29. Significantly East Markham has a higher percentage of households with either two, three, or more cars than the BDC average.

It is felt that car parking provision on new developments should take account of the size of the proposed properties with the number of spaces provided reflecting the number of bedrooms. Generally modern houses have little in house storage with the garage frequently used as a storeroom or in the case of integral garages converted to accommodation, resulting in cars being parked on the drive and/or road.

There are only 3 roads in the village wide enough for central white lines, these are High Street, Lincoln Road (both the former A57) and Askham Road which is the narrower of the three and is the access to the village from the A57. There are some white lines on parts of Beckland Hill.

Current on street parking on the narrow roads already causes problems for drivers, pedestrians, delivery and emergency vehicles and is causing damage to pavements and verges,

**MAP 9** shows limited on street parking opportunities on narrow village roads, indicating which roads have two, one or no pavements.

**MAP 10** shows where on street parking causes road safety issues and indicates the through route through the village, (ie: Askham Road, Farm Lane, Beckland Hill, Tuxford Road.)

There are two dangerous/high risk crossroads in the village and it is significant that these can be identified on both maps 9 & 10. Both are on the through route and parking at these areas causes problems of access for emergency vehicles, public service buses, local farm traffic and delivery vehicles.

### **The Danger/High Risk Spots for On-Street Parking**

The two dangerous crossroads in the village, are at the Askham Road/High Street/Farm Lane junction and at the Beckland Hill/ Priestgate/MarkLane junction, both of which are on the through route of the village and have limited visibility as well as parking issues. Askham Road, on which the Primary School is situated, is the only entry into the village from the west, at its junction with the A57 and the road to the village of Askham. Askham Road, High Street, Mark Lane and Tuxford Road are bus routes, as are Farm Lane and Beckland Hill in poor weather conditions.



***Crossroads Askham Rd/High St/Farm Lane***



***Farm Lane/High Street Junction***



*Farm Lane towards High St Crossroads*



Askham Rd towards High Street Crossroads, School parking

### **Askham Road entry to the village from the A57.**

The village school is on Askham Road and parking at school times creates additional problems both on the road and at the crossroads, as parents also park on High Street. The risk to child safety is high.







Askham Road towards A57 Junction - school leaving

### **The Crossroads at Beckland Hill, Tuxford Road, Priestgate, Mark Lane**

There is very restricted visibility at this junction, and traffic on the through road (Beckland Hill/ Tuxford Road) moves quickly. Properties on the junction of Tuxford Road and Priestgate have no off street parking and vehicles are regularly parked close to the junction. Beckland Hill has pavement on one side only with some on street parking on the none pavement side. There is planning approval for properties on the corner of Beckland Hill near the crossroads with access to these being from Beckland Hill. If sufficient on site parking is not provided for this development of 4 bed properties, additional on street parking on Beckland Hill is likely. The effect of this can already be seen with the contractor's vehicles for the construction taking place on the "former Hermann's" site causing additional parking issues.

Mark Lane is a narrow road with no pavement and a sixty mile an hour speed limit. There is a planning proposal for approx 40 properties on a site off the lane with a single access road onto it. If insufficient parking is provided on site, parking on Mark Lane, near to the crossroads, may become an issue. This and the additional traffic to and from this development plus that from the Beckland Hill and "Herman site" developments will add to traffic problems at this already dangerous crossroads

### ***Crossroads from Mark Lane to Breckland Hill/Priestgate***







*Tuxford Road to Beckland Hill crossroads*



*Priestgate to Beckland Hill*

**Beckland Hill**, has pavement on one side only and there is only on street parking for some older properties at the bottom of the hill, with some parking on the non-pavement side nearer the crossroads. The development taking place at the bottom of Beckland Hill, will increase traffic in this area and may generate more on road parking, Contractor's vehicles for this site currently park part on the pavement and part on the road creating additional hazards for pedestrians and motorists. The proposed development at the top of the hill could lead to further parking difficulties.



Beckland Hill

### Other Areas where on street parking is a problem

**Low Street is a narrow road, with a single pavement in places.** It runs from Beckland Hill to Mark Lane with Old Hall Lane going off it to High Street. There is on street parking in many places along its length due to lack of off street space for the older properties. It is not unknown for vehicles to be unable to drive along the street because of inconsiderate parking. Sight lines are difficult at its junctions with Beckland Hill and Old Hall Lane (where there is no off street parking for some properties).



*Low Street Junction to Beckland Hill*



*Old Hall Lane junction with Low Street*



Low Street

***East Markham Neighbourhood Plan Residential Car Parking Survey***

undertaken by the Steering Group

**Location Farm Lane / Beckland Hill /Tuxford Road :**

Date 5/5/2016 8.10-8.30pm :						
House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
4-9 Farm Lane	0	0	0	0	0	6
Island Cottage	0	1	0	0	0	0
Warren Cottage	1	1	0	1	0	2

House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
Hope Cottage	1	2	0	2	0	1
The Shrubberies	2	4	0	2	0	0
Primrose Cottage	1	2	0	2	0	0
Old England	0	4	0	2	0	0
Saddlers Cottage	0	3	0	2	0	0
Farm Lane House	0	6	0	2	0	0
Haycorns	1	7	0	4	0	0
Corner Cottage	0	3	0	2	0	0
Boronia	0	1	0	0	0	1
Dovecotes	1	0	0	0	0	2
Beckland Hill 1	0	3	0	0	0	0
Rufford House	2	4	0	1	0	0
Clumber Lodge	2	3	0	1	0	0
Green Roofs	1	4	0	0	0	0
Hollybeck	2	4	0	3	0	0
Ryben House	2	4	0	1	0	0
Beckland Hill Hermes	0	6	0	1	0	0
April House	1	4	0	1	0	0
Moon Sixpence	2	7	0	3	0	0



House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
Bramley House	2	4	0	2	1	0
Springwood	0	4	0	2	0	0
The Orchard bungalow	1	2	0	0	0	0
Westdale	1	3	0	0	0	0
Beverley House	2	4	0	0	0	0
Vesta	1	3	0	0	0	0
Orchard Lea	1	5	0	3	0	0
Highfields Bungalow	2	5	0	2	0	0
High Peak	1	2	0	2	0	0
Lorien Bungalow	1	2	0	1	0	0
Sunny Bank	1	4	0	1	0	1
Crossroads	2	2	0	0	0	1
8 Cottages	1	5	0	3	0	3
Tuxford Road 1 Bungalow	0	1	0	1	0	0
Tuxford Road 2 Bungalow	0	1	0	1	0	0
Mark lane	0	2	0	2	1	0

**Location : High Street - Plantation Road to Crossroads**

**Date : 4 May 2016 6.30pm**

House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
Leyconii	3	6	1	0	0	0
Wayside Cott	2	4	?	1	0	0
Wesley House	?	3	?	2	0	1
EM House	?	4	?	1	0	0
The Laurels	1	2	?	1	0	0
Acer House	?	3	?	2	0	0
Holmleigh	1	2	?	1	1	0
Herriot House	2	4	?	2	0	0
Corner House	?	Frontage		1 Large Van		1 Old Hall Lane
Island Cott	?					1 Large Van

House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
Greenbanks	1	3	?	1	0	1
Eastney Cott	1	6	?	1	0	0
Mulberry Cott	0	0	0	0	2	0
Old Barn	?	2	?	1		



The Hollies	?	2	?	1	0	1
North View	2	3	?	2	0	0
Old Bake House yard	?	4	?	3	0	1
South Winds	?	2	?	0	0	0
Queens Hotel						3
High Croft	2	3	?	1	0	2
Cedars	2	4	?	1	0	0
Old Well Cottage	?	6	0	0	0	0

**Location: Stocks Fold**

Date: 4 May 2016

House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
1	2	2	1	1		
3	2	2		2		
5	2	2	1			
7	2	2		2		1
9	1	1		1		1
11	1	1		1		1
15	2	2	1	1		
2	1	2		2		
4	1	2	1			
6	2	2	2	2		
8	2	2		2		
10	2	4	1	1		
12	2	2	1			

14	2	3		2		
16	2	2		2		
18	2	2		1		
20	2	2	1	1		

**Location: Queens Close**

Date: 10 May 2016

House No Or Name	Garage Capacity	Drive Capacity	Cars In Garage	Cars on Drive	Cars on Pavement	Cars on Road
1	1	2	0	2	0	0
3	2	2	0	1	0	0
5	2	2	0	1	0	0
7	2	5	0	3	0	0
12	2	2	?	0	0	0
10	2	2	0	2	0	0
8	2	3	0	2	0	0
6	2	3	?	0	0	0
4	0	0	N/A	N/A	0	2
2	2	2	0	0	3	0

### **Appendix G: Photographs of the Parish**

**Due to file size please see separate document on EMNP web site**

<http://www.eastmarkhamnp.org/documents.htm>

## Appendix H - Landscape Character Assessment

### POLICY ZONE 08

#### LANDSCAPE ACTIONS

##### Conserve

##### *Landscape Features*

- **Conserve** historic field pattern, maintain existing watercourses/hedgerows including ancient hedgerows, restore and reinforce poor hedgerow boundaries where necessary, create new hedgerows to replace post and wire fencing.
- Seek opportunities to restore arable land to pasture.
- **Conserve** and enhance woodland planting and grassland areas, seek to reinforce as appropriate to further strengthen these habitats.
- **Conserve** areas of improved and unimproved grassland, and areas of ridge and furrow.
- **Conserve** the biodiversity and setting of the designated SINC, seek to enhance where appropriate.

##### *Built Features*

- **Conserve** the open rural character of the landscape by concentrating new development of appropriate scale and design around the existing settlements of Upton, Darlton and Laneham. New development should respect the setting of these settlements.
- New development should take account of the distinctive ecological elements associated with North Beck and its tributary streams within the Policy Zone.
- **Conserve** and respect the local brick built vernacular in any new development.
- Contain new development within existing field boundaries.

### POLICY ZONE 10

#### LANDSCAPE ACTIONS

##### Conserve

##### *Landscape Features*

- **Conserve** historic field pattern, maintain existing hedgerows, restore and reinforce poor hedgerow boundaries where necessary.
- **Conserve** permanent pasture and seek opportunities to restore arable land to pastoral.
- **Conserve** and enhance tree cover and landscape planting generally to improve visual unity and habitat across the Policy Zone.
- **Conserve** hedgerow planting [including ancient hedgerows] and tree belts, particularly along roadsides, also vegetation along the railway corridor, seek to reinforce and enhance as appropriate.
- **Conserve** areas of improved and unimproved grassland.
- **Conserve** the biodiversity and setting of the designated SINC, seek to enhance where appropriate.

##### *Built Features*

- **Conserve** the sparsely settled and open rural character of the landscape by concentrating new development of appropriate design and scale around the existing small scale settlements of Askham and Upton. New development should respect the setting of these settlements.
- **Conserve** and respect the local brick built vernacular in any new development.
- Create woodland areas to contain and soften built development, preferably in advance of new development.
- Contain new development within existing field boundaries.

### POLICY ZONE 11

#### LANDSCAPE ACTIONS

##### Conserve and Reinforce

##### *Landscape Features*

- **Conserve** and **reinforce** hedgerows where these are gappy and in poor condition, particularly internal hedgerows. Seek opportunities to restore the historic field pattern/boundaries where these have been lost and introduce more hedgerow trees. **Reinforce** with new planting to replace post and wire fencing.
- **Conserve** permanent pastoral farmland, seek opportunities to revert arable to pasture.
- **Conserve** and **reinforce** the ecological diversity of Bevercotes Park [SSSI/SINC] and other designated SINC where appropriate.
- **Conserve** hedgerow trees and tree avenues, **reinforce** as appropriate.
- **Conserve** areas of unimproved grassland, **reinforce** as appropriate.

##### *Built Features*

- **Reinforce** visual unity and soften built development through additional woodland and landscape planting; this applies to both existing settlement and new development.
- **Conserve** and **reinforce** the sparsely settled and open rural character of the Policy Zone by concentrating new development of appropriate design and scale around the existing settlements of East Markham and Tuxford, also along transport corridors.
- **Conserve** the local brick built vernacular and **reinforce** this in new development.
- Contain new development within existing field boundaries.
- Sensitive design and siting of new commercial buildings, associated particularly with Tuxford.

SOURCE - NOTTINGHAMSHIRE COUNTY COUNCIL

<sup>1</sup> see full analysis at <http://www.bassetlaw.gov.uk/media/245851/Mid-Nottinghamshire-Policy-08.pdf>

<sup>1</sup> see full analysis at <http://www.bassetlaw.gov.uk/media/245857/Mid-Nottinghamshire-Policy-10.pdf>

<sup>1</sup> see full analysis at <http://www.bassetlaw.gov.uk/media/245860/Mid-Nottinghamshire-Policy-11.pdf>

