

Harworth & Bircotes Neighbourhood Development Plan 2015 – 2028

Final Plan October 2015
Harworth & Bircotes Town Council



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1 Introduction

What is the Harworth & Bircotes Neighbourhood Development Plan?

- 1.1 The Harworth & Bircotes Neighbourhood Development Plan (NDP) has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011, the Neighbourhood Planning (General) Regulations 2012 and Directive 2001/42/EC on Strategic Environmental Assessment. The Plan establishes a Vision of the future of the ward and sets out how that vision will be realised through planning and controlling land use and development change.
- 1.2 This NDP is a new type of planning document prepared by Harworth & Bircotes Town Council on behalf of its residents. It is a legal planning policy document and once it has been 'made' by Bassetlaw District Council (BDC) it must be used by
- planners at Bassetlaw District Council in assessing planning applications
 - by applicants as they prepare planning application for submission to Bassetlaw District Council.
- 1.3 Planning applications must be decided in accordance with Bassetlaw District Councils adopted planning policies (including this NDP).
- 1.4 To influence planning decisions this NDP has been examined by an independent examiner who has checked that it has been prepared in accordance with the Basic Conditions as set out in the Neighbourhood Planning Regulations 2012 and be approved by a simple majority of votes (i.e. over 50% of those voting) in a local referendum. The Basic Conditions are as follows:
- having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the or neighbourhood plan.
 - the making of the neighbourhood plan contributes to the achievement of sustainable development.
 - the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority.
 - the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.
- 1.5 This Plan has been prepared by the Harworth & Bircotes Neighbourhood Plan Steering Group, which has been led by Harworth & Bircotes Town Council. It covers the whole Town Council area and is intended to cover the period 2015-2028. The NDP area can be seen in **Figure 1** on page 7.
- ### Why are we doing a Neighbourhood Development Plan?
- 1.6 Harworth & Bircotes is defined as a 'Main Regeneration Centre' and a 'regeneration priority area' in Bassetlaw District Council's Adopted Core Strategy. The Core

Strategy 2011 requires at least 22% of the District's housing requirement (a minimum of 1560 dwellings) to be delivered at Harworth & Bircotes through existing permissions and allocations that are in the recently withdrawn Site Allocations Development Plan¹ Document for the Plan period 2014-2028. When completed this will see a 45% increase in dwellings in Harworth & Bircotes over the Plan period up to the year 2028 (and an increase of approximately 3,000 people).

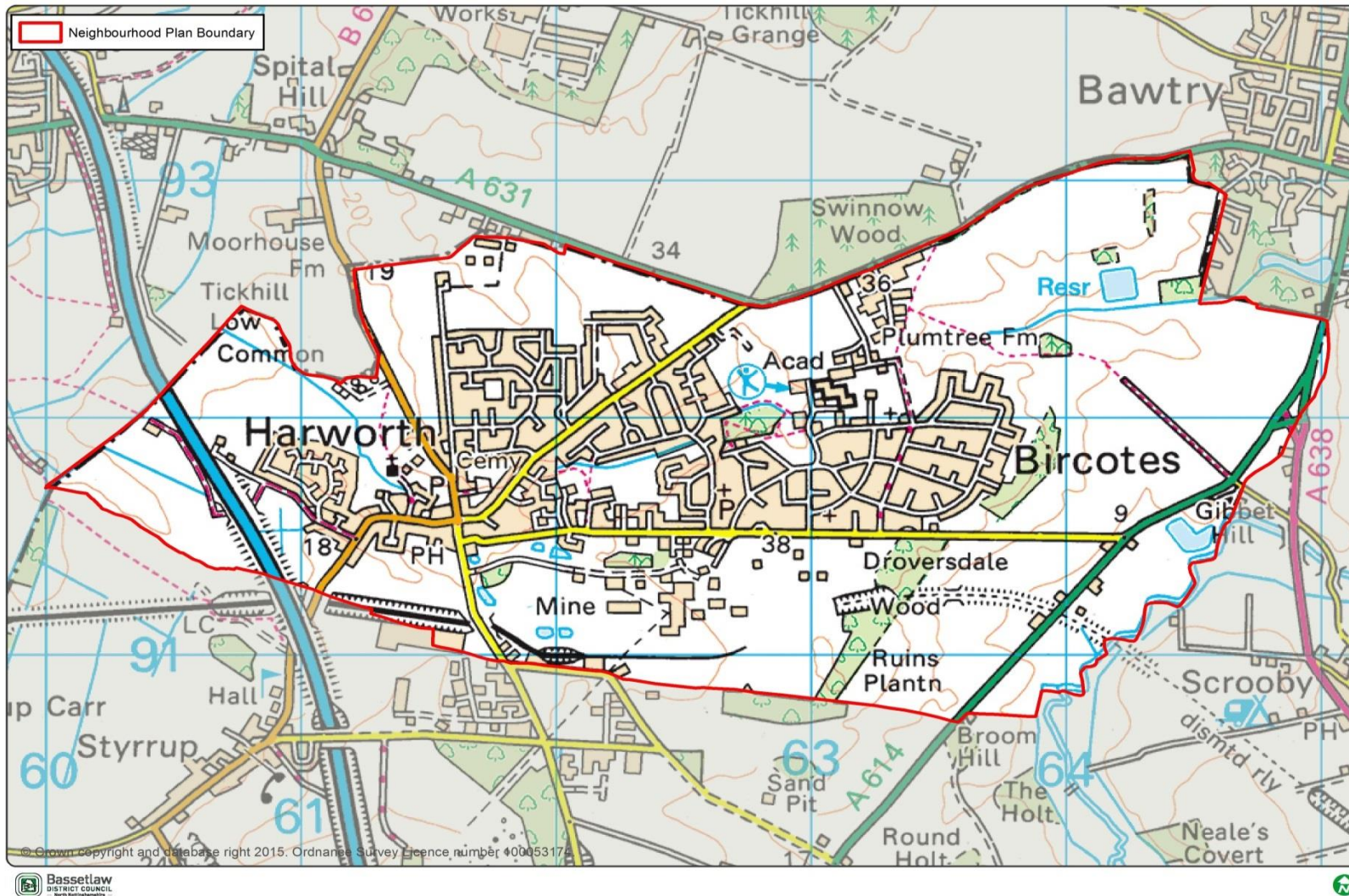
- 1.7 The Town Council seized the opportunity to prepare a NDP as a way of ensuring that the community could take more control over shaping the future of their area.
- 1.8 The Town Council welcomes the opportunity this investment in the Town represents so long as this growth does not come at any cost. Indeed this investment provides a unique opportunity for Harworth & Bircotes Town Council to secure sustainable growth in an area that has struggled to redefine its purpose since Harworth Colliery was mothballed in 2006. 86.6% of local residents who responded to the Resident Questionnaire believed that the area required more housing over the Plan period.²
- 1.9 An SEA Screening was undertaken by Bassetlaw District Council in mid-2014 and a statement was produced indicating that a full Habitat Regulation Assessment and SEA was not required. However, it was recommended that a Sustainability Appraisal should be undertaken to assess the sustainability of the additional housing growth allocated within the plan. A Sustainability Appraisal has been undertaken for this final NDP.
- 1.10 The requirements of Bassetlaw District Council's Core Strategy and the withdrawn Site Allocations Development Plan Document means that economic and housing growth will be delivered in Harworth & Bircotes and land to the South of the Neighbourhood Plan area whether a NDP is undertaken or not as some of these sites already have planning permission. It is important to note that the new employment zone for the town lies to the south outside the neighbourhood boundary.

How does the Neighbourhood Development Plan fit into the Planning System?

- 1.11 The Neighbourhood Plan, it is based on thorough research and influenced by robust engagement with the local community. The Plan should be an important reference point and material consideration in any development planning decisions, as it represents the community's aspirations.
- 1.12 The Harworth & Bircotes Neighbourhood Development Plan should be read as a whole and in conjunction with national policies and adopted local policies (i.e. Bassetlaw District Council's Core Strategy).

¹ The decision was made not to progress with the Site Allocation document, principally as the housing requirement it was based on, was prepared prior to the publication of the National Planning Policy Framework.

² Residents Survey January 2014, see supporting document 'Summary of Consultation (2014)' available on the NDP website - <http://harworthandbircotesnp.weebly.com/>

Figure 1: Harworth & Bircotes Neighbourhood Plan Area**Harworth Neighbourhood Plan**

Consultation

- 1.13 The decision to produce a NDP was made by the Town Council and the Plan area was designated as a neighbourhood area for the purpose of producing a NDP on 25th July 2013.
- 1.14 A Steering Group made up of local councillors, local residents and representatives from key organisations in the area such as the Primary school, Serlby Park Secondary School and the All Saints Church was established to oversee the production of the Plan. The supporting document titled 'Understanding Harworth & Bircotes'³ was produced that identifies planning policy relevant to Harworth & Bircotes produced by Bassetlaw District Council. This identified gaps where local people felt these district wide policies were either weak or silent for Harworth & Bircotes. At the same time extensive consultation was undertaken to establish the key issues and opportunities that the Plan could attempt to address.
- 1.15 Consultation has been crucial throughout and the 'Summary of Consultation' contains detailed information on this initial consultation period. Nearly 2000 people (25% of the local community) have attended events where the Neighbourhood Plan has been discussed or been more directly involved in responding to questionnaires and participating in drop in sessions.

Background Studies

- 1.16 Substantial background studies have been undertaken to support the policies in this Plan, **Appendix A** provides a list of these background studies.

³ 'Understanding Harworth & Bircotes (2014)' is available on the NDP website - <http://harworthandbircotesnp.weebly.com/>

2 Spatial Portrait

What is special about Harworth & Bircotes?

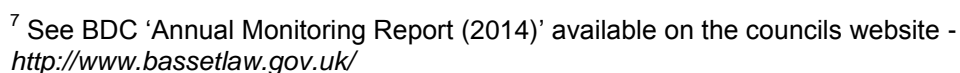
- 2.1 Harworth & Bircotes is located in the north west of Bassetlaw District, approximately 9 miles north of the sub-regional centre of Worksop, shown in **Figure 2** on the following page. The town is well situated in relation to the City of Sheffield, approximately 22 miles to the west and Doncaster, approximately 10 miles to the north. There are strong economic connections, particularly with Doncaster; until 2012 when an Asda was built in Harworth & Bircotes most people did their food shopping in Doncaster.
- 2.2 The Harworth & Bircotes Neighbourhood Plan Area equates to the Town Council area and covers 724 hectares (approx. 1800 acres). This includes 3348 dwellings and nearly 8,000 people. The area achieved town status in 2010 in recognition of the key role the settlement plays as a service centre for the rural hinterland of both the northern part of Bassetlaw and the southern part of Doncaster Metropolitan Borough which it adjoins.
- 2.3 Harworth & Bircotes benefits from a high quality natural environment consisting of several woodland areas, local wildlife sites and numerous open spaces. These important open spaces along with the 4 Local Wildlife Sites and trees covered by preservation orders can be considered as being environmental assets; the Local Wildlife Sites and open spaces in Harworth & Bircotes are identified on **Figure 3**.
- 2.4 The Rural Place Profile for Harworth & Bircotes⁴ shows that in 2010 78% of residents were living in the top 20% most deprived area in England based on Index of Multiple Deprivation⁵. This compares to 20% across England. The Town's economic situation was closely linked to the colliery and associated traditional manufacturing industries. Between 1998 and 2006 3 major employers closed (the colliery, the glass factory and the shoe factory) and approximately 900 jobs were lost in the area.
- 2.5 Despite the devastating social and economic impact of the loss of so many jobs in recent years the local economy is now steadily improving. Relatively cheap housing, a good range of facilities (albeit many in need of refurbishment), the establishment of some new businesses and the proximity to the A1 all contribute to Harworth's steady recovery. The current population is almost at 1981 levels, when the colliery was open and the area was flourishing.⁶

⁴ The 'Rural Place Profile (2013)' for Harworth & Bircotes, produced by RCAN, is available on the NDP website - <http://harworthandbircotesnp.weebly.com/>

⁵ Standard national measure of deprivation based on income, unemployment, housing, education & skills, health and access to services

⁶ Rural Place Profile, page 8

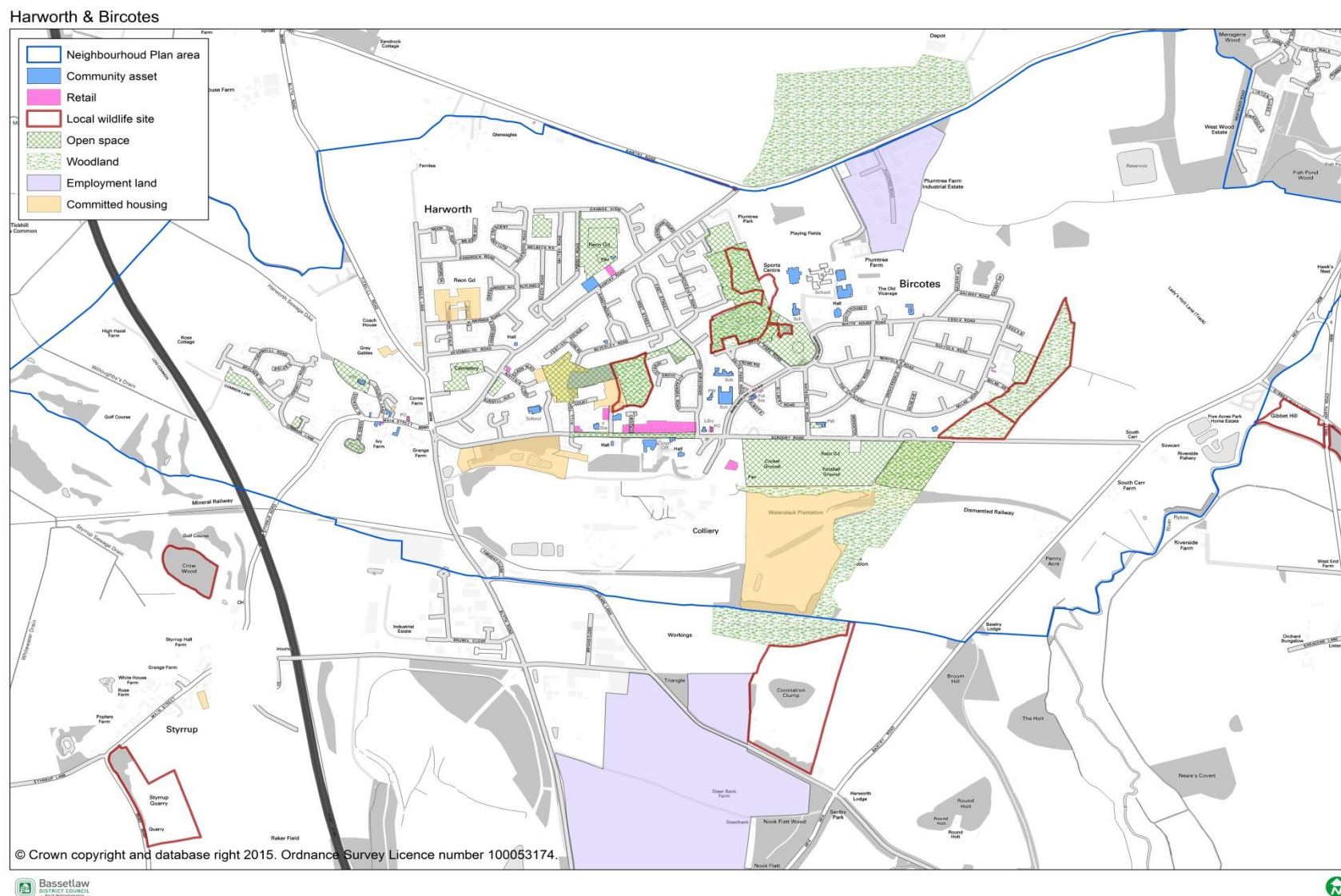
Figure 2: Harworth & Bircotes location in Bassetlaw District



- 2.7 Given the national upturn in the economy and the success of these recent residential and retail developments, the evidence suggests that the aspiration to increase the Town by 45% in size by 2028 is likely to be delivered by the market. A coherent spatial planning policy for the Plan area has never been more necessary.
- 2.8 In addition to residential properties the Plan area also comprises 10.4 hectares of employment land, a range of leisure and open space uses, and 69.3 hectares (this covers the whole site including the area with outline planning consent) of brownfield land that was the former Colliery site. A base map showing some of these various land uses are shown in **Figure 3** on the following page.
- 2.9 The Colliery Site dominates the south side of the Plan area. The majority of the built landscape lies to the north of Scrooby Road which runs horizontally through the Plan area. Harworth comprises the majority of the area to the west of Bawtry Road; Bircotes is the land to the east.
- 2.10 The Plan area was largely agricultural until 1914 when the first shafts were sunk for Harworth Colliery. The construction of workers houses at Bircotes began in 1920 and development continued through this decade. In addition to new housing for workers at the Colliery, other community infrastructure and services were provided, including schools, a Methodist chapel and several shops. The majority of these shops were located along the north side of Scrooby Road, across the road from the Colliery site. The impact of the Colliery on the growth of Harworth & Bircotes can be seen in the burgeoning population from 579 in 1911, to 6,092 in 1931⁸.
- 2.11 Harworth & Bircotes continued to expand throughout the 1950's, 60's and 70's with several housing developments along Bawtry Road. The Colliery was still the dominant employer in the area, although several other industries grew during the 1940s-1960s, including a glass bulbs Factory and a shoe factory.
- 2.12 The Colliery survived the miners' strike of 1984/85 and the site was expanded with the replacement of the old winding towers for both shafts, in 1989 and 1996. The 'new' tower for shaft 1 being 78m high is considered a local landmark by many and can be seen from the A1.

⁸ www.visionofbritain.org.uk (22/09/2013)

Figure 3: Various land uses in Harworth & Bircotes



Harworth & Bircotes Today

2.13 **Table 1** provides an overview of the Town of Harworth & Bircotes today compared with the District using data obtained from the 2011 Census, more detailed information can be found in the supporting document for this plan titled 'Understanding Harworth & Bircotes'⁹.

Table 1: Statistical Overview

Harworth & Bircotes Today: Data Overview		
Demographics	Harworth	District
Total Population	7,948	112,863
Population aged 14 and under	18.6%	18.6%
Population aged 15 – 64	63.4%	65.1%
Population aged 65 +	18%	16.2%
Employment	Harworth	District
All Residents aged 16-74	5,733	83,305
Economically Active (16-74)	65.7%	67.9%
Unemployed (16-74)	5%	4%
In Full-time Education (16-74)	5.9%	5.8%
Health deprivation	59%	England
		19.6%

⁹ 'Understanding Harworth & Bircotes (2014)' is available on the NDP website - <http://harworthandbircotesnp.weebly.com/>

2.14 Table 2 shows how Harworth & Bircotes (in line with district and national trends) has an ageing population. The % of under 14's has fallen by 2% over 10 years whilst the % of people over 65 increased by 2.1%. This trend is expected to continue over the Plan period and beyond.

Table 2: Ageing Population

Harworth & Bircotes Today: Changing Demographics		
Demographics	2001	2011
Total Population	7,441	7,948
Population aged 14 and under	20.6%	18.6%
Population aged 15 – 64	63.5%	63.4%
Population aged 65 +	15.9%	18%

3 Vision and Objectives for Harworth & Bircotes

Community Vision

- 3.1 The Community Vision represents the aspirations of how the local community would like the area to be in 2028; it is a shared vision created using the views of local residents and the Steering Group made up of representatives from the community.
- 3.2 The Community Vision is purposefully ambitious yet realistic and its primary focus is to improve the attractiveness of Harworth & Bircotes as a place to live, work and visit, for current and future residents. The policies in this Plan are intended to ensure that housing growth in the area brings with it additional benefits that enable the Community Vision to be realised.

Community Vision

In 13 years' time Harworth & Bircotes will be a thriving community, a place where people are proud to live. It will be a safe and happy place, an area that values its people and its environment. It will have a variety of homes, jobs, shops, schools, sustainable transport and recreational facilities; something for everyone. Harworth & Bircotes will be a place people want to move to.

- 3.3 The aspirations the Steering Group have for the NDP were recorded in one of their early meetings in 2013. This following statement evolved from this following extensive consultation. It sets out what local people want the NDP to do to achieve this vision.

Aim

'The Neighbourhood Development Plan must take a positive approach to development so long as it brings forward a balance of housing, retail, community and leisure development to ensure Harworth & Bircotes becomes an attractive place, providing all the amenities you would expect in a desirable town. All development over the Plan period will maximise the environmental assets in and around Harworth & Bircotes where possible, improving access to the countryside and open spaces for residents and visitors.'

The Communities' Neighbourhood Planning Objectives

- 3.4 The Communities' Neighbourhood Planning Objectives are more focussed, covering different themes that local residents have highlighted as priorities for the Plan to address.
- 3.5 The objectives cover a range of economic, social and environmental issues that together will ensure that the Town can grow sustainably. The objectives reflect the key issues for the community and the changes the local community wants to see, especially in securing the long term future of those community and environmental assets most precious to local people.

Objective 1: To redevelop the old Colliery Site delivering a mixed use development that benefits the local community now and for years to come.

Objective 2: To sustain and regenerate the Town Centre of Harworth & Bircotes, strengthening its role at the heart of the community.

Objective 3: To develop a new footpath and cycle network linking the new and old housing developments to services and facilities in the town.

Objective 4: To encourage restaurants and cafes to locate in the area providing amenities suitable for all the family.

Objective 5: To deliver housing growth that reflects the local community's needs and allows the town to grow sustainably.

Objective 6: To protect and enhance Harworth & Bircotes environmental assets for current and future generations.

Objective 7: To safeguard existing and provide new community facilities, open spaces and public transport.

4 A Spatial Plan for the Town

- 4.1 The Harworth & Bircotes NDP provides a unique opportunity to consider the growth of the area comprehensively. The Future Development Scoping Study¹⁰ produced by Nathaniel Lichfield and Partners in 2009 provided a comprehensive analysis of the baseline position of the existing physical, social and community infrastructure and identifies ‘high level requirements’ if there is ‘strategic’ growth in Harworth & Bircotes.
- 4.2 A strategic growth approach was endorsed by the District Council in its Core Strategy 2011 and the 2009 study still offers a very useful overview of the spectrum of infrastructure requirements that must be delivered if Harworth & Bircotes is to grow sustainably.
- 4.3 Development contributions must be used to enhance the existing fabric of the community as well as ensuring an improved Town Centre for new and existing residents. The Plan sets out a strategy for how all new development should be designed so that it maximises the positive impact it can make on the existing settlement.
- 4.4 Establishing key design principles that will be supported across the Plan area and is crucial to this coordinated approach. The District Council already has an adopted Supplementary Planning Document (SPD) Successful Places which has been developed to ensure new development is of a high standard. Although it focuses on residential development it covers generic issues like townscape, street and public realm design. It is also based upon the principles in Building for Life 12 which is an approach to design that is endorsed by this NDP.
- 4.5 However, this SPD is generic covering 4 local planning authorities, so OPUN, were commissioned to work with the Neighbourhood Plan Steering Group at an early stage in the process to explore the specific issues arising from consultation on Harworth & Bircotes and to set out design solutions that are relevant to the Plan area but are also in accordance with the Successful Places SPD.
- 4.6 A key outcome of OPUN’s work was to confirm that the various sites identified in the recently withdrawn Site Allocations Document must be planned as part of a framework for the whole town. The Colliery site abuts the town centre and development patterns on the Colliery site must consider their location in relation to the high street. Equally the proposed housing allocations to the north of the town should include green space that can form part of a Green Wheel that encircles the town.
- 4.7 In summary, the scale of development across Harworth & Bircotes is such that each site must not be developed without reference to the wider context. Where possible

¹⁰ ‘Future Development Scoping Study (2009)’ is available to view on the councils website - <http://www.bassetlaw.gov.uk>

development should deliver wider regeneration benefits in accordance with the needs and aspirations identified in the consultation for this Plan.

- 4.8 Bassetlaw District Council's Core Strategy 2011 sets out the strategic framework, this NDP adds localised detail. Studies on Green Infrastructure and Design have been commissioned by Harworth & Bircotes Town Council to set out specifically what and how new development can enhance the existing town. These studies have been shaped by community consultation and local knowledge and underpin several of the Plan's policies. They are available to view on the Town Council's Neighbourhood Plan web site accessible by following the link below:

(<http://harworthandbircotesnp.weebly.com/>)

5 Development Management Policies

What are the Development Management Policies?

- 5.1 The development management policies in this NDP will guide future development in Harworth & Bircotes. In accordance with the Neighbourhood Planning Regulations, these policies have been prepared in the context of, and help deliver, Bassetlaw's Core Strategy. They will be used by Bassetlaw District Council, Nottinghamshire County Council and the Government as the basis upon which all planning applications across the Plan area will be tested alongside and within the context of locally and nationally set planning policy.

6 Sustainable Development

Policy 1: Sustainable Development Principles

Justification

- 6.1 The National Planning Policy Framework (NPPF) produced by the Government reinforces the importance of ensuring that all development is sustainable. Sustainable development (paragraph 14 of the NPPF) is split into three elements; economic, social and environmental. The NPPF stipulates that all aspects of planning, including NDP, must plan to deliver sustainable development in their area.
- 6.2 Harworth & Bircotes will see a 45% increase in dwellings over the Plan period. It is essential that this growth makes only a positive contribution to the way people live, work and spend their leisure time in Harworth & Bircotes and the quality of its natural environment. The provision of appropriate infrastructure and community amenities to ensure the growth in the town remains balanced with meeting the wider needs of a growing population is vital.
- 6.3 When commenting on development proposals, the Town Council will take a positive approach that reflects the presumption in favour of sustainable development and will work proactively with applicants to find joint solutions that mean the proposals can be supported where ever possible to secure development that improves the economic, social and environmental conditions for the whole town.
- 6.4 This policy provides a positive framework for decision making on planning applications as is required in the National Planning Policy Framework. Development will be encouraged where it can be shown that the scheme will be instrumental in achieving the community aims and vision outlined earlier. The following overarching development principle is intended to sit alongside the topic specific policies detailed later on.

Policy 1: Sustainable Development Principles

1. Proposals will be supported for development at a scale and in locations that accord with policies set out in the Neighbourhood Development Plan where it can be shown that such development would support the continued viability of the town by providing:
 - (a) new homes, including affordable housing to meet the objectively assessed local housing needs of the town;
 - (b) improve and extended green infrastructure associated with leisure and recreational pursuits and important wildlife and biodiversity sites in accordance with the proposals in the Harworth & Bircotes Green Infrastructure Project Proposal¹¹;
 - (c) social community and educational activities in the town;
 - (d) new and expanded business premises within the town;
 - (e) an enhanced town centre that can meet the needs of the town's growing population
 - (f) good pedestrian and cycle connectivity within the existing settlement;
 - (g) good access to public transport services, with quality and appropriate public transport priority measures.
2. All development shall be designed and located having regard to the principles and advice set out in this Neighbourhood Development Plan, in particular the Harworth and Bircotes Design Guide, and shall be located to ensure that it does not significantly and adversely affect the:
 - (a) Amenity of nearby residents;
 - (b) Character and appearance of the neighbourhood in which it is located;
 - (c) Social, built, historic cultural and natural assets of the parish

¹¹ Harworth & Bircotes Green Infrastructure Project Proposal available on the NDP website <http://harworthandbircotesnp.weebly.com/>

7 Regeneration of the Town Centre

Justification

- 7.1 Harworth & Bircotes is defined in 'Policy CS1: Settlement Hierarchy' of the Core Strategy as a 'Main Regeneration Settlement', underlining its importance as a key service centre for a wide rural hinterland.
- 7.2 The regeneration of the retail core, in particular Scrooby Road from Shrewsbury Road to Hill Top Court is a vital component of this Plan. The limited shopping experience and poor quality high street was consistently identified by local residents as an area of concern. It is also an area with enormous potential given the significant increase in population expected over the Plan period.
- 7.3 25% of local people do not have access to a car or van (compared to 20% across the District)¹² so access to a range of good quality retail facilities locally is essential for the well-being of a quarter of the population.
- 7.4 The town centre of Harworth & Bircotes is anchored by an Asda and an Aldi store. The centre also hosts a number of national traders alongside a number of independent convenience retailers. These shops seek to meet the day-to-day top up needs of local residents.
- 7.5 Until Asda opened in 2012, most residents with a car shopped in Doncaster. This 'leakage' reduces the economic vitality of the town as people spend their money elsewhere. Whilst the arrival of Asda has certainly reduced this loss of revenue (73% of residents now do their food shopping in Harworth and Bircotes¹³), the lack of good quality cafes and restaurants, especially for families, and the functional appearance of the town's retail area means that people do not linger on Scrooby Road.
- 7.6 The Town Centre is an important service destination, with a public house, Town Hall, doctor's surgery, dentists, library, post office and opticians dispersed throughout the centre. However, it has very limited places to sit and relax indoors or outside and local people want to see significant improvements to the retail experience in the Town over the life time of the Plan.
- 7.7 The location of the Colliery site at the heart of the Town meant that the shops were built on the northern side of Scrooby Road only. The development of Site A, (0.31 hectares on the south of Scrooby Road (see **Figure 4: Town Centre Plan**) will be crucial in enabling the integration of the Town Centre with the new development on the Colliery Site and also for the frontage onto Scrooby Road to function as part of the town centre.

¹² See supporting document 'Understanding Harworth & Bircotes (2014)'

¹³ Residents' Survey Jan 2014, see supporting document 'Summary of Consultation (2014)'

- 7.8 Located within the Centre are a number of vacant units, the majority of which are small, irregular in shape, and previously occupied by hot food takeaways (Use Class A5) and comparison retailers (Use Class A1). However, the vacancy rate of 10%¹⁴ is not significantly different to the average of 9% for small towns¹⁵. Given the projected increase in population and the physical limitations of existing vacant units it is anticipated that there is a requirement for more retail premises within the town centre. The current uses present in the town centre in Harworth & Bircotes are visible on **Appendix B¹⁶: Current Uses in the Town Centre** on the following page.
- 7.9 Several of the Policies in this section of the Plan, refer to the Town Centre Plan map, this is visible as **Figure 4** within this Plan shown on page 23.

Community comments

At each community consultation and across all ages everyone supported the need to improve the range of shops on Scrooby Road¹⁷. Residents feel that the town centre is dominated by takeaways and would like to reduce the number of these in the future to allow a more active town centre in the day time and to allow for a wider range of uses to be provided in the future. People want a family pub and cafes where they can sit and relax. They also want a bank.

Issues with parking on pavements and traffic speeding on Scrooby Road were also raised both of which reduces the attractiveness of the town for shopping.

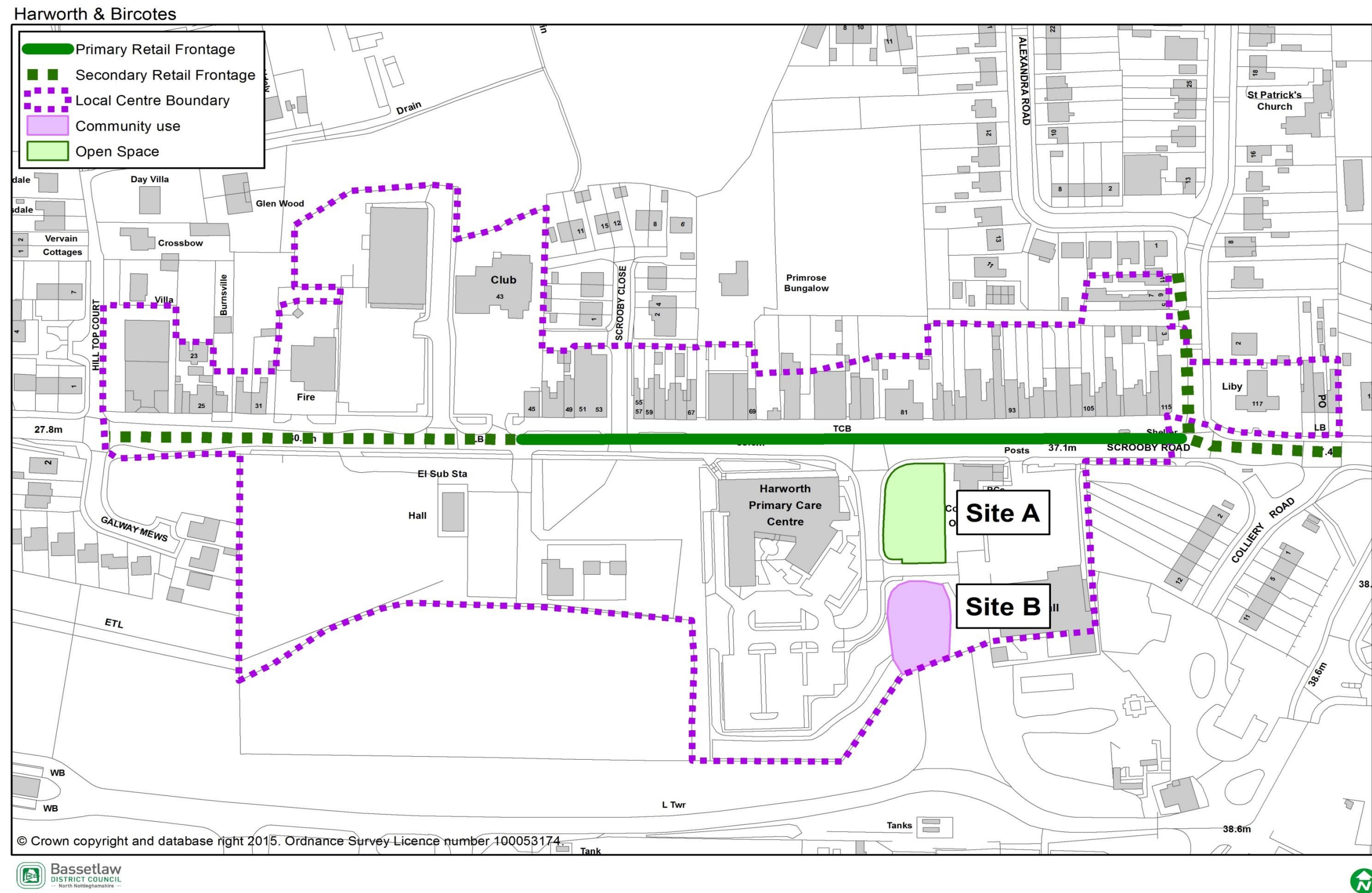
¹⁴ Survey conducted 16th March 2015

¹⁵ Figure from Local Data Company Survey February 2014

¹⁶ Figure 3 correct as of October 2014 and is subject to change.

¹⁷ See supporting document 'Summary of Consultation (2014)'

Figure 4: Town Centre Plan



Policy 2: New Development within the Town Centre

Justification

- 7.10 As part of this NDP process an Urban Designer from OPUN was commissioned to work with the Steering Group to prepare a master plan for the Town Centre as part of a Harworth & Bircotes Design Guide. The approach in the Design Guide has wide spread community support and Policies 2-5 are intended to ensure development is implemented according to these principles.
- 7.11 The Core Strategy shows a Local Centre Boundary drawn to reflect existing land uses in 2011. However, this Plan is anticipating significant changes to the town, including the redevelopment of the Colliery site that is adjacent to the centre of the town. With a growth of 45% in households by 2028 the increased population will require a bigger range of local shops. This NDP identifies a wider Town Centre Boundary to reflect the consequences of a much larger local population.
- 7.12 Within the Town centre boundary development proposals will be encouraged where the schemes are shown to make a positive contribution to the retail experience including how the development supports other policies (like improvements to the public realm, improved pedestrian/cycling access and improved access to public transport) as set out in this Plan.
- 7.13 Other uses like flats over the shops will also be supported as this increases the activity in the town centre in the evening and improves the natural surveillance at night.
- 7.14 Planning applications for new development within the centre of Harworth & Bircotes will be determined in accordance with the extended Local Centre Boundary as shown on **Figure 4**.

Policy 2: New Development in the town centre

1. Development Proposals should contribute to the overall regeneration and enhancement of the town centre. This includes the provision of flats over shops where it increases activity within the town centre.
2. Development Proposals within the town centre will need to consider and explain how their scheme contributes to the enhancement of the town centre and in particular how they directly or indirectly;
 - a) reuse or enable the reuse of existing vacant properties and;
 - b) enhance the frontage onto Scrooby Road by being set forward to reinforce a continuous positive building frontage and;
 - c) extend and enhance cycling and walking routes around the town centre and;
 - d) enhance the public realm along Scrooby Road and;
 - e) ensure there is adequate parking provision.
3. Development Proposals should show how it contributes to the delivery of the concept master plan in the Harworth & Bircotes Design Guide¹⁸.

¹⁸ See supporting document 'Harworth & Bircotes Design Guide (2014)' produced by Urban Forward, available on the NDP website - <http://harworthandbircotesnp.weebly.com/>

Policy 3: Shopping Frontages

Justification

- 7.15 Bassetlaw District Council's Core Strategy identifies the Primary and Secondary Retail Frontages in Harworth & Bircotes. However, rather like the Local Centre Boundary the existing frontages only reflect the existing shops. This NDP wants to use this policy to direct and encourage more retail development as part of a package of regeneration measures that the community consider necessary to embrace the growth in population over the next 14 years. This policy proposes an enlarged primary frontage to include land to the south of Scrooby Road to deliver the overall regeneration of the town centre.
- 7.16 The Town Centre Plan map (**Figure 4**) defines the primary and secondary retail frontages within the town centre. The Primary retail frontages are identified in order to retain a core of retail uses providing a focal point for shoppers. Secondary frontages are still in the main area but tend to support non A1 uses like restaurants, financial services and offices.
- 7.17 Planning policy across the country acknowledges that if you dilute the number of A1 uses below 70% this starts to have a detrimental impact on the vitality of the shopping area. Given the community support for their local shops this Plan proposes that no more than 30% of ground floor uses should be in non-A1 use. It is important that planning policy supports this predominance of A1 units and proposals that would reduce the number of A1 retail units along the primary shopping frontages will be resisted until there has been a rebalancing of units in favour of A1 units.
- 7.18 Proposals for uses other than A1 within the defined primary shopping frontages will only be supported where it can be shown that its use would enhance the retail experience by providing alternative services (financial or social).
- 7.19 The current proportion of non-A1 uses in the proposed Harworth & Bircotes Primary Shopping Frontage area is approximately 44% of all uses with 14% being A5 (hot food takeaways). The community felt strongly against any new proposals to further reduce the number of A1 retail units in the Primary Shopping Area and would resist this type of change of use or development
- 7.20 The consistently clear feedback from the community as part of the Neighbourhood Plan (about how the town should be improved) has provided the momentum for Bassetlaw District Council to secure funding for a shop front grant initiative to assist shop keepers in the Town Centre to make comprehensive improvements to their shop fronts. Whilst not a planning policy this initiative has been driven by the findings in this Plan. The scheme will be monitored by the Town Council as part of its review of the Neighbourhood Plan. It is listed in **Appendix C: Community Projects**.

7.21 Development proposals will be determined in accordance with the Primary and Secondary Shopping Frontages, as shown on **Figure 4: Town Centre Plan**.

Policy 3: Shopping Frontages

1. In the Primary Shopping Frontages proposals for new retail (A1) development in new or existing frontages will be supported.
2. Changes of use, applications that propose the change of use of an existing retail (A1) premises to any other use will be resisted unless it can be demonstrated that reasonable efforts have been made to secure continued A1 use.
3. In Secondary Shopping Frontages a mix of new retail development and other town centre uses¹⁹ will be supported.

¹⁹ town centre uses: retail town centre uses: retail (A1, A2, A3, A4, A5 and sui generis uses e.g. estate agents, restaurants, bars, takeaways,) Residential Institutions (D1) Leisure and Culture (D2) Hotels (C1) and offices (B1) .

Policy 4: Development of areas of Open Space

Justification

- 7.22 The 2 areas of open space as shown on **Figure 4: Town Centre Plan**, and on the following page, are owned by the National Health Service and were part of the land acquired to build a new health centre that opened in 2007. The two areas of open space are mounds created from the excavation of the land for the health centre. The access road to the Town Hall is in between the two areas of open space. They are grassed over but in their current form, 3 metres long and 3 metres high, they are not suitable to function as public open space at present. Given their location at the heart of the Town they do not make any positive contribution either to the public realm or as a community asset.
- 7.23 In 2015 it was agreed to gift both sites to the Town Council to provide open spaces that will enhance the public realm and contribute to the overall regeneration of the town centre.

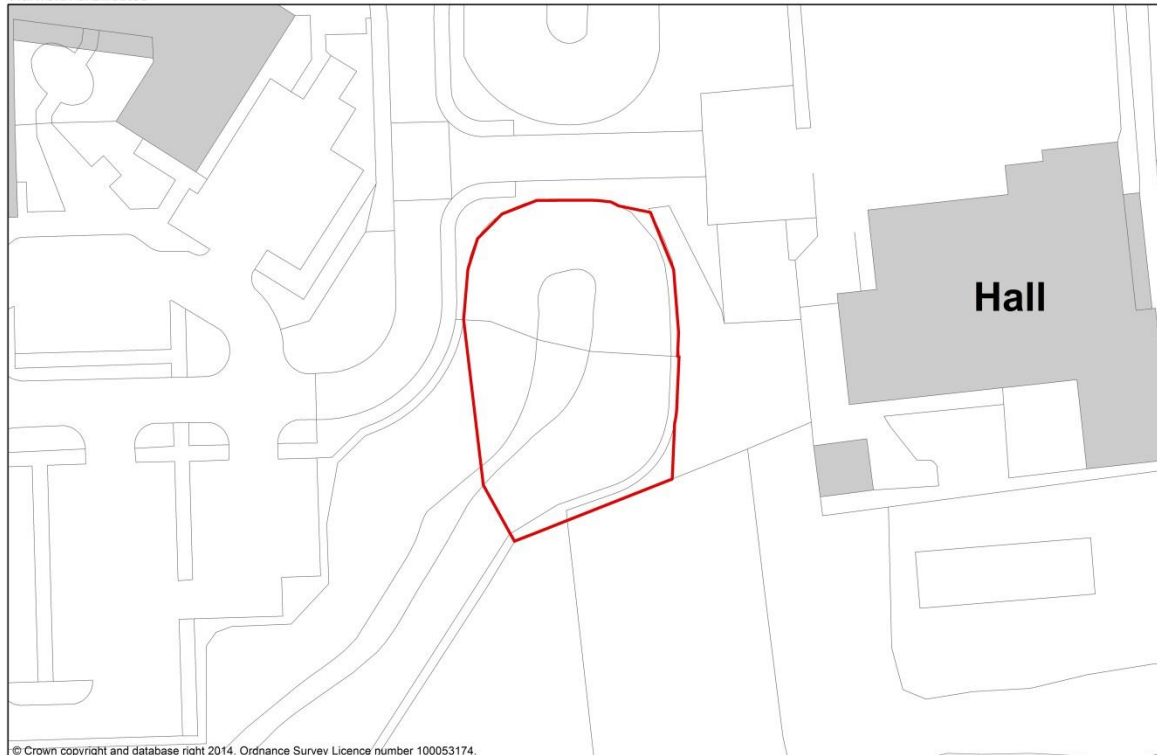
Areas of Open Space

- 7.24 Consultation feedback has shown the importance of enhancing the Town Centre, which in part requires the creation of spaces where people can relax and interact with one another. The proposed Memorial Garden at the east end of Scrooby Road will provide one such community space. It is proposed that area of open space to the south be levelled and landscaped to create a space for a similar function. This will contribute to the delivery of enhanced green infrastructure in the Town.
- 7.25 An indicative layout of site fronting onto Scrooby Road as a public open space, contributing to the public realm and supporting the regeneration of the Town Centre has been prepared by Nottinghamshire County Council. This is shown in **Appendix D: Town Square Proposal** of the Plan.
- 7.26 The layout of this site has yet to be agreed but it will be in keeping with the scheme on site A and will provide additional community open space.

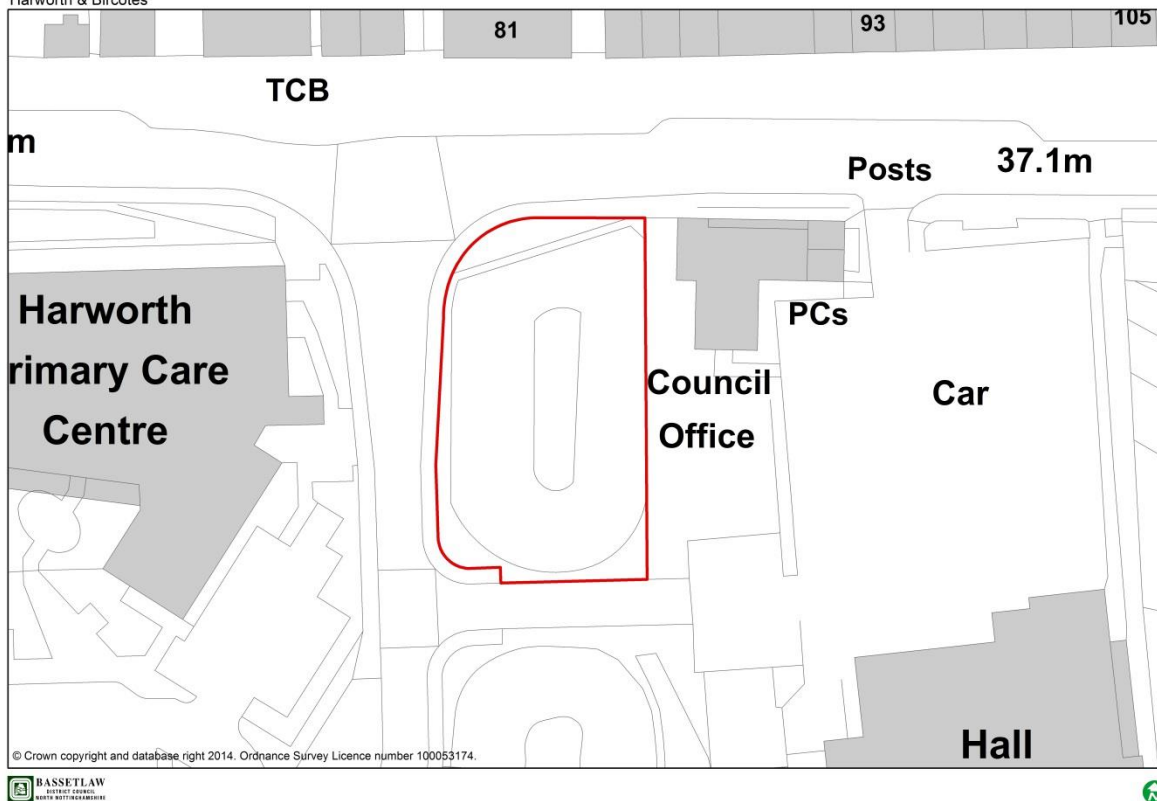
Policy 4: Development of the Areas of Open Space

1. Proposals to remove the bunds and redevelop the areas of open space as defined on the Town Centre Plan map will be supported where:
 - a) it is to create a public open space and;
 - b) the design accords with the principles set out in Nottinghamshire County Councils proposals and detailed at **Appendix D** and;
 - c) the scheme shows how it contributes to the enhancement of the Town centre

Harworth & Bircotes



Harworth & Bircotes



Policy 5: Traffic and Parking in the Town Centre***Justification***

- 7.27 The consultation showed that traffic and parking are significant factors that diminish the shopping experience in Harworth & Bircotes. The wide pavements on Scrooby Road have resulted in people parking on them right up to the shop fronts. The shop front consultation event in particular noted these concerns although at each consultation event the same issues were raised. At present there are limited crossing points and those that exist are not sufficient. Considering that most of the retail uses are on one side of Scrooby Road and the car parking is on the other, this adds to a rather negative experience and does not reflect a traditional town centre as this plan is trying to promote.
- 7.28 This Plan promotes sustainable development as its primary objective and the Town Council aims to support an appropriate level of parking provision to support new development whilst promoting policies that will encourage more local people to walk or cycle to town for at least some of their shopping trips.
- 7.29 All new development within the Town Centre will be expected to demonstrate the adequacy of parking provision in schemes within Design and Access Statements or Traffic Impact Assessments. Proposals must provide adequate parking facilities for shoppers and, where applicable, design must also seek to address the existing short comings in road and pavement layout.
- 7.30 OPUN's Scoping Report provides examples of imaginative uses of paving and shared spaces that are designed to slow traffic down, and creates space where pedestrian movement is prioritised. Clever shop forecourt design can prevent the parking of cars on pavements whilst allowing disabled parking near the shop (where this is an issue). The overall effect is to create space in the town centre that could become part of the public realm, where people can linger.
- 7.31 Development proposals will be expected to include the provision of street furniture; highway and pavement design as it should make a positive contribution to the functioning of the town centre and balance the need for vehicular access with the requirement to attract shoppers by creating a safer and more pleasant pedestrian environment. Traffic calming and control measures should be sympathetic to the needs of the pedestrian.

Policy 5: Traffic and Parking in the Town Centre

1. All development within the town centre should address the car parking issues associated with the scheme in accordance with Nottinghamshire County Council standards.
2. Development proposals are required to demonstrate that they are in accordance with the principles of town centre enhancement as set out in the Harworth and Bircotes Design Guide and where appropriate, consideration should be given to the following:
 - a) Car parking provision for the proposed development
 - b) Design of the highway and pavements
 - c) Traffic calming measures

8 Redeveloping the Colliery Site

Policy 6: Colliery Site Redevelopment

Justification

- 8.1 Objective 1 of this Plan is to redevelop the former Harworth Colliery site. This 60.4 hectare site is contiguous with the town centre, and with its 78m high winding tower the site still dominates the Town. The Colliery was mothballed in 2006 but in 2014 Harworth Estates confirmed the Colliery's closure.
- 8.2 The site currently has outline permission for up to 996 residential units (C3), 2,044m² convenience retail unit (A1) and 76,645m² of employment uses (B1c, B2 and B8). The convenience retail unit has already been developed (Asda) and phase 1 of the residential development has already commenced for 118 residential units being developed by Jones Homes.
- 8.3 The Town Council with its new powers to produce a NDP wants local people to have a greater say in the location and mix of different uses on the site and to encourage development that takes greater care to integrate the new development with the existing town. The Town Council recognises that the extant planning permission for 996 houses, public open space, a primary school and associated development is not prejudiced by this opportunity to consider the future of the whole of the site.
- 8.4 The Harworth Colliery Masterplan²⁰ prepared by Harworth Estates on behalf of Harworth & Bircotes Town Council proposes 2 phases for development over the plan period; phase 1 is for 500 houses leaving the spoil heap for recreational use and Area 6 in the short term (see **Appendix E: Harworth Colliery Masterplan**). Phase 2 proposes the redevelopment of both these areas in addition to the rest of the site which would provide approximately 750 new houses (see **Appendix E**) which is in addition to the 996 that already have permission on the east and north-west sections of the site.

²⁰ The 'Harworth Colliery Masterplan (2014)' is available to view on the NDP website - <http://harworthandbircotesnp.weebly.com/>

- 8.5 Significant consultation with the community will be supported before any decision can be made, however the Town Council welcomes the approach of Harworth Estates who have recognised the importance of working with the Neighbourhood Plan Steering Group to reflect the design parameters identified in the work done by OPUN staff.
- 8.6 In addition just outside the boundary of the Plan area 101 hectares of employment land is proposed nearer the A1 in the recently withdrawn Site Allocations Development Plan Document. Further large allocations of employment on the colliery site as originally proposed may not be necessary.

Community Comments

At each community consultation and across all ages there is support for the need to redevelop the colliery site. 96% of responses to the resident's survey wanted it redeveloped. People want to see a mixture of uses including housing, and open space.

- 8.7 The Green Infrastructure Project Proposal²¹ that was commissioned to support this Neighbourhood Plan identified how a Green Wheel could be created around the Town and that new housing sites like the Colliery can contribute to this continuous accessible corridor. The inclusion of this principle has already been embraced in the Masterplan prepared by Harworth Estates on behalf of the Town Council.
- 8.8 A central principle of the Green Infrastructure Project Proposal document is the long term creation of a Green Wheel around Harworth & Bircotes. *'The Green Wheel will link publicly accessible green spaces and routes around the town to create an attractive network of Green Infrastructure assets which are rich in biodiversity, heritage and landscape value.'*
- 8.9 The Green Infrastructure document identifies opportunities for both enhancing the existing green infrastructure in each part of the town and shows how routes could be secured on new development to contribute to the creation of this Green Wheel. The layout and design of new development on the Colliery Site (and elsewhere) must not be detrimental to this long term plan and where possible development schemes must contribute to its delivery.
- 8.10 The Harworth & Bircotes Design Guide and the Harworth Colliery Masterplan sets out the design parameters on the Colliery site reflecting the robust consultation that identified specific aspects of the site and how it related to the existing town. They include;

²¹ The 'Green Infrastructure Project Proposal (2014)' is available to view on the NDP website - <http://harworthandbircotesnp.weebly.com/>

1. water features, existing green space, ridgelines,
2. suggested access points (including routes in to and around the edge of the site that would ensure the development integrated with the existing town),
3. opportunities for enhancing the green infrastructure contributing to the provision of the 'green wheel' proposed in the Green Infrastructure Project Proposal, and
4. views into and out of the site.

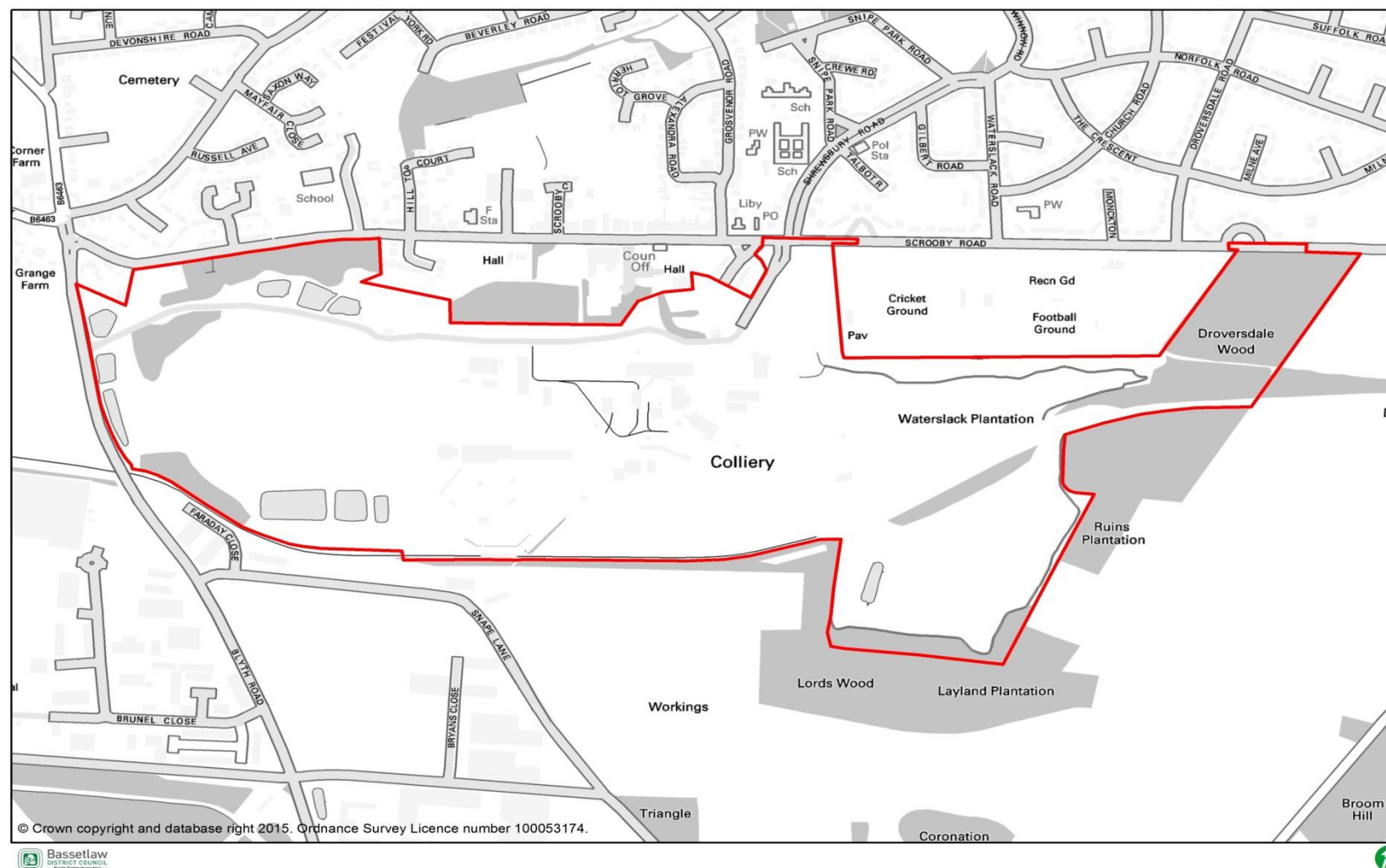
8.11 Development proposals for the Colliery Site Redevelopment (the area outlined in red on **Figure 6** on the following page) must show how they have taken into account the design parameters identified in the Harworth & Bircotes Design Guide in addition to being in accordance with Bassetlaw District Council's Successful Places SPD.

Policy 6: Colliery Site Redevelopment

1. Development on the Colliery Site for mixed use scheme will be supported where the proposals demonstrate how they have addressed the design parameters set out within the OPUN Scoping Report ²² and Section 1 of the Harworth & Bircotes Design Guide and the Harworth Colliery Masterplan.
2. In addition to the 996 dwellings that have outline planning consent, development on the colliery site is required to:
 - a) provide a minimum of 500 dwellings in addition to existing granted permission and;
 - b) contribute to the provision of enhanced green infrastructure as set out in the Green Infrastructure Project Proposal including an area of public open space within the site and;
 - c) mitigate against or compensate for the loss of any important wildlife habitats or biodiversity that maybe affected by the proposal and;
 - d) provide direct and attractive connections to the shops on Scrooby Road including direct access to areas of Open Space and;
 - e) wherever possible to connect the new development to the existing settlement to enable free and direct movement from the site edges to the homes and other uses and;
 - f) show how it reflects the existing layout and (where possible) the spatial arrangement of the existing town so that a clear relationship between old and new is evident where they meet and;
 - g) seek to provide a primary school to meet the additional educational needs of the development on site and
 - h) seek to include a bus drop off and waiting area; and
 - i) boundary treatments and landscaping are appropriate to its rural setting particularly in relation to the open countryside to the south east and east.

²² OPUN scoping report is available to view on the NDP website - <http://harworthandbircotesnp.weebly.com/>

Figure 5: Colliery Site Redevelopment Area



9 Housing

- 9.1 The Town Council will engage positively in considering planning applications for housing, however, this Plan provides the opportunity to shape the policies against which such applications will be tested.
- 9.2 The recently withdrawn Site Allocations Development Plan Document has already identified the preferred sites for residential development. It is not the intention of this Plan to propose sites elsewhere. However, their design and layout and the housing type and tenure are all issues that this Plan can influence.

Community Comments

At each community consultation event and across all ages there is support for the need to provide more houses and of a greater variety to meet the differing needs of local people, 60% want 2 bed properties (bungalows, flats or semi-detached houses)

Affordable Housing

Justification

- 9.3 House prices in Harworth & Bircotes remain markedly below the average with 76% of dwellings in Council Tax Band A compared to 25% in England²³. However, because average incomes are lower the affordability ratio is very similar²⁴. The Housing Needs Survey looked at the average house prices in the Plan area compared to average incomes. The cheapest properties are terraced houses in Bircotes at £83,000. Average household incomes are reduced to £26,000, £18,700 after housing costs²⁵. With the requirement to put down a 10% deposit, a family wanting to purchase a terraced house in Bircotes would require an income of £26,000 per year.
- 9.4 The Housing Needs Survey specifically identified a need for 13 affordable properties for rent and shared ownership when the survey was undertaken in April 2014. Of course this is only a snap shot of current demand and does not take into account future needs of a growing population. The Core Strategy requires 15% of all housing developments to be affordable and the Town Council are confident that sufficient affordable homes will be delivered over the Plan period. As such this Plan supports the Policy approach in the Core Strategy.

²³ Rural Place Profile (2013) for Harworth & Bircotes, page 31

²⁴ Rural Place Profile for Harworth & Bircotes, page 31

²⁵ Rural Place Profile for Harworth & Bircotes, page 16

Policy 7: Housing Mix

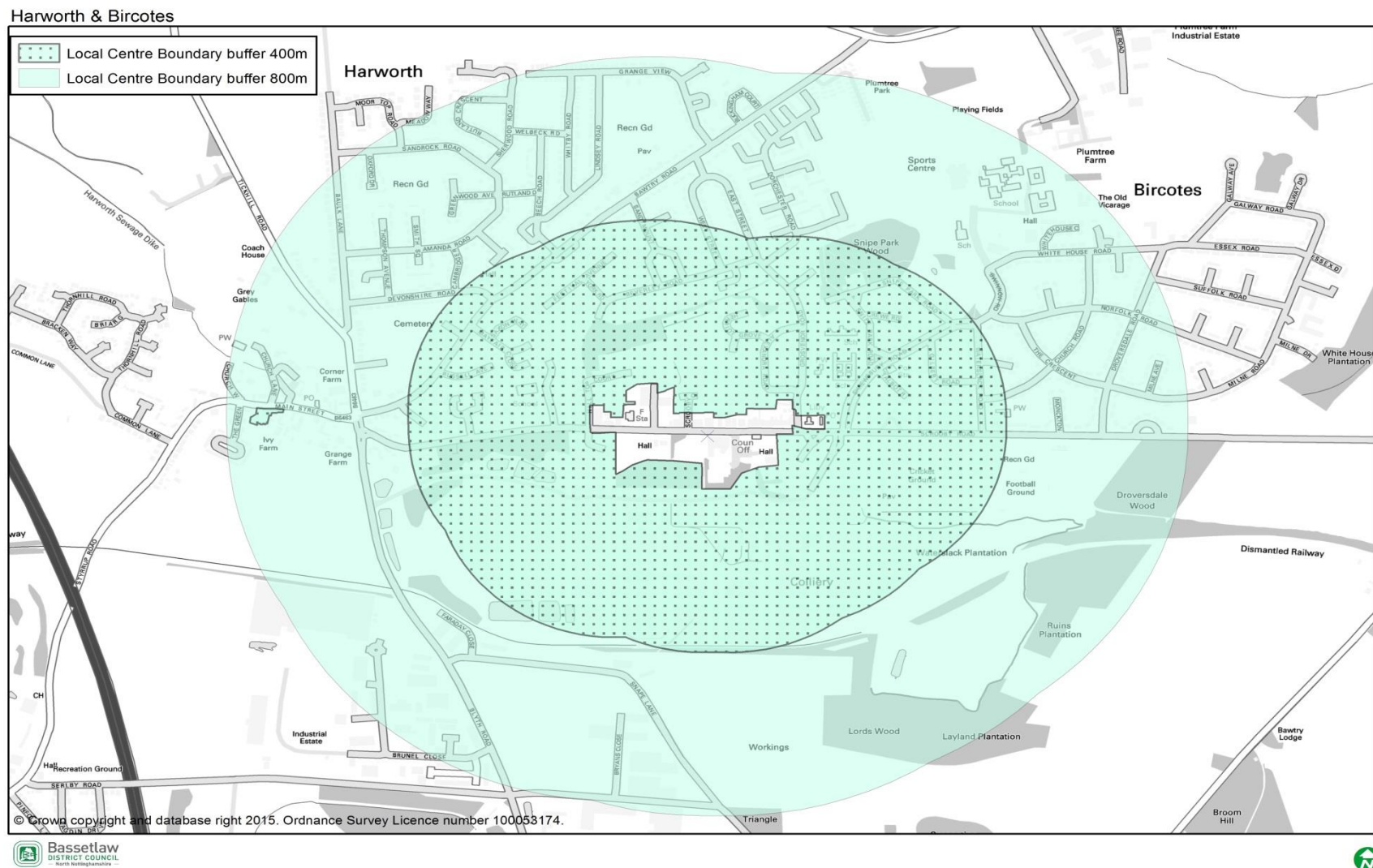
Justification

- 9.5 It is important that future housing development reflects the need for a mix of housing types. The Rural Place Profile shows that there is a high proportion of semi-detached housing (60% compared to an England average of 30%) whereas only 4% of the housing stock in Harworth & Bircotes is flats (compared to an England average of 16%). This is set against the demographics of an increasingly ageing population (as shown in **Table 2**) and a trend for smaller housing. This was confirmed in the Affordable Housing Needs Survey²⁶ (HNS) for Harworth & Bircotes that was commissioned as part of the Plan process. However it is not just older people that require smaller homes and the legacy of a disproportionate number of 3 bed semis (traditionally seen as family houses) is not necessarily what first time buyers want either. The HNS concluded that *‘Future housing development plans should give high consideration to developing small retirement homes, particularly two bedroom bungalows and to starter homes for 1st time buyers’*.
- 9.6 A neighbourhood with a mix of housing tenures, types and sizes will be more able to meet the changing needs and aspirations of its residents, through changing life stages, household shapes and sizes or changes in income. Providing greater housing choice increases the opportunities for households to remain within their communities which in turn promote social equality and inclusion.
- 9.7 The ‘Future Development Scoping Study for Harworth Bircotes’ produced by Bassetlaw District Council and Nathaniel Lichfield and Partners in 2009²⁷ noted the lack of ‘aspirational’ housing. Although there was no definition of aspirational housing in the 2009 study it is used in the context of larger detached dwellings. The Jones Homes development has provided some of this aspirational housing and the speed with which these have been purchased reflects this lack of supply and that there is a market for it in Harworth & Bircotes.
- 9.8 There are a range of sites allocated for housing in the recently withdrawn Site Allocations Development Plan Document, some much nearer to the Town Centre and its amenities. Consequently parts of the Town will be more appropriate for different housing mixes. **Figure 6: Town Centre Boundary Buffer** on the following page shows the part of the Plan area that falls within 5 minutes’ and 10 minutes’ walk from the Town Centre. **Appendix F: Withdrawn Preferred Options Site Allocations Maps** shows that up to 2028 there will be redevelopment opportunities within the existing residential areas as well as allocated sites coming forward within 5 or 10 minutes walking distance from the Town.

²⁶ Affordable Housing Survey report can be found in the supporting document ‘Summary of Consultation (2014)’

²⁷ ‘Future Development Scoping Study For Harworth Bircotes (2014)’ is available to view on BDC website - <http://www.bassetlaw.gov.uk/everything-else/planning-building/planning-policy/local-development-framework/background-studies/harworth-feasibility-study.aspx>

Figure 6: Town Centre Boundary Buffer



- 9.9 The type of houses on new development should reflect their proximity to the Town Centre with particular attention given to the needs of less mobile people (usually older people and people with disabilities.) Given Harworth & Bircotes ageing population and the need to encourage development that enables people to access amenities on foot, this Plan wants to encourage developers to take into account the location of the site in relation to local services and facilities when applying for specific size and types of houses. Therefore, sites in close proximity to the town centre should provide housing for less mobile residents if possible.

Policy 7: Housing Mix

1. Planning applications for housing schemes should deliver a Harworth & Bircotes specific housing mix should reflect the current needs of the town identified in the most up to date Housing Needs Assessment.
2. Housing schemes particularly suitable to the needs of people with mobility issues, especially for retirement housing, within a 5 minute walk from the identified town centre boundary will be encouraged.

10 Design

Policy 8: Design Principles for New Development

Justification

- 10.1 Given the large amount of housing proposed, the design and layout of the new development will have a major impact on the overall quality of the Town. Great concern was expressed in the consultation that new development in Harworth & Bircotes could become an “us” and “them” scenario segregating the new and old parts of the town. This next phase in the growth for the Town must create development of a high quality which not only provides good quality homes for new comers but that enriches the existing settlement by contributing to the wider regeneration objectives in this Plan.
- 10.2 The Successful Places SPD 2013 is Bassetlaw District Council’s Design Guide. It is based on Building for Life 12 (BFL12) which is a tool kit that helps promote urban design best practice. It can be used at all stages in the design process to check that new development is meeting the standards required. The Successful Places 2013 is intended to provide a tool kit for
- communities in helping them articulate their aspirations in terms of good design
 - developers to assist them to producing planning applications to the best design standards.
- 10.3 To show that good design is central to development proposals any scheme for 10 dwellings or more should include with their planning applications an assessment of how the scheme performs against the 12 criteria set out in Building for Life 12 or any subsequent design criteria. Schemes should aim for 12 greens and where this is not possible the assessment should explain why.

Policy 8: Design Principles for New Housing Development

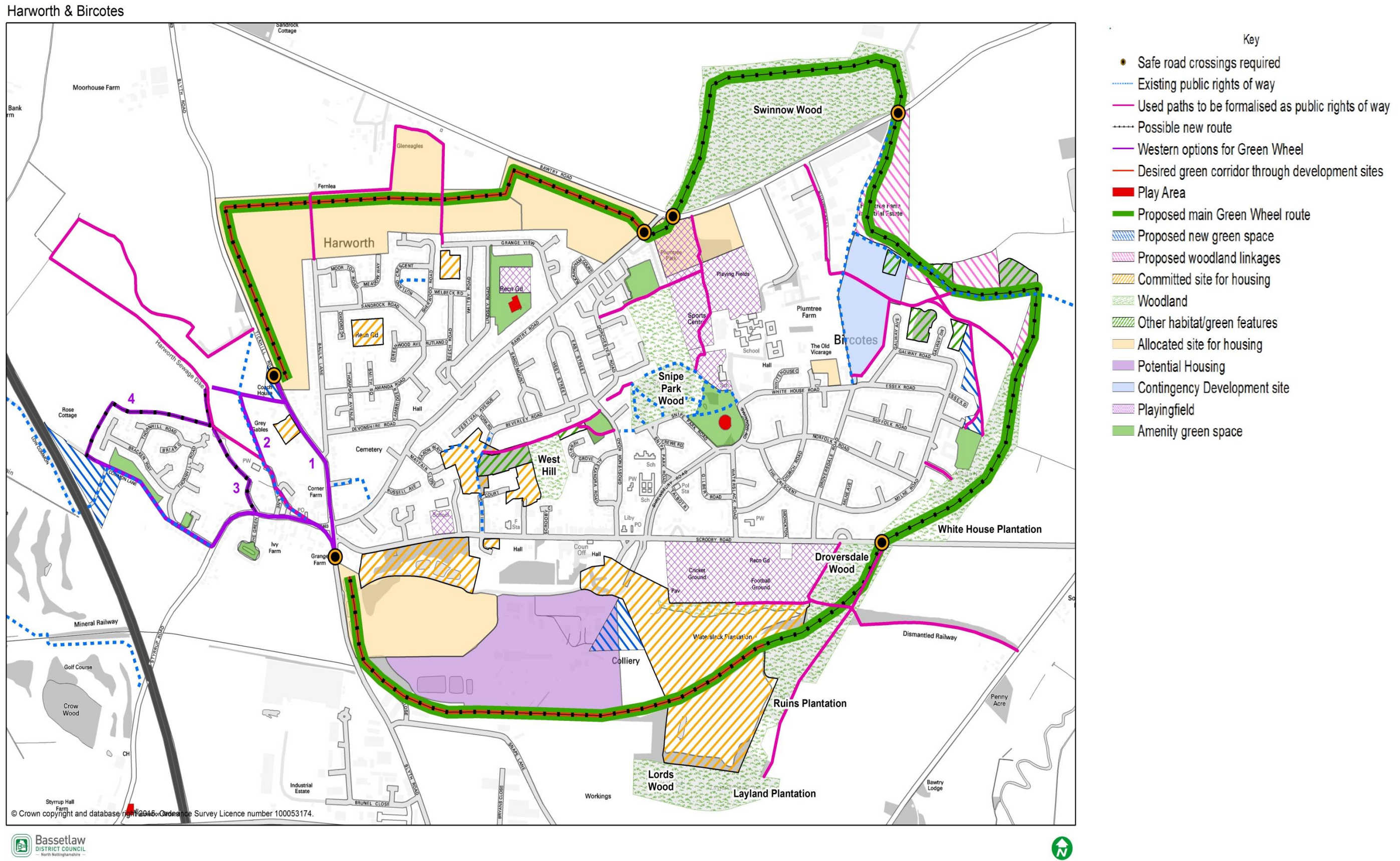
1. New development proposals will be supported where they can demonstrate:

- a) The proposed development layout that maximises opportunities to integrate development with the existing town, by creating new connections and improving existing ones, allowing for safe and convenient pedestrian movement to and from the town centre, and other areas and;
- b) consideration of local character in terms of street types, architectural detailing, form and materials, landscaping, quality, distinctiveness and relationships between public and private spaces and how these might be used within new developments and;
- c) where applicable show how it has contributed to the delivery of extended and improved green infrastructure as set out in the Green Infrastructure Project Proposal.

11 Environment & Green Infrastructure

- 11.1** Green Infrastructure (GI) is the umbrella term used to describe all the different elements that form the network of natural and semi natural open spaces within and around our towns and villages and open countryside. Green Infrastructure covers a variety of types of spaces including woodland, parks and gardens, green lanes, public rights of way, church yards, sports facilities, water courses. Consultation results show that local people do see that a key benefit from the scale of development proposed for Harworth & Bircotes is the opportunity to improve and extend their parks, open spaces and green corridors. . The GI Project Proposal notes that *‘Although some of this development will have an adverse impact on the existing GI features, there is great potential for the creation of new and embedding of other existing GI assets into these developments.’*
- 11.2** The Green Infrastructure Project Proposal divides the town into sections and details the Principal Delivery Issues that need to be met to create the ‘Green Wheel’. *‘The Green Wheel ‘will circle the town, creating a continuous accessible corridor. Ultimately it should be freely available to walkers and cyclists...green spaces and associated features forming the Green Wheel may both be trip destinations in their own right or may be corridors to other attractions further afield.’*
- 11.3** Within the Plan area there are a number of linked green spaces including Snipe Park Wood, Well Hill Local Wildlife Site, the amenity land and play area south east of Snipe Park Wood. To the south east and east are a number of woodland areas including Lords Wood, Layland Plantation, Ruins Plantation, Droversdale Wood to the south of Scrooby Road; and Whitehouse Plantation to the north. Furthermore to the north east of the town is Swinnow Wood. Although outside of the Plan boundary, this woodland is a major landscape and biodiversity feature with the potential to become a significant recreational resource for the community; especially with the anticipated levels of housing development near Bawtry Road.
- 11.4** The Study shows that across the Plan area there is a poor provision of Public Rights of Way, with just a few short sections of public footpath and bridleway. The Green Infrastructure Project Proposal sets out how development in or adjacent to this area can enhance or extend green infrastructure in Harworth & Bircotes. In particular the Principal Delivery Issues page 15-23 of the Green Infrastructure Project Proposal provides detailed analysis and possible solutions to how each section of the green wheel could be created. This should aid developers to design the layout of each of their sites in a coordinated manner to deliver a wider strategic policy.
- 11.5** Where environmental improvements cannot be secured on the back of development, the Green Infrastructure Project Proposal identifies a number of environmental projects that the Town Council intends to implement and secure funding for. These projects are listed in **Appendix C: Community Projects**. The map accompanying the proposals of the Green Infrastructure Project Proposal can be found on the following page.

Figure 7: Green Infrastructure Project Proposals Map



Policy 9: Improving Green Infrastructure

Justification

- 11.6** The link between good health from incidental exercise and being able to access green space is well established. The health statistics for Harworth & Bircotes show that the number of people living in health deprivation is 59.0% compared with a national average of 19.6%²⁸. Health is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests.
- 11.7** By providing wildlife benefits through protecting, enhancing and expanding areas of natural greenspace and by creating linkages to allow the movement of species.
- 11.8** As part of its coordinated approach, this Plan wants to promote growth in the Town that brings with it an improvement of health and well-being for its residents. Policy 10 uses the opportunities provided by new development to create a movement network around the Town; a Green Wheel enabling cyclists and pedestrians to move about for work, shopping or recreation, safely and directly.
- 11.9** Reducing car usage is not just a desirable life style choice. With an increase in population expected over the Plan period and finite space within the town centre, development must be designed in such a way that people can access the centre whilst reducing the need to use the car.
- 11.10** To a large extent the extension of a network of footpath and cycling routes will be delivered as part of improvements to the Green Infrastructure network. However, within the existing built up area there are also opportunities for creating dedicated cycle paths. The line of the disused railway runs through the Plan area and presents potentially an ideal opportunity for the creation of a non-vehicular route. Safeguarding this line for the duration of the Plan period is vital to enable this to be achieved. Community Project 10 identifies this as a key action for the community.
- 11.11** The Plan area is relatively flat making it conducive to cycling or walking for short journeys. At the present time approximately 25% of people live within a 5 minute (400m) walk and 73% live within a 10 minute walk (or 5 minutes cycle ride) from the Town Centre.
- 11.12** Feedback from the Residents Survey showed that 24% of respondents do cycle and of those only 40% cycle more than twice a week. However, this was not reflected in the consultation with young people who you would expect to be the age group cycling the most for short trips. From the range of consultation events, it was apparent that there was not a culture of cycling in and around Harworth & Bircotes for the majority of residents. However, the younger residents expressed a desire to be able to cycle around the town.

²⁸ Rural Place Profile (2013) for Harworth & Bircotes, page 20

- 11.13** Policy 8: Design Principles for New Development already requires good connectivity to local services. The location of housing in relation to other services and how easy and safe it is to cycle or walk will be a key determinant in changing people's travel habits.

Community Comments

The consultation results show that the community supports the development of new pedestrian and cycle routes and the improvement to existing routes. At all the schools' consultation sessions pupils of both primary and secondary school age wanted policies on better cycle routes and paths in the Plan.²⁹

Policy 9: Improving Green Infrastructure

1. Development proposals will be expected to demonstrate how they protect and enhance existing green infrastructure assets affected by the development and show the opportunities taken to improve linkages between existing green corridors that will contribute to the delivery of the Green Wheel.
2. On all eligible development Green Infrastructure provision will be secured by planning obligation or, where appropriate, via conditions attached to a planning permission.
3. Green Infrastructure enhancements should be in accordance with the Principal Delivery Issues in the Green Infrastructure Project Proposal. In particular development should
 - a) safeguard the route of the disused railway line during the Plan period to enable the creation of a non-vehicular routes and cycling routes,
 - b) add to the provision of footpaths and cycle routes across the Plan area in accordance with the Green Wheel proposals
 - c) protect, enhance and where possible expand areas of natural greenspace and creates linkages to allow the movement of species.

²⁹ See supporting document 'Summary of Consultation (2014)'

Policy 11: Designating Local Green Spaces

Justification

- 11.14** The National Planning Policy Framework affords Neighbourhood Development Plans the powers to designate certain areas as Local Green Spaces. Such designation gives these spaces the same protection as green belt policy. The Green Infrastructure Project Proposal identified several areas that meet the eligibility criteria in the NPPF (see paragraphs 76-78).
- 11.15** The community supports the designation as a local green space and it is shown on **Figure 8: Local Green Space**, on the following page.
- 11.16** The landowner fully supports this designation.

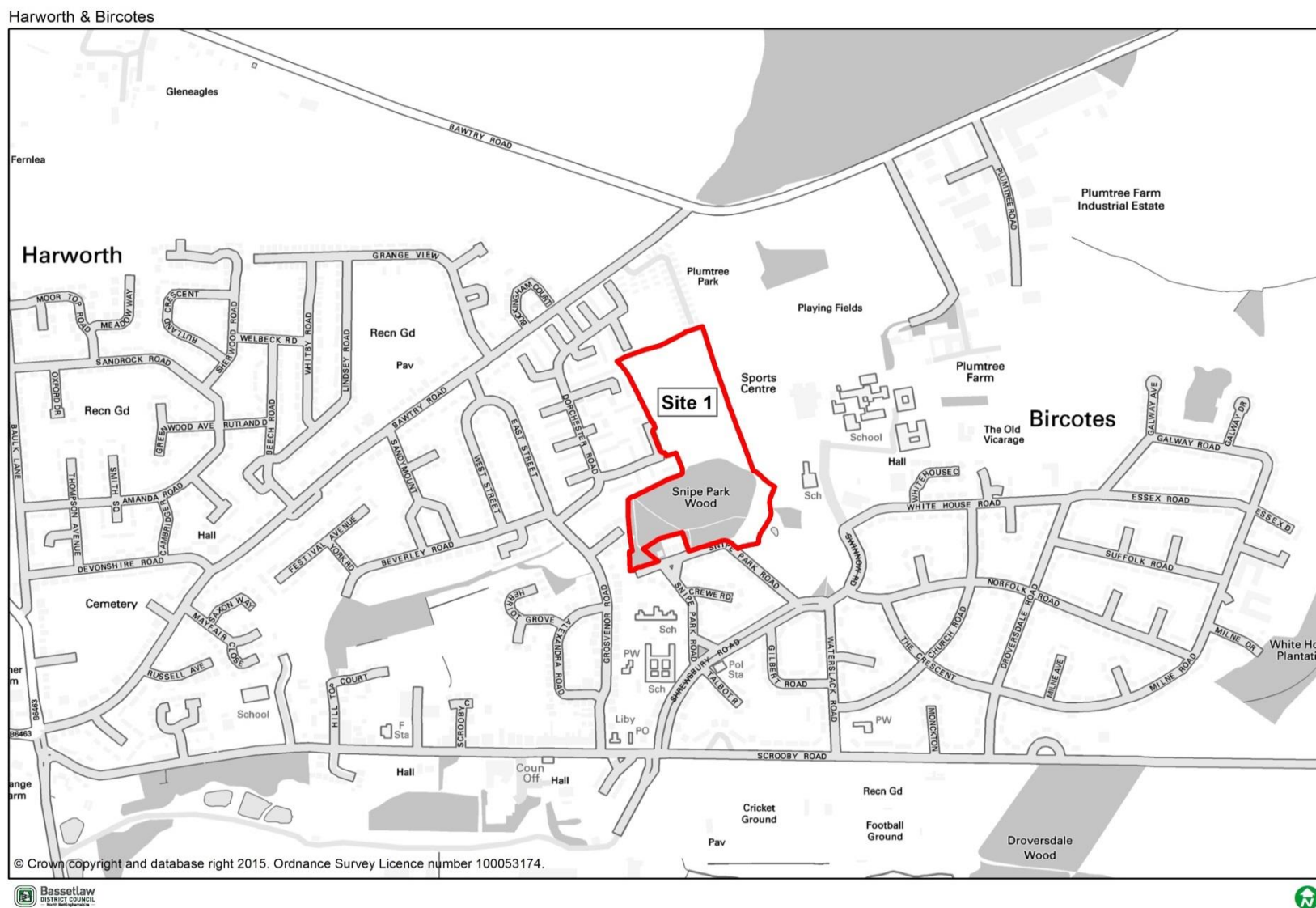
Community Comments

Snipe Park Wood – in the middle of the Plan area; immediately south east is a play area. Highly valued and well used. Consultation at all events and across all ages revealed concern about safety at night due to antisocial behaviour and the need to make environmental improvements.

Table 3: Local Green Spaces

Site	Justification	Potential Use
Site 1 Snipe Park Woodland	Ownership of these woods will be transferred to the Town Council from the District Council. Ownership will enable the Town Council to bid for funds to improve the footpaths and make other improvements in the woods in accordance with the status as local green space. Snipe Park woodland is 6.26 hectares that forms part of a green Corridor in the heart of Harworth and Bircotes. This site is an important and valued green space within the community that must be preserved for future generations.	The intention of designating Snipe Park woodland as a local green space is to provide the community with a Country Park at the heart of the town.

Figure 8: Local Green Space



11.17 The designation of this area as a Local Green Space in planning terms would provide an element of security about their protection over the Plan period. Given the amount of proposed development in the Bassetlaw District Council's recently withdrawn Site Allocations Document much on sites on open green fields within the Plan area this policy safeguards locally highly valued assets and ensures that a Green Wheel can be created around Harworth & Bircotes, as funding becomes available.

Policy 11: Designating Local Green Spaces

1. The site, Snipe Park Wood, indicated on Figure 8, is designated as Local Green Space where new development is ruled out other than in very special circumstances.

12 Public Transport

Policy 12: Promoting Public Transport

Justification

- 12.1 Whilst the infrequency of bus services is a concern for local people this is not of itself a land use planning matter. However, recognising car ownership is lower in Harworth & Bircotes than the district or national average³⁰ and that encouraging travel on public transport is a key part of planning sustainably, this Plan wants to encourage development patterns that enable bus services to run around the Town.
- 12.2 The extant planning permission for the Colliery Site already has in it the requirement for a bus lay by and waiting area. Local people also want any wholesale improvements along Scrooby Road to include provision for buses ideally in the form of a transport hub to ensure they can collect and drop off people shopping in the Town.
- 12.3 Community transport and locally run taxis services can play an important role in delivering transport provision especially in rural areas. There are a number of community transport providers in Bassetlaw. There is the potential for these services to complement the local bus network further.
- 12.4 The residential proposals to the north of the Town should also be designed to ensure that there is good pedestrian access to bus stops. Section 3 of Building for Life 12 provides simple guidelines on how to ensure that the layout and orientation of routes provides safe, direct and attractive routes from homes to public transport.
- 12.5 The term major development is regarded to be housing developments of more than 10 dwellings and on employment developments over 1000 square meters.

Policy 12: Promoting Public Transport

1. Applications for major development should show how they have considered the need for safe, direct access to public transport in accordance with Section 3 of Building for Life 12 (or equivalent).
2. Proposals that included the provision of a transport hub for buses in the town centre would be particularly supported.

³⁰ See 'Understanding Harworth & Bircotes (2014)'

13 Digital Connectivity

Policy 13: Improving Digital Connectivity

Justification

- 13.1 The legacy of Harworth & Bircotes as a mining community and the economic rise and fall of the town has already been noted. However, with the A1 only 2.5Km away, the allocation of 101 hectares of land for new employment in the recently withdrawn Site Allocations Development Plan (an approach which the Town Council supports) and with a strengthening local and national economy, it is considered important that this Plan promotes policies to support local business growth.
- 13.2 The National Planning Policy Framework encourages policies to promote good broadband connections as part of a wider benefit including '*enhancing local community services and facilities*' (paragraph 42 of the NPPF). Support for broadband reduces the need to travel and promotes economic development by enabling more people to set up business from home. As such it is part of sustainable planning.
- 13.3 In Harworth & Bircotes the provision of broadband sufficient to run a business from home or to enable participation in an on line learning course will also help in addressing some of the socio economic issues that have affected the town since the effective closure of the Colliery in 2006.
- 13.4 Recently broadband connection has been particularly poor and local companies have advised the Town Council that it is affecting their business.³¹
- 13.5 Over the Plan period it is likely that continuing technological developments will enable more people to work from home, remote from offices outside the Town reducing car usage. A Survey undertaken by the Office of National Statistics in 2014 noted that in the UK 5% of people work from home (although 13.9% sometimes operate from home). Significantly, this study showed that growing numbers of home workers tend to be self-employed, older, live in rural areas and earn more than the rest of the population.³²
- 13.6 The desire to work from home is driven by digital technology as well as an ageing population reluctant to commute and an increase in self-employment generally. The availability of high speed broadband will become increasingly important to local people wishing to continue working at home.
- 13.7 In Harworth & Bircotes only 2% currently work from home across all ages although this is similar to the District average in other rural areas it is double that. If broadband connections were faster it is likely that more people would exercise this option.

³¹ As noted by the Town Council August 2014.

³² ONS study March 2014 reported in Financial Times

- 13.8 Current broadband speeds in Harworth & Bircotes compared to Worksop and nationally are shown below.

Table 4: Broadband Speeds

Broadband Harworth	Speed	Worksop Average	Uk Average
4MB Harworth & Bircotes³³		33MB (www.think broadband.com)	14 MB(offcom 2013)

- 13.9 The Better Broadband Nottinghamshire programme shows that fibre-based broadband should be rolled out to Harworth & Bircotes as part of phase 3 (January-June 2015). However it will still be incumbent upon developers to ensure the infrastructure connections are made from the cabinet onto the new housing sites.
- 13.10 In addition to the local benefits, recent surveys have indicated that the availability of superfast broadband (SFB) could affect the value of property in the UK. There is a growing belief that having access to SFB will add real value to homes across the country.

Policy 13: Improving Digital Connectivity

1. Proposals that provide access to a superfast broadband network will be supported.

³³ Obtained from *www.think broadband.com* (12/07/2014)

14 Community Services and Facilities

Policy 14: Community Facilities

Justification

- 14.1 There is generally a good a range of community facilities in Harworth & Bircotes although many are in need of upgrading.

Table 5: List of Community Services and Facilities

Schools	Sports and Social Clubs
Serlby Park (Primary and Secondary)	The Pavilion*, Scrooby Road
St Patricks Primary	The Pavilion (Tommy Simpson Ground)
All Saints	Harworth Comrades Club
North Border Junior and Infant	Scout Hall
	Sports Centre
Public Houses	Churches
Blacksmiths Arms	All Saints
The Bryndale	St Patricks
The Game Cock	Methodist Church, Waterslack Road
Community Halls	Miscellaneous
Venture House , Main Street	Police Station
Hall, Main Street	Library
Town Hall, Scrooby Road	Avondale Care Home
Community Centre, Beverley Road	Health Centre
Community Centre, Bawtry Road	Council Offices
Village Institute	Fire Station
Hall, White House Road	

**Designated an Asset of Community Value in 2014*

Community comments

*Feedback reflected the value people place on community facilities even though many of them are in need of refurbishment. According to the Residents Survey 34% thought that the sports centre was OK and 52% thought it was good or very good; 23% thought that the Sports Pavilion was OK 57% thought it was good or very good. Only 22% thought the Tommy Simpson Pavilion was OK and 24% thought good or very good. The very poor quality of this building justified making it the first project for which external funding was secured (see **Appendix A**) When people were asked what they would like to improve the sports centre, Tommy Simpson field and sports pavilion were often cited. In addition people wanted more for teenagers to do including a better skate park and more play equipment for toddlers.*

- 14.2 Bassetlaw District Council's Playing Pitch Strategy in 2010 noted that 'Bircotes Leisure Centre is the oldest of all the leisure centres in Bassetlaw and the one that is likely to require most investment in the near future.... The vast majority of

respondents from Harworth & Bircotes... think indoor facilities are good or very good
,

- 14.3 The Leisure Centre is of 1960's construction and either needs a comprehensive renovation or to be completely redeveloped³⁴. This explains why, in the consultation feedback for this Plan, people highly value the Leisure Centre but also want it improving.
- 14.4 The Town Council is working to achieve more investment in community facilities and this Plan provides an opportunity to identify plans and projects where future investment would be appropriate. The Town Council will also ensure that, in its role as a statutory consultee in planning applications, it will secure investment either on site as part of the development or as a financial contribution to enhance community facilities where feasible.
- 14.5 Communities with a NDP will receive 25% of the Community Infrastructure Levy (CIL) money from new developments. The money raised from new development in Harworth & Bircotes might, for example, be spent on updating or replacing some of these facilities. **Appendix C: Community Projects** provides a detailed list of all the projects that have been identified as part of the Plan process. Proposals for the redevelopment of the Tommy Simpson Pavilion have evolved as a consequence of the Town Council working with Bassetlaw District Council on this Neighbourhood Plan. However, some schemes, like the development of a Green Wheel around the Town are dependent upon sites coming forward for development and will be delivered over a number of years.
- 14.6 Consultation results revealed that the loss of both banks from the Town centre was seen as a loss of a community asset. It is the Town Council's hope that the regeneration policies in this Plan and the expected increase in population will make the provision of a local bank commercially viable again.
- 14.7 The community is concerned that there should be no further loss of facilities, in particular, the leisure centre, shops, the Post Office and library and there is strong support for the Plan to seek the improvement and retention of these vital community assets for the benefit of the community. These facilities are vital in making Harworth & Bircotes an attractive place to live for both existing and future residents.

³⁴ BDC viability assessment February 2015

Policy 14: Community Facilities

1. Proposals for new or improved community facilities (including shared facilities) will be supported where:
 - a) the proposed use is compatible with adjoining and nearby uses and;
 - b) the proposed use would not cause traffic congestion.
2. Development that would result in the loss of any existing community facility listed in Table 5 of this document will be resisted. An exception to this policy would be where:
 - a) the building is a commercial operation for which Bassetlaw District Council are satisfied that the service is no longer viable or;
 - b) where the provision of equivalent or better size, suitability and convenience is made or;
 - c) where it can be shown to Bassetlaw District Council that there is no demonstrable need for the facility.
3. Proposals to improve the Leisure Centre either as part of mixed use redevelopment scheme of a larger site or the wholesale renovation of the existing building would be particularly encouraged.

15 Implementation and Review

- 15.1 The policies in this plan will be implemented by Bassetlaw District Council as part of their development management process. Where applicable Harworth & Bircotes Town Council will also work with partners and developers to ensure that development proposals accord with these NDP Policies. Whilst Bassetlaw will be responsible for development management, Harworth & Bircotes Town Council will use the Plan to frame its representations on submitted planning applications.
- 15.2 The use of section 106 agreements and planning conditions by the District and County Councils will be expected to assist in delivering some of the objectives of this Plan. Community Infrastructure Levy (CIL) funds will be used to deliver other objectives where on site provision is not possible or applicable as part of the development proposals.
- 15.3 Community Infrastructure Levy will be a substantial source of funding for Harworth & Bircotes. The Town Council will use this and other funds as leverage to secure funding from other programmes, for example the Lottery and other government initiatives as they become available.
- 15.4 As the Plan will become part of a hierarchy of planning documents the Town Council will also look to District and County Council investment programmes where a policy and/or project can be shown to be delivering District and County objectives. This will be particularly relevant in relation to the Green Infrastructure initiatives.
- 15.5 Not all the Green Infrastructure elements will be deliverable on the back of development, but as part of the implementation of this Plan, Harworth Town Council will actively seek external funding (e.g. Lottery) to bring forward parts of the scheme to ensure that a Green Wheel is developed. Indeed it is likely that other projects listed at **Appendix C: Community Projects** may also be funded on the back of this Neighbourhood Plan. However, given the inevitably opportunistic nature of external funding and the variable nature of the projects some may be delivered ahead of others because funding has been secured or it becomes possible to do them.
- 15.6 The impact of the NDP Policies on influencing the shape and direction of development across the Plan area will be monitored by the Town Council. If it is apparent that any policy in this Plan has unintended consequences or is ineffective it will be reviewed. Any amendments to the Plan will only be made following consultation with Bassetlaw District Council, local residents and other statutory stakeholders as required by legislation.
- 15.7 The Town Council will work towards reviewing the Harworth & Bircotes NDP ever 3-5 years, producing a report for each review outlining the impacts and necessary amendments required for Policies in the Plan.

16 Appendices**Appendix A: Background Studies**

Document	Date Commenced	Date Completed
Summary of Consultation	August 2013	September 2014
Understanding Harworth & Bircotes	September 2013	April 2014
Sustainability Appraisal Scoping Report and SEA Screening Statement	September 2013	November 2014
Drafting the Plan	January 2014	September 2014
OPUN Scoping Report	March 2014	March 2014
Green Infrastructure Project Proposals	March 2014	August 2014
Urban Forward Design Guide	May 2014	August 2014
Harworth Colliery Masterplan	May 2014	September 2014

Appendix B: Current Uses in the Town Centre as of the 16th March 2015

Harworth & Bircotes



Appendix C: Community Projects

What are the Community Projects?

- 16.1 The Development Management Policies contained in the NDP work to deliver the communities aspirations with regards to land use matters, aspirations regarding non-land uses cannot be delivered through the control and promotion of development of the built environment.
- 16.2 The Community Projects listed below therefore work to deliver the aspirations of the local community identified through consultation undertaken in the production of the NDP that are not related to land use matters.

How will the Projects be delivered?

- 16.3 The potential to secure funding for community projects in Harworth & Bircotes will be made possible through Community Infrastructure Levy and external funding such as National Lottery. Major development proposals to the North of Harworth & Bircotes identified through the Councils Site Allocations document in the future will offer the prospect of s106 and CIL funding to address major issues such as public realm enhancements and transport infrastructure improvements.
- 16.4 The following projects will be delivered by Harworth & Bircotes Town Council working in partnership with Bassetlaw District Council and other relevant bodies. The delivery and implications of these projects will be monitored and reviewed in line with the planning policies contained in the Neighbourhood Plan.

Community Projects of the Harworth & Bircotes NDP

Project 1: Town Centre Improvement scheme for shop frontages

The Town Council will seek to develop a town centre shop frontages improvement scheme facilitated through grant funding. This will improve the appearance of the area and aid the redevelopment of the shop frontages on Scrooby Road.

Project 2: To create a public square as part of an expanded town centre

The open space between the car park and the new health centre offers an opportunity to create a focal point or market square within the town centre. See **Appendix B: Town Square Proposal** for the drawing.

Project 3: Improvements to Public Realm on Scrooby Road

The Town Council will work with Nottinghamshire County Council and Bassetlaw District Council to improve the pedestrian areas and car parking area in front of the town hall on the southern side of Scrooby Road to link the southern side of Scrooby Road to the Northern pedestrian shopping area.

Improvements are required to the road surface on Scrooby Road to slow traffic down within the town centre. This will require raised Plato's on the West and East of Scrooby Road along with a raised area on the pelican crossing and the roundabout outside of the health centre.

Project 4: Improvements to Tommy Simpson field

Proposals to redevelop the changing rooms and improve the sporting facilities at the Tommy Simpson Field will be supported.

Project 5: Improves to the existing pedestrian and cycle routes in the town

In line with the recommendations of the Green Infrastructure Project Proposal the Town Council will work with local landowners and Nottinghamshire County Council to improve existing footpaths where appropriate and create new footpaths and cycle routes in the Town.

Project 6: Improvements to existing leisure and community facilities

The Town Council recognises the health and well-being benefits of good quality accessible sports and leisure facilities. The Town Council will seek every opportunity provided by the CIL receipts procured from all new development over the plan period to improve these facilities. It is important that this plan makes clear its support for the ongoing provision of such facilities and the proactive approach of the Town Council to securing a range of enhancements over the plan period.

Project 7: Improvements to Snipe Park Woodland

The Town Council is in the process of purchasing the snipe park woodland from Bassetlaw District Council. The site is a green link between Harworth & Bircotes that requires significant improvement to create a Country Park.

Project 8: Droversdale Woodland

To provide a new link road to the new colliery housing development along with new leisure and recreation facilities within the woodland providing a visitor attraction for local residents and for visitors to areas.

Project 9: Public Transport Improvements

The Town Council will work with Nottinghamshire County Council to ensure the existing and increasing population have the ability to access public transport which will help reduce congestion as the local population increases over the plan period. The Town Council will continually seek improvement to the services with the new housing and employment (just outside the plan area) focus should remain on promoting the importance of ensuring those sites are served by frequent public transport services with the ability for a bus terminus in the town centre.

Harworth & Bircotes Town Council will liaise with the Highways Authority and the bus operators to encourage better planning of public transport.

Project 10: Safe guard the existing disused railway line

Beyond the plan period the Town Council will continue to seek every opportunity to reopen the railway line from Harworth Colliery connecting the settlement to Doncaster, Worksop and Sheffield. Development proposals must ensure that they safeguard the route during the plan period.

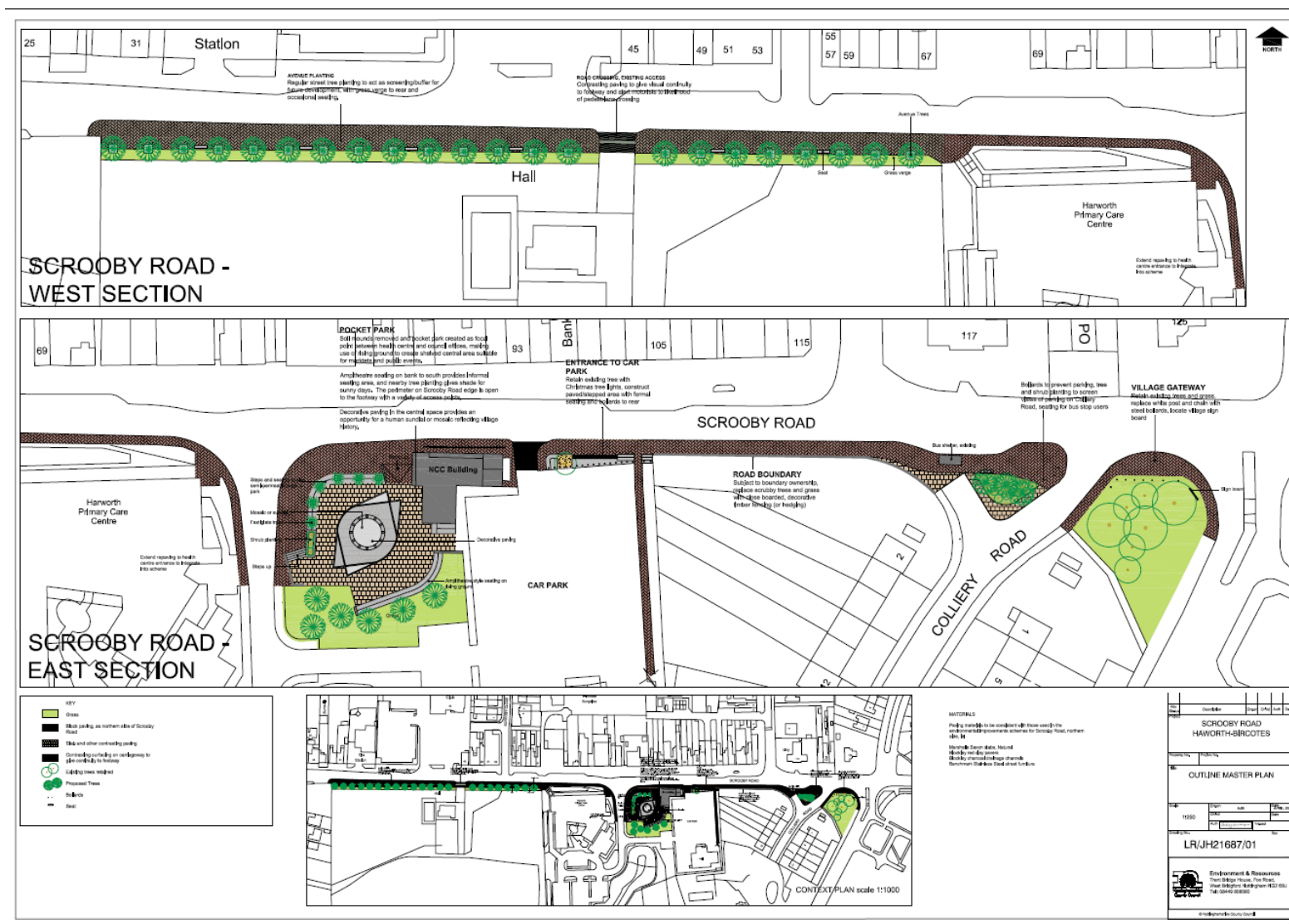
Project 11: Create a small play facility in the Common Lane area

The Town Council will work with Bassetlaw District Council to secure money to develop a small play facility in the Common Lane area as this area has been identified through the consultation as an area lacking facilities for young people.

Project 12: Seek improvements to Drainage

To work with Bassetlaw District Council, Nottinghamshire County Council, the Environment Agency and Severn Trent Water to produce a flood alleviation and management plan for Harworth & Bircotes. This will generate a list of schemes that will be funded as and when monies become available.

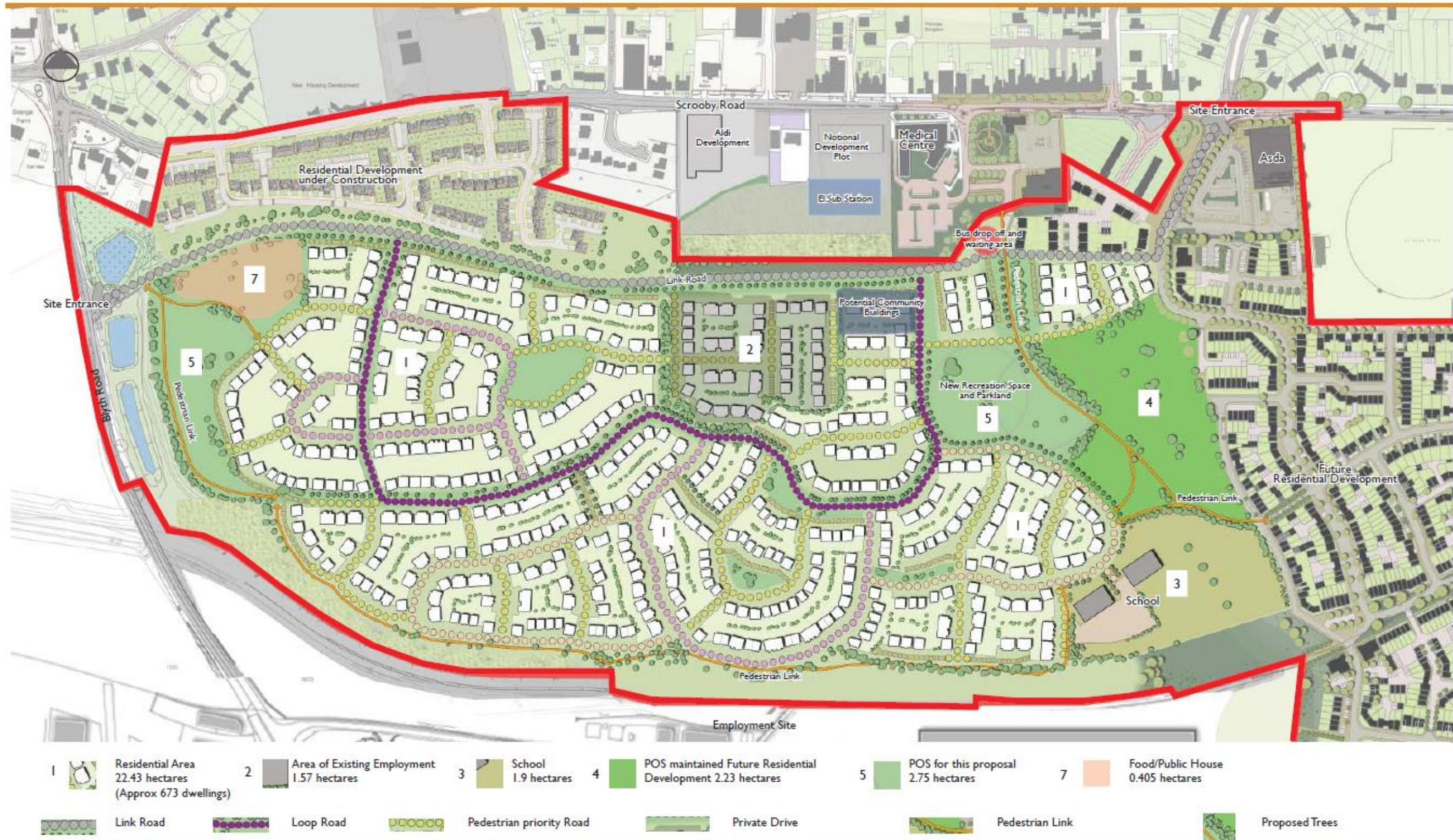
Appendix D: Town Square Proposal



Appendix E: Harworth Colliery Masterplan

Phase 1





Appendix F: Withdrawn Preferred Options Site Allocations Maps

