

# Tuxford Neighbourhood Plan



Final Version  
October 2016

## **Foreword**

### **By chairman of the Town Council**

When Neighbourhood Plans were first mooted, Tuxford Town Council took the decision not to be involved. After all, Tuxford has a large Conservation Area, a good relationship with Bassetlaw District Council and a good understanding of planning matters so why would Tuxford need a Neighbourhood Plan as well? As time passed it became apparent that this community-led framework for guiding the future development, regeneration and conservation of parishes was actually essential for Tuxford.

The Town Council felt that, if development was going to have to happen in Tuxford, that Tuxford's residents deserved the opportunity to say what this development should look like: to be involved in shaping the future of the town where they live. The concept of a Neighbourhood Plan was promoted and a Steering Group formed. With professional help, funded by grant applications, the Steering Group has produced a number of useful ideas that will help shape future development in Tuxford.

Development should be positive, Tuxford should benefit from it. By having a Neighbourhood Plan Tuxford can benefit financially from its development. A Neighbourhood Plan also enables the Town Council to claim a larger percentage of any Community Infrastructure Levy<sup>1</sup> to be spent in the town on infrastructure or anything else concerned with addressing the demands development places on the town.

Another wonderful 'side effect' of the plan has been the relationships created, developed and strengthened both in the town, with residents, businesses and the schools, and with Bassetlaw District Council, Nottinghamshire County Council and many other organisations too numerous to list. The Town Council has been able to learn the opinions and aspirations' of residents and businesses in Tuxford, leading to the development of the projects list at the end of this plan.

Most importantly the Neighbourhood Plan shows the residents' vision for their town and for their future.

**Councillor John Anderson**  
**Chairman**

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<sup>1</sup> money that developers pay Bassetlaw District Council based on the number of dwellings built

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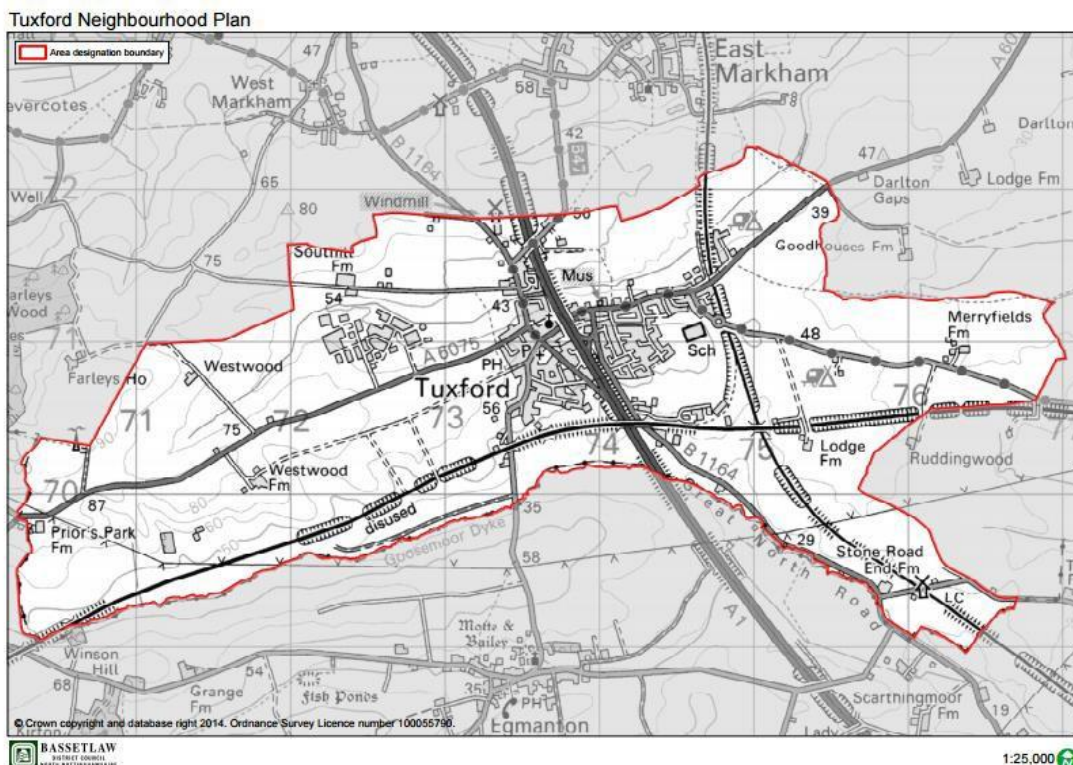
# 1 Introduction

## 1.1 What is the Tuxford Neighbourhood Plan?

The Tuxford Neighbourhood Plan has been prepared by and for the local people of Tuxford Parish.

1 The Localism Act 2011 provided new powers for parish and town councils to prepare land use planning documents. The Parish area shown in Map 1 below was designated as a Neighbourhood Plan area and Tuxford Town Council was designated as a qualifying body to prepare a Neighbourhood Plan in September 2014.

**Map 1: Tuxford Neighbourhood Plan Area Boundary**



2 This Neighbourhood Plan is a legal planning policy document and once it has been ‘made’ by Bassetlaw District Council (BDC) planning applications must be decided in accordance with Bassetlaw’s development plan, which will include this Neighbourhood Plan, unless material considerations indicate otherwise.

3 This Plan will run from 2015-2030. This Neighbourhood Plan will be used by councillors and officers at Bassetlaw District Council in assessing planning applications and by developers when preparing planning applications for submission in the Neighbourhood area.

4 Planning policy has always been formulated at district level and Bassetlaw District Council continues to have a legal duty to provide this. Both this Plan and Bassetlaw’s planning policies are guided by the National Planning Policy Framework (NPPF).

## 1.2 Why do we need a Neighbourhood Plan?

5 Tuxford is a small former market town with a population of 2649<sup>2</sup>. It is described in the District Council's strategic planning documents as providing a *'range of services and facilities for the rural communities in south east of Bassetlaw....it supports two well established industrial estates, providing job opportunities outside the larger towns of Worksop, Retford, Harworth and Newark.'*

6 Tuxford has a small town centre, a large part of which is a Conservation Area that was classed by English Heritage (now known as Historic England) as 'at risk' in 2009. This reflected the general sense of decline in investment in the town at this time.

7 A significant regeneration program totalling £225,000 since 2009 and funded by BDC, Nottinghamshire County Council and Historic England has meant that in 2014 Tuxford's Conservation Area was no longer classified as 'at risk'.

8 In line with the upturn in the national economy Tuxford's economy is picking up. The interest expressed by landowners via the Strategic Housing Land Availability Assessment (SHLAA) showed that there are potential sites that would be available. Local people want to influence the look and feel of this new development.

9 As Bassetlaw District Council has an adopted Community Infrastructure Levy policy this Neighbourhood Plan looks to maximise the planning gain by securing funding directly for the local community from development in the parish. With a Neighbourhood Plan in place the Town Council will be able to secure 25% of the CIL monies which will be invested in the improved provision of community facilities and environmental improvements.

10 Tuxford is classed as a Local Service Centre in the District Council's strategic planning documents with *'development opportunities available to support moderate growth'*. Approximately 4% of the housing growth for the district was allocated to Tuxford which equates to approximately 300 dwellings

11 There was not widespread community support for focusing all potential growth in Tuxford in one area and this neighbourhood plan is an opportunity to consider a number of locations for development.

12 This Neighbourhood Plan seeks to establish key principles that are based on local studies and community feedback; upon which planning policies can be based which will guide development.

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<sup>2</sup> Census data 2011

### **1.3 How does this Plan fit within the planning system?**

13 This Neighbourhood Plan, when 'made', will form part of the statutory development planning policy documents for this part of Bassetlaw and will have significant weight in the determination of planning applications.

14 In 2015 the adopted district policies are those in the 2011 Core Strategy. However this Strategy is being reviewed and will be and will, at some stage in the future, be superseded by a new Local Plan. However, until a new Local Plan is adopted, the policies of the 2011 Core Strategy remain in place.

15 There is an opportunity for local communities like Tuxford to draft their own Neighbourhood Plan to provide local detail to the existing district strategic policies and to inform and influence the emerging Local Plan.

16 This Plan has been drafted in the context of the National Planning Policy Framework and the adopted District Council's strategic planning documents. The Plan has regard to national policy and advice, and is in general conformity with Bassetlaw's strategic planning policies, as required by legislation.

17 This Neighbourhood Plan covers the period until 2030.

### **1.4 Summary of Public Consultation and Engagement**

18 For the purposes of this Neighbourhood Plan various public consultations and surveys have been undertaken by the Steering Group to gain an understanding of the views of residents and businesses that operate within Tuxford. These views and concerns have been fundamental to the formulation of the policies within the Neighbourhood Plan.

19 A questionnaire was used throughout the pre drafting stage and 750 were distributed to local people either through letter boxes (on the east of the town around Gilbert Avenue) or used at the various drop in sessions. An analysis of the 122 completed questionnaires returned is available on the neighbourhood plan web site and formed the basis of the content of the Neighbourhood Plan.

20 The successful production of a Neighbourhood Plan requires an open process and on-going consultation. It also requires the involvement of a wide range of people across the Plan area. Residents of all ages across the town have participated in the range of consultation activities.

21 Feedback from all the events have been collated and summarised in separate reports. Each one provides a full analysis on the format and feedback on the consultation prior to the Plan being written. These reports can be found on the neighbourhood plan web site <http://tuxfordneighbourhoodplan.org/> and in Tuxford Library reference section. The key events are summarised in Appendix D.

## 1.5 What is special about Tuxford?

### Location

22 Tuxford parish is located in the south of Bassetlaw District. The southern boundary of the parish is also the district boundary with Newark and Sherwood. The villages of Egmont and Laxton are directly to the south. To the west is the hamlet (and former colliery) of Bevercotes, whilst to the north is Markham Moor and the large village of East Markham. The Trent Valley lies to the east. Tuxford is situated 8 miles south of Retford and 13 miles north of Newark on Trent.

### Historical Development

23 This former market town has medieval origins and became an important coaching stop on the Great North Road from the 18C. By the mid 19C the town had 11 pubs and a population of 1211! Tuxford served throughout the Georgian and Victorian period as an important local centre for the collection and distribution of services and materials. The core historic built environment of Tuxford reflects much of the general layout and form as it was in the 18 and 19C, with some fine examples of Georgian buildings that are now listed. The town still retains its strong rural and agricultural character at the periphery.

24 The use of renewable energy has some history in Tuxford with two windmills still functioning in the early 20C. Only one now remains to the north of the town but it is restored and is a key feature and tourist attraction. Views to the windmill are valued and should be protected.

25 The landscape of the Plan area is undulating with open countryside around the town. Tuxford lies at 50-60 metres above sea level on a ridge of higher ground between two streams which run roughly parallel from south west to north east. This provides key vistas out of the town of gently rolling agricultural land. To the east there are open views of the Trent Valley and Cottam power station. To the west are two wind turbines (granted on appeal) which some local people would still contend have had a detrimental impact on the setting of St Nicholas Church (grade 1 listed building). A solar farm further to the west also has planning permission.

26 In the early 20C Tuxford's location as a communication and transport hub meant that for 50 years the town had 3 railway stations. By the 1950's these were all closed although the East Coast Main Line still passes Tuxford close by on the east side.

27 The A1 was built in 1967 and cuts through the middle of the town on a north-south axis and carries approximately 40,000 plus vehicles per day according to highways agency data from 2002.

28 The A6075 runs east-west and connects the A57 Sheffield/Lincoln Road to Ollerton and Mansfield. The town's location continues to bring employment opportunities as the town boasts 2 large industrial estates accommodating in excess of 90 businesses.

29 Tuxford was designated a town in 2009 partly in recognition of its status as a market town and partly to ensure it secured external funding to address the issues raised by English Heritage (now Historic England) when it was identified as a Conservation Area 'at risk'. The significant funding secured and the efforts of the conservation team at Bassetlaw District Council resulted in a regeneration programme that has been key to the transformation of the town and has contributed to the renewed developer interest in recent years.



30 However for long standing local residents Tuxford still has the feel of a village and with a population of less than 3,000 it could still class as a village. It is important that development over the next 15 years does not erode this sense of community.

### **Tuxford Today**

31 Despite the sense of decline captured by English Heritage in 2009 Tuxford in 2015 is much improved with an excellent secondary school and rejuvenated town centre. The range of services and facilities offered in Tuxford serve the wider rural hinterland. They include:

- Post Office
- Two pubs
- Working Men's Club
- Fire Station
- Primary Academy
- Secondary Academy
- Allotments
- 2 full play areas (and Linden Ave which has a swing set and a seesaw)
- Playing field
- Doctors
- Clinic
- Cemetery
- Church
- Chapel
- Retail outlets including co-op and x2 convenience stores
- 'Gallery's', (photo gallery)
- High end clothing retailer
- Hairdressers/barbers
- Library
- Two car parks

32 A statistical picture of Tuxford today has been captured in the Rural Area Profile, produced by Rural Communities Action Network to assist in the preparation of this Plan. This document is available on the Neighbourhood Plan web site.

33 It is significant to note that between 2001 and 2011 there was a slight fall in the numbers of children (under 16) but a 19% increase in people over 65. The town's population increased by 5% over the 10 years to 2011. The 2014 Strategic Housing Market Assessment (SHMA) provides evidence at a district level that by 2031 it is expected that 38% of all households in the district will be made up of people over 65. Currently 18% of Tuxford's population is over 65 in line with the district average. It is expected that this will increase significantly over the Plan period.

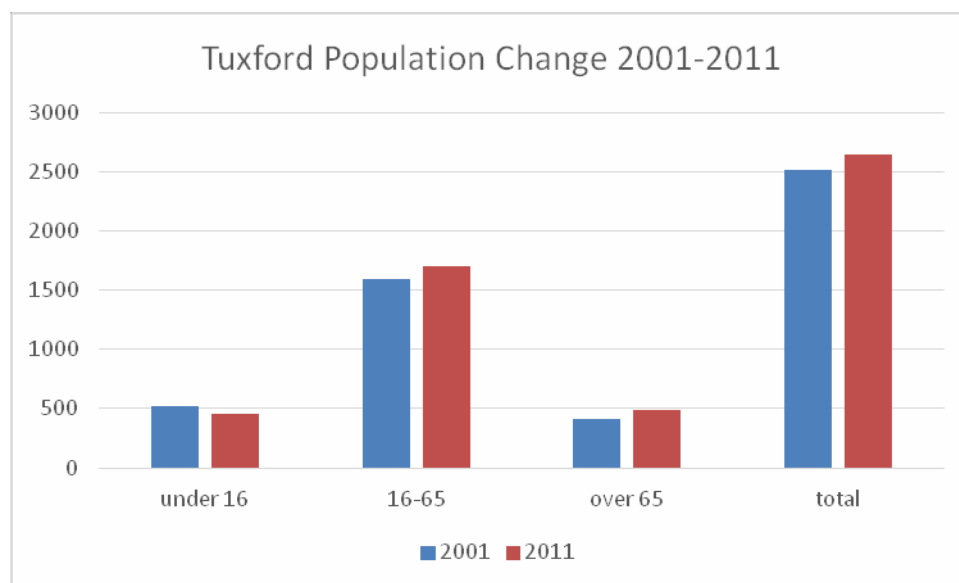
**Table 1: Tuxford Today: Key Statistics**

Demographics	Tuxford	Bassetlaw
Total Population	2650	112,863
Population aged 16 and under	17.4%	20.1%
Population aged 15 – 64	64.3%	61.3%
Population aged 65 +	18.3%	18.6%

**Table 2: Housing Type and Tenure**

Housing		Tuxford	Bassetlaw
Total No of Dwellings		1213	54,933
Housing Tenure	Owner Occupied (inc. with mortgage or owned outright)	69.6%	74.1%
	Socially Rented	17.3%	12.3%
Housing Type	Detached	31.9%	35.8%
	Semi-detached	38.7%	36.5%
	Terraced	22.8%	20.9%

**Figure 1: Population Change Tuxford in 2001 and 2011**



**Key Points for the Neighbourhood Plan**

Planning policies that take into account the needs of an ageing population are vital in Tuxford. The type of housing and location suitable for older people are important considerations for this Plan given the predominance of this agegroup. The provision of suitable housing for downsizing may free up housing more suitable for families.

In addition, policies that promote mobility and support movement within the town as part of environmental sustainability and the promotion of healthy lifestyles for an aging population are important.

## 1.6 Tuxford today: challenges and opportunities

34 Prior to the development of any planning policies several consultation events were held at which people were asked to consider the strengths, weaknesses, opportunities and threats facing Tuxford over the next 15 years. The comments were ranked and the top issues are listed below.

**Table 3: SWOT Analysis**

<b>Strengths</b> Good schools Sense of community Accessibility to road network Active Town Council Well established small town with close proximity to shops	<b>Weaknesses</b> Lack of leisure facilities Opportunities for the young Communication Not having a say in future plans Limited employment opportunities Retail outlets Big lorries Parking No town hall
<b>Opportunities</b> Job opportunities Young people Good development can bring investment into the town.	<b>Threats</b> Anti-social behaviour The town is out-growing its facilities Losing the town atmosphere Loss of green space if development is not planned carefully

35 The key issues raised in the initial consultation and in discussion with the Steering Group are set out in Table 4:

**Table 4: Key Issues for Tuxford**

Community Concerns	Neighbourhood Plan Opportunities
Ageing population – what will an increasing proportion of the population need in terms of housing?	The Neighbourhood Plan enables greater community influence to require specific housing types (based on local evidence of need).
BDC proposed site allocation for approx. 300 dwellings in one part of the town, concern that this was not a balanced approach. Preference for a few smaller sites around the town.	The bottom up process engaged the community more effectively. Local people accepted the need for the amount of development to reflect the status of Tuxford as a Local Service Centre but wanted more say in the location and scale of development.
New development should not feel like it has been bolted on it needs to blend with the existing development.	Design policies that reflect the existing mixture of styles of housing have been devised and development can be integrated where there is a clear understanding of the existing routes and connections.
Limited opportunities for walking across the town (due to the A1 dissecting Tuxford) and out into the countryside from the town.	Improve and extend the existing network of non-vehicular routes within and out of the town. Require new development to extend such routes where desirable.
The town centre is very quiet in the evening; there is nowhere for young people or adults to go other than pubs.	Town centre policies that encourage the expansion of a café culture and other uses that support the night time economy
Lack of car parking in parts of the town but particularly within the town centre do not encourage people to visit the town.	Identify a site for the provision of a new car park and require new development to meet locally specific parking standards reflecting the rural nature of the town and car ownership.
Lack of community facilities; although the rebuilding of the town hall is planned its progress is slow and the lack of adequate provision is significantly detrimental to fostering a sense of community in the town.	The Neighbourhood Plan can lever in more investment via the Community Infrastructure Levy and generate more momentum around getting the town hall rebuilt.





## 2 Community Vision and Objectives

36 This vision has been prepared and endorsed by the community and is based on workshops and consultation with the community in summer 2014. It is a shared vision that highlights what local people want Tuxford to be like. As such it complies with paragraph 69 of the National Planning Policy Framework.

### Community Vision

**In 20 years' time Tuxford will be a vibrant cohesive community. There will be things to do and places to go for young and old alike. It will value its proximity to the open countryside and people will be able to walk and cycle safely to school, the shops and for their leisure and recreation in, around and out of the town.**

**New development will have been sensitively designed to integrate well with the older parts of the town and the benefits from this growth of the town can be seen in a revitalised shopping area and improved community facilities.**

37 The Community Objectives cover different themes that local residents have highlighted as priorities for the Plan to address. The Community Objectives are the basis upon which the Neighbourhood Plan policies have been prepared.

38 The objectives cover a range of economic, social and environmental issues that together will ensure that Tuxford 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. They also reflect the aspirations of local residents to see well designed, sensitively sited development over the next 14 years.

### Community Objectives

**Community Objective 1:** The character and heritage of Tuxford is at least maintained and where possible enhanced as the town grows.

**Community Objective 2:** Future housing growth should meet the needs of the local community whilst minimising the impact on the natural and built environment.

**Community Objective 3:** New housing development should integrate with the existing settlement pattern.

**Community Objective 4:** All new development should relate positively in form and function, in particular with respect to materials, style and connections where it will adjoin the existing settlement.

**Community Objective 5:** Development should create an environment that makes it attractive for micro, small and medium sized businesses and shops to locate and flourish in the town and should particularly encourage proposals that create a more vibrant evening economy.

**Community Objective 6:** To ensure easy access to the countryside for local people of all ages by creating green connections, protecting and enhancing local green spaces whilst supporting nature conservation.

**Community Objective 7:** To encourage consultation with the community early in the planning application process so local people can inform the design, location or layout of a scheme before a planning application is submitted.

**Community Objective 8:** To ensure that planning gain arising from new development is focused on initiatives that will benefit the town.

### 3 Tuxford Place Analysis

39 Tuxford has a distinctive townscape which is captured in detail in the Tuxford Place Analysis 2015 (TPA) that was commissioned for this Plan. The document is available at:

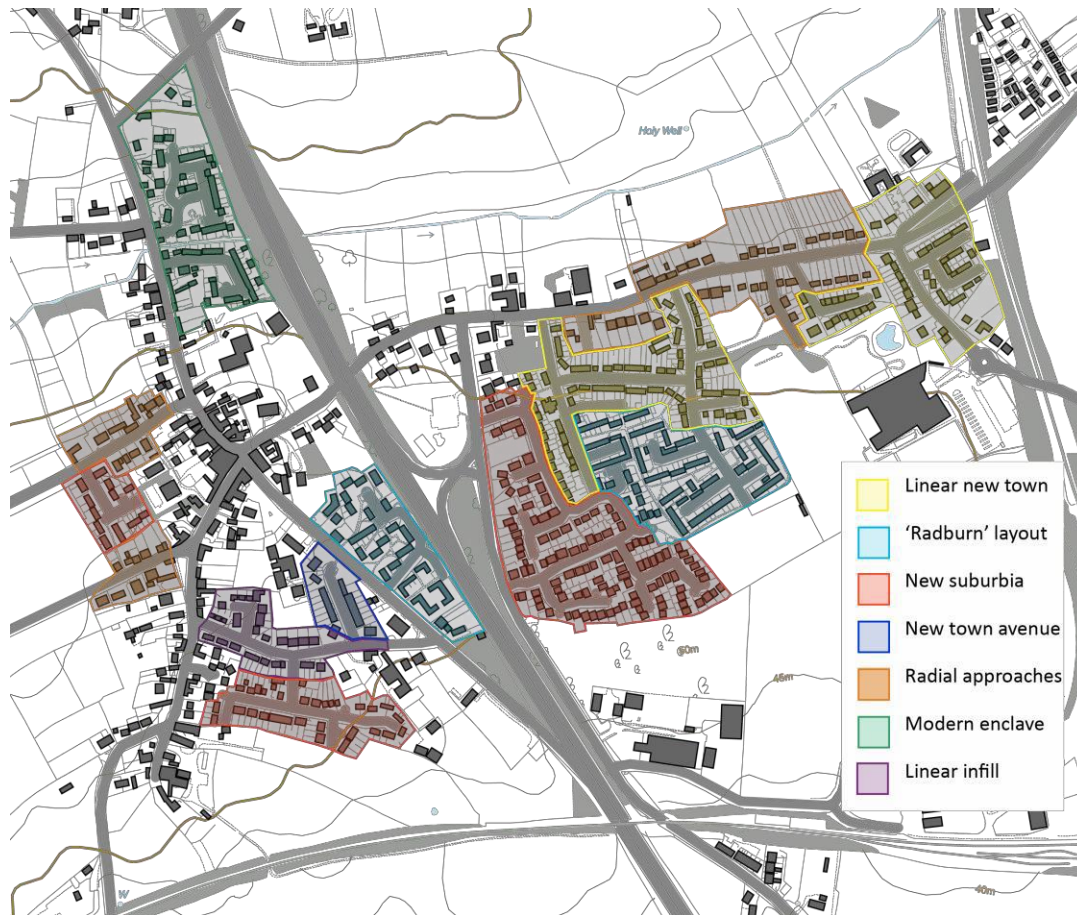
[www.tuxfordneighbourhoodplan.org](http://www.tuxfordneighbourhoodplan.org)

40 The Tuxford Place Analysis identifies 12 townscape character typologies (5 are in the Conservation Area) and for each it provides an analysis of how the buildings relate to the land form, their layout and landscaping and the use of materials.

41 The TPA is intended as a guide for developers to ensure any new development is recognizably part of and unique to Tuxford. This analysis underpins the design policy and should be read in conjunction with it.

42 Map 2 below is taken from the report and identifies these distinctive character areas (the Conservation Area character areas are shown on map 4 below).

**Map 2: Distinctive Character Areas (outside the Conservation Area)<sup>3</sup>**



43 Car parking in residential areas was a matter of concern in particular parts of the town. The amount of provision and where it is located varies enormously across the character areas. The TPA includes, as part of its analysis of the street scene and how parking is provided across the town.

44 Vistas and views across the town to the church and to the windmill and out to the countryside were also factors of public concern. The TPA gives examples of where views to the church have been ignored during development. In its assessment of each area it highlights community views and corridors that need to be taken into account in future development.

45 The TPA also includes an analysis of the existing non-vehicular routes (footpaths and cycle ways) and identifies where new links could be made to provide circular routes that will create a 'green wheel' around the town. Parts of these routes may form part of development sites and where this occurs developers will be encouraged to accommodate this provision as part of their scheme.

46 The TPA identifies design principles that have worked in each of these character areas and that contribute to a 'Tuxford identity'.

<sup>3</sup> Tuxford Place Analysis

47 It also highlights those aspects of previous housing development that have not resulted in a positive enhancement of the identity and quality of the town. The Tuxford Place Analysis is intended to help local people (and developers) understand in design terms why some parts of their town have a better 'feel' than others.

48 This in turn will help inform discussion between any prospective applicants, BDC and the Town Council at the pre application and submission stage of any proposals.

49 Section 3 of the TPA provides design prompts to assist developers in their consideration of any proposals on areas adjoining Tuxford. These design principles are set out diagrammatically and includes the range of built and environmental factors that should be taken into account if planning applications are prepared in any of these areas.

50 This does not mean that the Neighbourhood Plan supports growth in these areas per se. Rather it is intended to provide detailed guidance to help developers to understand local character and to promote high quality design. The amount of housing to be delivered is expected to be in line with the role of the town as a local service centre.

### **3.1 Status of Projects**

51 One of the immediate benefits of preparing this Neighbourhood Plan is that the community and the Town Council have identified a series of projects directly related to the plan policies which will play a key part in the implementation of this Plan. These tasks are important to the community and whilst they are not part of the Neighbourhood Plan they are listed in full in Appendix C.

52 More details of these projects can be found on the Town Council web site at [www.tuxford-pc.gov.uk](http://www.tuxford-pc.gov.uk)

53 Because of the Community Infrastructure Levy charging policy and the opportunity this creates to lever in other public funds, development in the Plan area will bring with it significant additional investment in the local community. The identification of projects as part of the Neighbourhood Plan process also serves to show local people how the Town Council propose to focus this investment.





## 4 Neighbourhood Plan Policies

54 The Neighbourhood Plan Policies will be used to inform planning decisions relating to development proposals in Tuxford up to 2030.

55 The policies are formulated based on the objectives and vision and will contribute to the delivery of the growth requirements in Bassetlaw.

56 When development is proposed within Tuxford either by developers, private individuals or other organisations, these policies will form part of the development plan, against which decisions will be made. Consequently, the Neighbourhood Plan's policies will carry statutory weight alongside District wide and national planning policy and advice.

57 There is an expectation from the District Council's strategic planning documents that Tuxford would accommodate approximately 300 dwellings. It is an important function of this Neighbourhood Plan to set out the planning criteria that must be met for development on the edge of the town to be acceptable. (The design of development where ever it is should accord with Policy 3.)

58 The Conservation Area is discussed in detail in the next section. It covers a substantial part of the town and includes much of the eastern boundary of the built up area. In the context of identifying possible suitable sites around the edge of the town an assessment of the impact of development on the setting of the Conservation Area is crucial. NPPF paragraph 137 notes that 'proposals that preserve those elements of the setting ...should be treated favourably.' This is an important consideration and development proposals should not adversely affect this setting.

59 Where the site is on the edge of the town, it is important that the setting of the town and the visual connections with the countryside are maintained. Tuxford nestles in attractive rolling countryside; the topography of the town is discussed in the Tuxford Place Analysis and the rolling hills that surround the town afford views out to the countryside that are highly valued by local people. Approximately 50% of the questionnaires returned expressed the importance of preserving public views, both within the town and from the town out across the countryside.

60 Section 3 of the TPA provides guidance on how design could respect the rural setting and the existing built form on areas adjoining the town.

61 It is important to repeat here that the TPA Section 3 is not a 'green light' for any of these areas to be developed. It is recognition that development is required in Tuxford to meet the district's housing requirements and if these sites are allocated for housing in BDCs new Local Plan, the design must incorporate certain principles. These principles have been established based on a thorough analysis of the existing town and of areas around the edge of the town.

62 It will remain for Bassetlaw District Council to consider the overall number of houses required based on its own strategic planning documents and principles of sustainable development.

63 The TPA also provided an analysis of the existing footpaths and walking routes into the countryside. The findings are discussed in more detail in the section 'Accessing the Countryside'. Development proposals that encroach on existing open countryside are required to contribute to the delivery of additional and improved footpaths and cycle routes where applicable.

64 Given that the land around Tuxford is open countryside used largely for arable farming and pasture, any major development adjoining the town must seek to use poorer quality agriculture land in accordance with para 112 of the NPPF. This will be assessed by Bassetlaw District Council as part of the planning application.

It may be that the cumulative effect of significant development impacts on the operation of the A1. Such traffic impacts will need to be assessed in detail and mitigated as part of the planning application process.

#### 4.1 The Need for Sustainable Development in Tuxford

65 The District Council's strategic planning policies identify Tuxford as a Local Centre and their policies encourage the expansion of this role to become a '*sustainable town*' because it provides local employment opportunities and services and facilities to a wider rural hinterland '*green field extensions to the town will be required to deliver the levels of housing proposed and to allow for the natural growth of the existing industrial estates.*'

66 Within this wider policy context the Town Council will work proactively with applicants to find joint solutions, wherever possible, to secure development that improves the economic, social and environmental conditions for the whole parish.

67 Development will be encouraged where it can be show that the scheme will be instrumental in achieving the community aim and vision outlined above. Policy 1 is overarching and is intended to sit alongside the topic specific policies detailed later on.

68 Sustainable development in Tuxford means:

- Providing new homes of a size, type and tenure to meet identified need for smaller dwellings that will be required over the Plan period reflecting the ageing population of the district.
- Encouraging the growth of local businesses.
- Ensuring that the infrastructure, particularly the road network, has the capacity to accommodate this level of growth.
- Where applicable new development should also improve and extend access to the countryside.

#### Policy 1: Sustainable Development

1. Development that leads to economic, social and environmental benefits is encouraged. Improved access to the countryside and to open spaces will be supported.

## 4.2 Pre Application Community Consultation

69 This Plan is a reflection of the community's need to have greater involvement and influence in developing the housing sites that will come forward between 2015 and 2030. The importance of pre-application consultation is endorsed in paragraph 188 of the National Planning Policy Framework.

70 This community know their area and want to be involved constructively in ensuring new development is well designed. The intention of Policy 2 is to encourage developers to consult the community on major development proposals (10 dwellings or more) at an early stage, as a matter of course. Proposals should seek to take account of the issues and concerns of the community across Tuxford.

71 Involving the community at an early stage in the planning process will be of benefit to developers as issues can be discussed and resolved at an early stage in the inception of the scheme.

72 Policy 2 encourages pre application community consultation on major development proposals to encourage developers, when preparing planning applications, to take into account the issues the community is concerned about including:

- Provision of infrastructure to support the proposed development e.g. footpath and cycle ways, roads and traffic management.
- Provision of high quality design, in keeping with the character of the area.
- Improvement of community facilities, public open spaces and green infrastructure.

### **Policy 2: Pre-application Community Consultation**

1. Applicants submitting major development proposals are encouraged to actively engage in consultation with the Town Council and the community as part of the design process at the pre application stage.
2. In consulting with the community applicants are encouraged to follow the guidelines set out in Appendix B.

### 4.3 Design Principles for new Development

73 Tuxford residents accept the need for the town to accommodate planned levels of housing growth up to 2028 (in line with the District Council's strategic planning documents timescales).

74 Tuxford has a diverse townscape due to its historical development and the Tuxford Plan Analysis (TPA) notes that 'it is tempting to draw the conclusion that anything goes and that there is not a clear and distinctive character.... however the analysis reveals some consistencies in townscape approaches across Tuxford that help to generate character and quality.'

75 Three of the eight community objectives in this Plan relate to the importance of good design to maintain and where possible enhance the character of Tuxford, integrating new development with the existing settlement pattern and using materials and design details that reflect the local vernacular.

76 The community are clear about what they value about Tuxford and they will only support development that enhances the existing town.

77 The TPA highlights local features of note and advises on the key design considerations that pertain to areas within and on the edge of the town. The TPA includes analysis of the key features of the Conservation Area, the topography and existing green infrastructure. The analysis shows the town's growth pattern and the effect of the design layout of housing development on how the town now functions.

78 Each character area includes a list of recommendations for future development that should be taken into account in future development if growth is to enrich rather than diminish Tuxford. It also highlights those aspects of previous housing development that have not resulted in a positive enhancement of the identity and quality of the town.

79 The community expects developers to show in their proposals that they have taken into account the findings in the Tuxford Place Analysis taking the best aspects from previous housing design and layout whilst learning from the local evidence to ensure a high quality design and a good standard of amenity is achieved.

80 For example, the positive contribution street tree planting and street layout makes to the overall quality of a housing development is highlighted in the assessment of Peel Avenue which has similar houses to those in the character area around Fleming Avenue but the report shows how the overall street quality is higher on Peel Avenue.

81 The TPA assesses the design quality of Eldon Green and Burleigh Court; both were completed in 2000 with a mixture of housing types and some open space. The TPA assessment is that although Burleigh Court has its short comings (the housing design does not reflect vernacular style and the materials used are not in keeping with local colours) its use of landscaping and open space is preferable to Eldon Green. The consultation with the community<sup>4</sup> confirmed this; the open space and landscaping at Burleigh Court have provided a valuable recreational space for young people.

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<sup>4</sup> School consultation November 2014

82 The impact of this Neighbourhood Plan should be to provide a step change in quality of any new development built in the next 15 years.

83 New development should enhance not diminish the character of the town providing views out to either the open countryside or into the adjoining settlement.

84 Where possible, new development should support the town centre and is encouraged to do so by promoting more sustainable patterns of movement. Direct, safe and pleasant connections are sought. The TPA shows how the dissection of the town by the A1 already makes this task difficult but this has been made worse by the lack of connectivity between the post war housing estates that have been built.

85 In Map 3 below the warmer colours indicate streets with good connections. Market Street is well connected; the town originated in this area and its good connectivity is the reason why it continues to thrive despite the recent economic down turn. However across the town blues and green dominates showing the lack of connectivity, but this is not just related to the route of the A1.

86 The street layout on the estates to the east of the A1 and the cul-de-sac configuration of Linden Avenue, Maple Close, and Mayfair Place do not create well connected spaces.

**Map 3: From the Tuxford Plan Analysis**





87 Over the Plan period, the Town Council will seek to encourage new development to provide connections between new and existing housing. This is considered important to support a well-integrated community as it reduces the use of the car and encourages people to walk (which has health and social benefits).

88 The Town Council endorses drawing on nationally recognised design principles established by the Commission for Architecture and the Built Environment and the use of Building for Life 12 (BFL12). 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.

88 Bassetlaw's Supplementary Planning Document also endorses the use of BFL 12 as a 'national standard for well-designed homes and neighbourhoods and is about creating good places to live.'

89 BFL12 comprises 12 easy to understand questions that 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; and
- Street and home.

90 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'

91 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.

92 The Town Council will encourage developers to use Building for Life 12.

93 Appendix A provides an overview of the BFL12 criteria.

### **Policy 3: Design Principles for New Development**

1 New development that demonstrates good design and sustainable patterns of movement will be encouraged

2 New development should respect local character. Proposals are encouraged to take the relevant parts of the Tuxford Place Analysis into account. Major development will be expected to demonstrate consideration of:

- a) buildings, landscaping and planting to create well defined streets and attractive green spaces,
- b) integrating car parking into the scheme so that it does not dominate the street,
- c) responding to the existing built form in terms of enclosure and definition of streets and spaces,
- d) clearly distinguishing between public and private spaces,
- e) providing streets which encourage low vehicle speeds and which can function as safe social spaces,
- f) maximising opportunities to maintain the visual openness and protect the existing public views to the countryside where possible.

#### 4.4 Residential Development adjoining Tuxford

94 There is an expectation from the District Council's strategic planning documents that Tuxford would accommodate approximately 300 dwellings. It is an important function of this Neighbourhood Plan to set out the planning criteria that must be met for development on the edge of the town to be acceptable. (The design of development where ever it is should accord with Policy 3.)

95 The Conservation Area is discussed in detail in the next section. It covers a substantial part of the town and includes much of the eastern boundary of the built up area. In the context of identifying possible suitable sites around the edge of the town an assessment of the impact of development on the setting of the Conservation Area is crucial. NPPF paragraph 137 notes that *'proposals that preserve those elements of the setting ...should be treated favourably.'* This is an important consideration and development proposals should not adversely affect this setting.

96 Where the site is on the edge of the town, it is important that the setting of the town and the visual connections with the countryside are maintained. Tuxford nestles in attractive rolling countryside; the topography of the town is discussed in the Tuxford Place Analysis and the rolling hills that surround the town afford views out to the countryside that are highly valued by local people. Approximately 50% of the questionnaires returned expressed the importance of preserving public views, both within the town and from the town out across the countryside.

97 Section 3 of the TPA provides guidance on how design could respect the rural setting and the existing built form on areas adjoining the town.

98 It is important to repeat here that the TPA Section 3 is not a 'green light' for any of these areas to be developed. It is recognition that development is required in Tuxford to meet the district's housing requirements and if these sites are allocated for housing in BDCs new Local Plan, the design must incorporate certain principles. These principles have been established based on a thorough analysis of the existing town and of areas around the edge of the town.

99 It will remain for Bassetlaw District Council to consider the overall number of houses required based on its own strategic planning documents and principles of sustainable development.

100 The TPA also provided an analysis of the existing footpaths and walking routes into the countryside. The findings are discussed in more detail in the section 'Accessing the Countryside'. Development proposals that encroach on existing open countryside are required to contribute to the delivery of additional and improved footpaths and cycle routes where applicable.

101 Given that the land around Tuxford is open countryside used largely for arable farming and pasture, any major development adjoining the town must seek to use poorer quality agriculture land in accordance with para 112 of the NPPF. This will be assessed by Bassetlaw District Council as part of the planning application. It may be that the cumulative effect of significant development impacts on the operation of the A1. Such traffic impacts will need to be assessed in detail and mitigated as part of the planning application process.

## 4.5 Protecting and enhancing the Historic Core

102 Tuxford has medieval origins and became an important coaching stop on the Great North Road. The history of the place has already been outlined. The Conservation Area is extensive covering 52 hectares and has a perimeter of nearly 8 km. Tuxford was designated as a Conservation Area in 1980 with amendments to its boundary in 2011.

103 There are 27 listed buildings in Tuxford. However the extensive work done by Bassetlaw's conservation team in 2011 identified a further 92 positive buildings within the Conservation Area and 10 non-designated heritage assets outside the Conservation Area that affect the setting of the Conservation Area.

104 The Tuxford Conservation Area Appraisal shows the extent of the Conservation Area boundary. The Appraisal and map can be found on Bassetlaw District Council's web site.

105 The classification of Tuxford's Conservation Area as 'at risk' in 2009 by English Heritage (now Historic England) was a catalyst. Bassetlaw's management plan included a programme of improvement works to restore key buildings within the Conservation Area and a grant programme to assist shop keepers to renovate their shop fronts. This has combined to create a significant improvement in the overall appearance of the Conservation Area which in turn increases the economic and social vibrancy of the town. The majority of businesses in the town centre have opened since 2009.

106 The local community are keen to build on this success. District Council planning policies identify the historic environment of Tuxford specifically as an area that requires continued support and protection.

107 Policy 4 references evidence from the Conservation Area Appraisal 2011 and the Tuxford Place Analysis 2015 to identify the specific materials and styles that are typical of the local vernacular. The Policy requires development within the Conservation Area to have regard to this analysis.

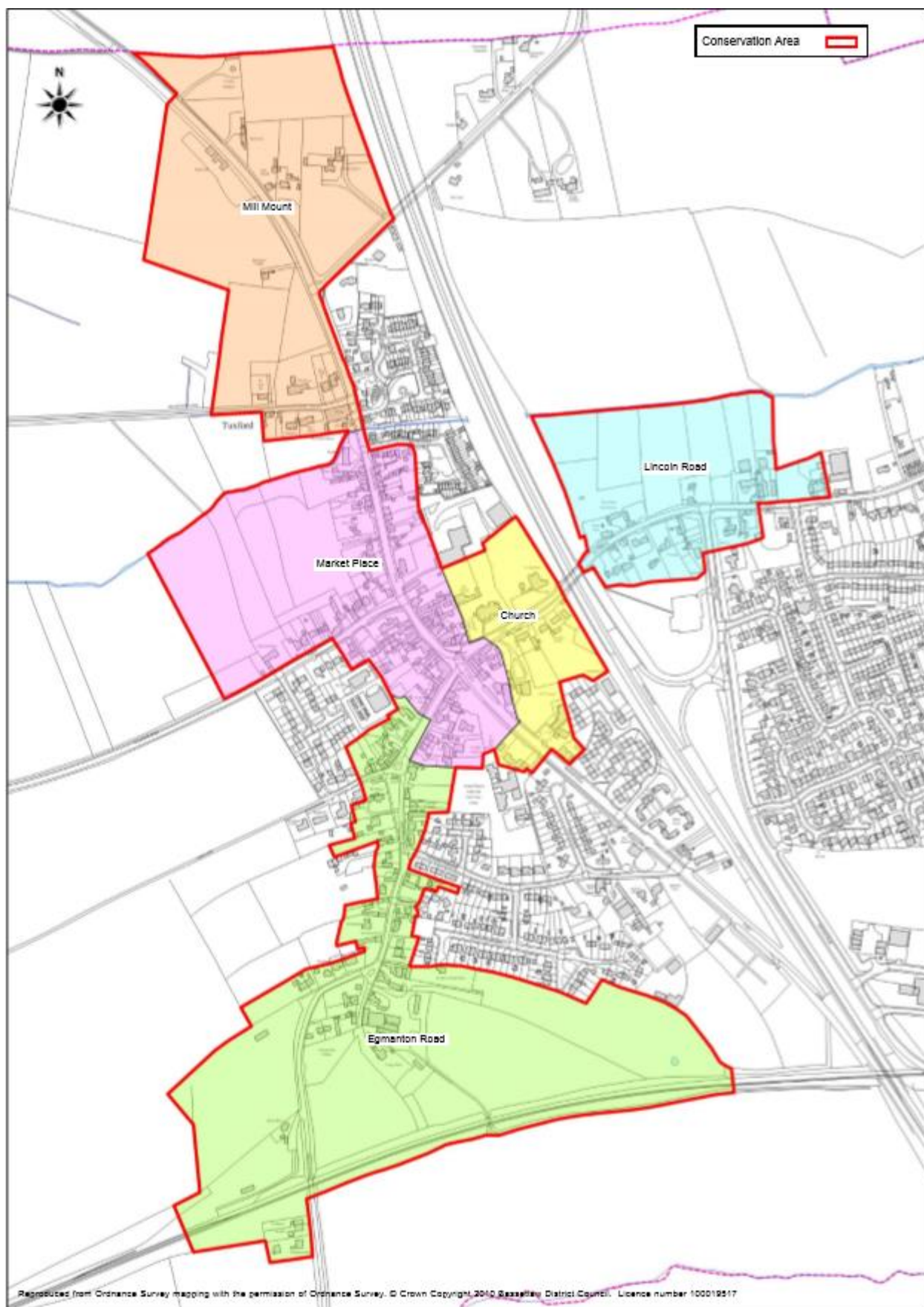
108 Additional funding arising due to new development in Tuxford (including but not wholly from the Community Infrastructure Levy) will be used to support projects that will continue to support the improvement of the historic environment in Tuxford. See list of Projects at Appendix C.

109 For Tuxford to continue to thrive over the Plan period it is crucial that new development within the Conservation Area does not erode the quality of the place. The decline in quality of the Conservation Area up to 2009 and the associated decline in the vitality of the town during that period is evidence to show the symbiotic relationship between the appearance of the historic core of the market town and its economic wellbeing.

110 Consultation feedback has shown that protecting the heritage of the Plan area is important. Consultation responses received showed that 50% valued heritage sites and buildings in Tuxford.

111 The Conservation Area Appraisal divided the Conservation Area into 5 character areas as shown in Map 4. For each character area a detailed analysis has been undertaken of the spatial form, townscape and materials used within the Place Analysis.

**Map 4: Character Areas that make up the Conservation Area**





### **Read's Grammar School**

112 This impressive 1669 building is a Grade 2\* listed building and is described in BDC's Conservation Area Appraisal as a 'focal building that enjoys a degree of prominence on Lincoln Road. The general mass, form and architectural quality of this imposing rectilinear building naturally draw the eye.

113 The building currently provides offices for the Town Council and a reading room for public use with residential accommodation on the upper floors.

114 Given the limited community facilities in Tuxford, Read's Grammar School represents a considerable community asset that is not achieving its potential due to its current state of disrepair. The Town Council has applied to register the building as an Asset of Community Value which means that if the building is ever offered up for sale the Town Council will have 6 months to see if they can buy it at the market rate.

115 This Neighbourhood Plan encourages proposals for the restoration of buildings at risk and, so long as Reads Grammar School remains available for the community, initiatives to secure external funding will be sought by the Town Council and others.

116 The renovation of this much prized civic building would be a key achievement complementing the range of other improvements proposed in this Plan.

117 Given that Tuxford's Conservation Area was very recently 'at risk', it is especially important that development within the Conservation Area or on sites adjoining it respects the historic character of the setting.

### **Policy 4: Protecting and Enhancing the Conservation Area**

1. Development should not detract from the significance of the Tuxford Conservation Area or its setting.
2. Proposals for a change of use for the Grade II\* Listed Read's Grammar School will be considered favourably where all of the following can be demonstrated:
  - a) there is no reasonable prospect of the building having a community use;
  - b) the proposed development would represent a viable use that would secure the future of the heritage asset, including its boundary walls; and
  - c) the change of use will not be detrimental to the significance of the heritage asset and its setting.

#### 4.6 Provision of a mix of housing types

118 It is important that future housing development reflects the need for a mix of housing types that meet the specific requirements of the local community such that the needs of the local population are understood and accommodated.

119 Table 1 (see page 6) showed that in 2011 Tuxford actually had both a higher proportion of children under 16 and people of working age than the district average. This reflects the local employment opportunities and the range of facilities especially good primary and secondary schools.

119 However up to 2030 it is likely that the proportion of people over 65 will increase as we all continue to live longer. The importance of providing a 'mix of housing based on current and future demographic trends' is emphasised in the National Planning Policy Framework (NPPF) paragraph 50.

120 The 2014 Strategic Housing Market Assessment (SHMA) provides evidence that 38% of households will be over 65 by 2031. The SHMA states that 'this may create significant demand for specialist accommodation' The SHMA identifies a likely need 'to support demand for bungalows and could potentially support some increase in the need for affordable housing. Based on the evidence we would expect the focus of new market housing provision to be on 2 or 3 bedroom properties.'

121 Where housing for older people is provided it should be located near to amenities. Tuxford does already have a relatively good provision of bungalows however 63% of them are provided as affordable houses.

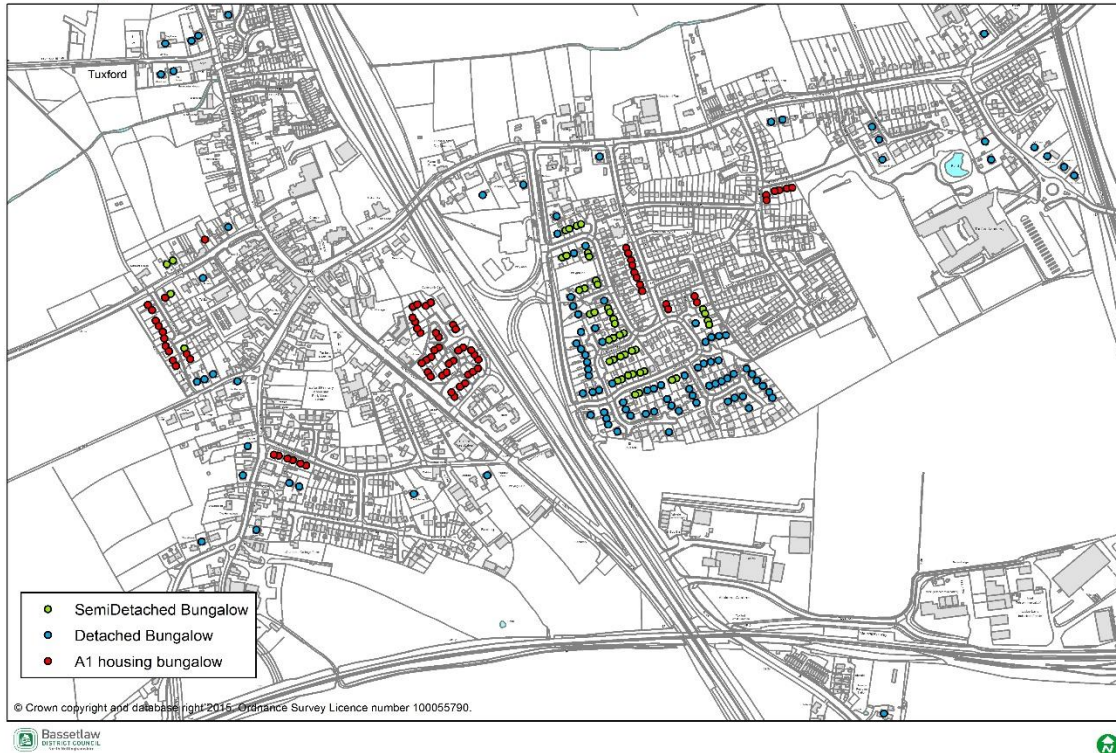
122 Consultation feedback and the findings of the SHMA indicate that some 2 bedroom dwellings would be required to meet local need. The provision of houses suitable for downsizing may also free up houses suitable for families.

123 Map 5 shows the proportion of dwellings that are market housing bungalows and social housing bungalows.

124 A mix of housing types on a development is usually preferred and the exact mix would be agreed as part of the planning application process.

## Map 5: Bungalows in Tuxford

Tuxford Neighbourhood Plan



### Policy 5: Housing Type

1. Where possible, residential development should provide a housing mix that reflects local need. This should include smaller market dwellings to suit older people and for starter homes.
2. The provision of smaller market dwellings, especially those suitable for older people, will be particularly encouraged in locations in or adjacent to the town centre.

## 4.7 Infill Development

125 It is possible that, over the Plan period, sites within the existing town will come forward for redevelopment. The cumulative effect of this can change the character of the area.

126 Given the local need for smaller market properties, downsizing for an ageing population and the likelihood that some of these sites will be in the centre of the town close to town amenities, smaller dwellings suitable for older people or those with mobility issues will be particularly supported where they are near<sup>5</sup> to local amenities. Equally, smaller properties in the centre of the town would also be suitable for young people looking to own or rent their first property.

### Policy 6: Infill Development

1. Applications for residential development on infill and redevelopment sites are encouraged to take the relevant parts of the TPA into account and will only be supported where the proposals are of a high design quality and where such development meets the following criteria:
  - a) it is in keeping with the character of the area;
  - b) the proposals demonstrate that they have taken full account of existing residential amenity;
2. Proposals that include smaller dwellings to meet local need on infill sites that are within safe and easy walking distance of local amenities will be encouraged.

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<sup>5</sup> An indicative guide is that it takes 5 minutes to walk 400 meters

127 Tuxford has been a focus for the exchange of goods and services for hundreds of years. The physical decline in the town in the recent years was due in part to the closure of the small local shops that had served the town so well for years

129 Map 6 shows the different uses within the town centre and the local centre boundary (a District Council planning policy designation).

131 The community supports Bassetlaw's approach but the consultation sessions and events revealed a common desire for more activity at night in the town.

29



133 Policy 7 of this Neighbourhood Plan encourages these particular uses within or outside the local centre boundary.

134 Given the lack of community facilities (particularly until the hall is rebuilt) there are very limited spaces for people to meet socially. Policy 7 encourages the provision of cafes and restaurants that will be open in the evening as well as the day time. They will provide meeting places for social interaction and will make the town feel more vibrant at night.

135 Active frontages are also important in giving the town a sense of vibrancy. Making building edges “active” to the street adds interest life and vitality to the Public Realm. This includes:

- Frequent doors and windows with few blank walls;
- Narrow frontage buildings giving vertical rhythm to the street scene;
- Projections such as bays and porches providing a welcoming feeling; and
- Lively internal uses visible from the outside, or spilling onto the street.

136 Clearly within Tuxford Town Centre there will be heritage constraints, but within those parameters, improvements to the shop frontages will be encouraged. Subject to funding being available the Town Council will encourage the creation of a shop front grant scheme to this end.

137 If a shop front is replaced or altered the design should respect the characteristics of the building and the surrounding shop fronts. Proposals that would erode this character will be resisted and creative solutions should be found that ensure the balance is struck between conservation and the creation of an active frontage.

138 Bassetlaw’s Supplementary Planning Guidance on Shop Front Design provides a detailed analysis and guidance on the sort of design that is appropriate and shop front improvements are required to demonstrate how they have taken this guidance into account in the design of the proposals.

139 Over the Plan period Tuxford will experience significant growth. The transformation of the town centre, the upturn in the economy and the increase in the town’s population, means that the number and range of shops and services is likely to increase.

140 The consultation revealed that local people want to spend more time and money locally. Policy 7 encourages an increase in commercial uses within the town centre that will generate more activity bringing people into the town both in the day and the evening.

141 Any opportunities for the expansion and improvement of the range of town centre services will be encouraged where the proposal can be shown to contribute to the vitality and vibrancy of the town.

### **Policy 7: Strengthening the Retail Centre**

1. Proposals which increase the provision of A3 (cafes and restaurants) or D2 (assembly and leisure) within the local centre boundary will be encouraged.
2. The development of A3 and D2 uses outside the town centre is encouraged, subject to any such development respecting local character and residential amenity

## 4.9 Improving Access to the Countryside

142 The Plan area is covered by Policy Zone 11 and is classified as Mid Nottinghamshire Farmland in Bassetlaw's Landscape Character Assessment 2009. The land around Tuxford is arable farmland but with *'small areas of industrial and commercial development ...located near to Tuxford and several small settlements, including farms ... dotted throughout the area. Field boundaries are predominantly shrubs rather than hedges and often has gaps with no trees apparent, however tree cover is relatively strong within Tuxford.'*

143 The Landscape Character is described as a *'series of more undulating ridges'*. Tuxford lies at 50-60 metres above sea level on a ridge of higher ground between two streams which run roughly parallel from south west to north east.

144 Bassetlaw's Green Infrastructure Study 2010 identifies one Site of Special Scientific Interest Bevercotes Park outside the Plan area to the west of the town. There are no environmental designations in the Plan area, although the agricultural land is classified as good.

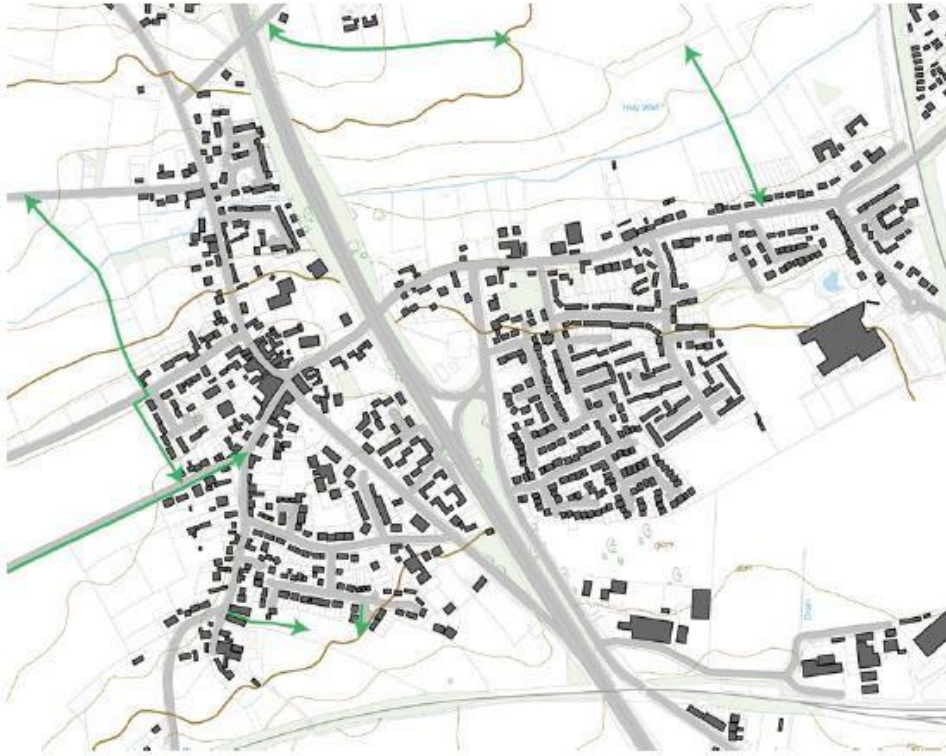
145 The Tuxford Place Analysis notes that *'Tuxford's rural setting should mean that open countryside is within easy access from most of its edges. However, the experience of moving from the settlement to the countryside is frustrating; there are few continuous routes heading out of the town and many journeys require you to double back'*.

146 The main route for walking into the countryside is Long Lane, a farm track that runs parallel to Ollerton Road. A footpath that links Ollerton Road and Long Lane is not maintained and is currently over grown. There is also a route part way to Markham Road.

147 Map 7 shows the existing routes; note how they do not connect with any other routes.

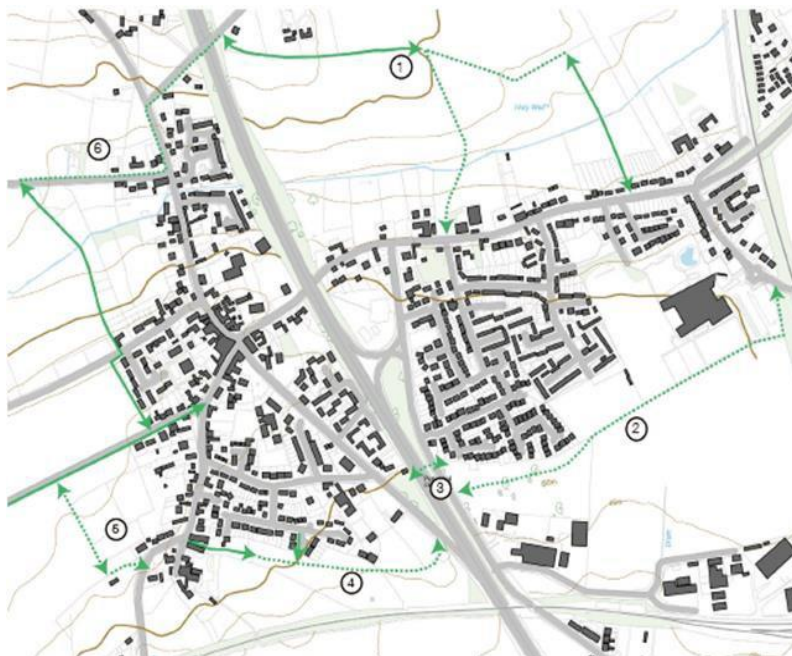
Note also the topography of the area shown by the contour lines as the land rises either side of the town.

**Map 7: Existing non-vehicular routes into the countryside from Tuxford**



148 The Tuxford Place Analysis identifies possible links that connect these routes and that could form a green wheel around the town. Map 8 shows the proposed routes (dotted green lines).

**Map 8: Proposed Routes that could create a Green Wheel around the Town**



The key new routes proposed are:

1. Markham Road to Lincoln Road, possibly at two points (would require bridge crossings of stream).
2. Through the land adjacent to Linden Road and running to join Mareham Road.
3. Newark Road / Ashvale Road, a possible location for a bridge over the A1.
4. From Newcastle Street to the Neward Road passing south of Lexington Avenue.
5. Long Lane to Egmont Road / Newcastle Street.
6. Along Bevercotes Lane and joining Markham Road to cross the A1 either via the land to the west of Eldon Street or along Eldon Street.

149 Consultation feedback showed that although Long Lane is well used local people want to be able to do circular walks across the fields and around their town. At the consultations with young people at both the primary and secondary schools the limited access to the countryside was a frustration.

150 Improving access to the countryside is a key objective in this Plan; the benefits of ‘incidental exercise’ to health and well-being for all age groups are well evidenced.

151 The layout of new development will be key to this and is reflected in earlier policies in this Plan. However there is also an opportunity to think strategically by ensuring that where new development is on sites adjoining the town, the scheme will be required to show how it has taken into account the need to create a network of non-vehicular routes. Development should facilitate the creation of that part of the route.

152 The Town Council will promote a network of new non-vehicular routes within the Plan area. Where necessary they will work with adjoining Parishes, Bassetlaw District Council and Nottinghamshire County Council to encourage the continuation of these routes outside the Neighbourhood Plan area to key places of interest.

### **Policy 8: Improving Access to the Countryside**

1. The improvement of existing public rights of way will be supported. The provision of new public rights of way that respect local character and increase access to the countryside across the Plan area will be encouraged.

## **4.10 Community Facilities**

153 The village hall was destroyed in a fire in 2004. The lack of a community facility for 2650 people is keenly felt and an overriding issue of concern (and some frustration) for local people. Funding constraints have led to the revision of plans but proposals include some retail space and offices in addition to providing a community hall, kitchen and bar.

154 A mixed use scheme is considered the best way of securing the funding required to build and maintain the facility. However, any retail uses within the new building must not affect the retail offer within the town centre.

155 Where the Town Council consider it appropriate, some of the investment secured via this Neighbourhood Plan from the Community Infrastructure Levy may also be used to assist in the delivery of this important project.

### **Policy 9: Community Facilities**

1. Proposals for a community building, primarily for assembly and leisure use, will be supported.



## 4.11 Town Centre Parking

156 A successful retail centre will always require some car parking and one of the challenges of encouraging the growth of an historic market town is balancing the need to provide adequate parking with the need to protect the historic environment.

157 Manual for Streets 2 (2010) identifies a range of best practice approaches to dealing with on street parking and should be used alongside the 6Cs Highway Design Guide 2009.

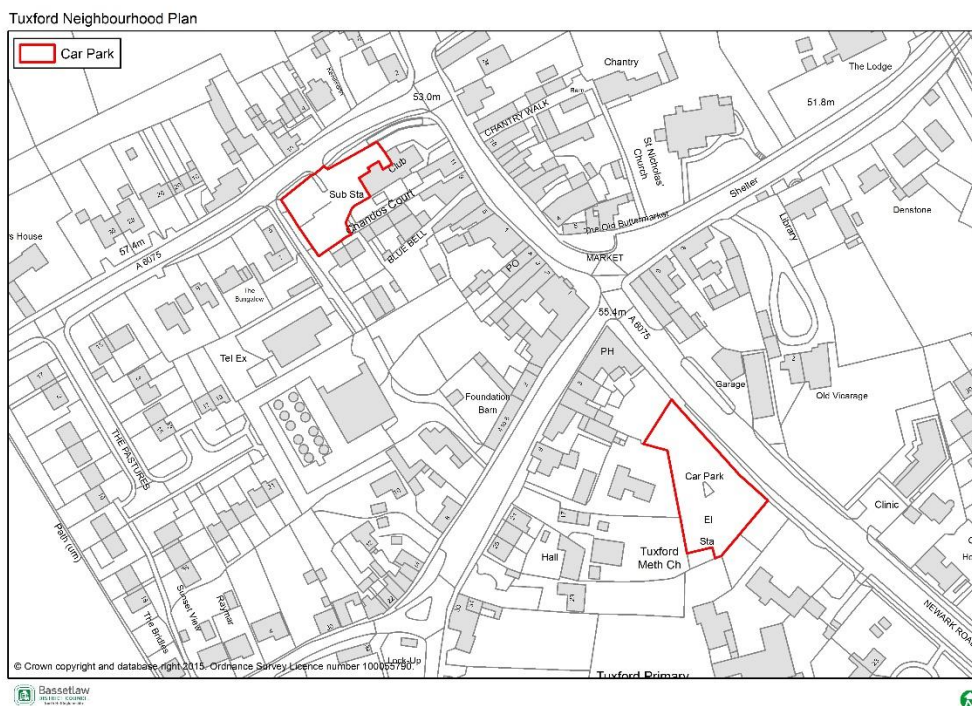
158 The District Council's strategic planning documents requires non-residential parking to be designed in accordance with the 6Cs study.

159vThere are two car parks serving the retail centre, they provide a total of 80 spaces. Short stay parking is also permitted along the high street and can accommodate approximately 30 cars.

160 The business consultation showed that a lack of adequate parking within the town centre was considered to be detrimental to business. Over 50% of respondents complained that there were parking problems either outside their properties or in the town centre.

161 Consultation feedback suggested amending parking regulations to restrict parking to only one side of Newark Road and Eldon Street. Although not within the remit of this Neighbourhood Plan the Town Council will continue to work with district and county councils to seek improvements to the flow of traffic through the town.

### Map 9: Existing Car Parking Provision in the Town Centre



162 It is important that, wherever possible, routes are created that enable local people to walk (or cycle) into the town centre. However, given the age profile of the local community and anticipating that the resident population will expand over the Plan period, the provision of an additional car park within the vicinity of the town centre would be encouraged if a suitable site becomes available. The Town Council has already entered into an agreement with the workings men's club for their car park; allowing its use by shoppers in the day time has secured public funding to improve the car park.

163 The Town Council continues to seek similar arrangements with other landowners if other suitable sites becomes available.

164 The village school has limited off street car parking so staff and parents' park on Newark Road. This is the main route from the A1 slip road north so there are frequently large vehicles using the Newark Road. At drop off and pick up time this causes congestion and presents road safety issues for the pupils.

### **Policy 10: Town Centre Parking**

1. Planning permission for the development of an additional car park in or near the centre of the town to support the retail, commercial, community and leisure functions in the vicinity will be supported, subject to respecting local character and residential amenity.

### **4.12 Car Parking on New Development**

165 On the most recent large residential developments, Eldon Green and Burleigh Court local people complain about the limited parking which creates problems for visitors in particular. The Tuxford Place Analysis considered the parking provision in each part of the town. Both developments include housing with some separate garages and parking courts which people are often reluctant to use either because they can't see their cars or because it then requires them to walk further to their front door. Consequently, cars are parked on narrow pavements and grass verges.

166 This division of parking areas from the houses they serve is also a characteristic of the older development around Mayfair Place, Capps Place and Woodhouse Place.

167 There has been much research to show why this sort of street layout does not work. Dr Rachel Armitage of the University of Huddersfield undertook some research commissioned by CABE to look at parking and crime.

168 The report found that 'rear parking courts are vulnerable to crime... crucially fieldworkers observed that many residents were not using their allocated spaces within these courts, preferring to park on street, regardless of whether the street was designed for on street parking.'

169 Government guidance on residential parking is found in 'Space to Park' which is based on 402 case studies.<sup>6</sup> Developers should use this guide to assist in the design and layout of major

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<sup>6</sup> Car parking and crime CABE study



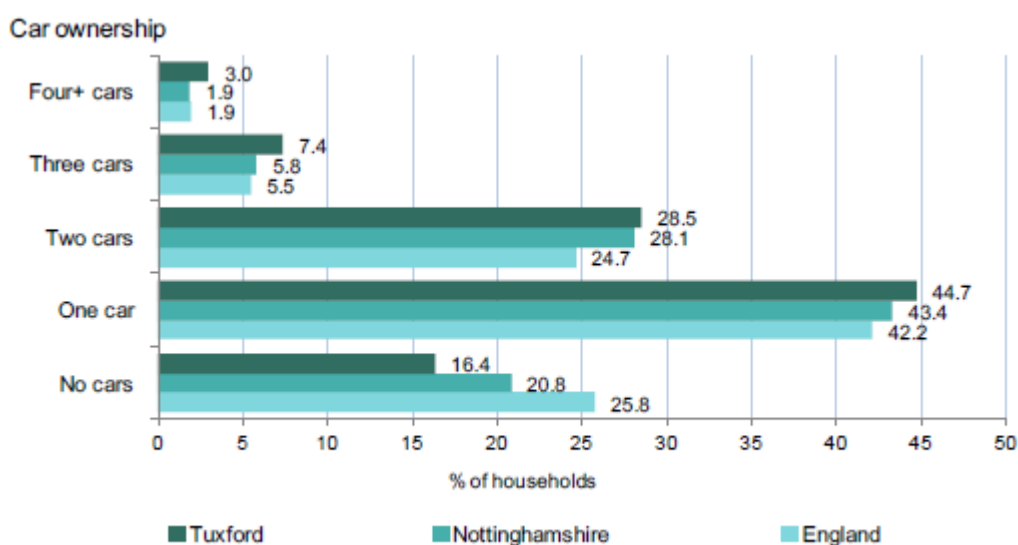
residential development in Tuxford.

170 The Tuxford Place Analysis also shows local examples of the impact on the street scene where car parking dominates. The TPA provides some local guidance that is encouraged to be utilised when preparing proposals to ensure that future development does not create similar problems.

171 Where lack of car parking was seen as a problem on residential areas in Tuxford, it usually relates to the lack of it in the right places which comes back to a failure in design and layout.

172 Car ownership in Tuxford is higher than the national average reflecting its rural location. Figure 3 from the Rural Area Profile reveals the extent of car usage compared to Nottinghamshire and England.

**Figure 3: Car ownership comparison chart**



173 Bassetlaw District Council produced a Residential Parking Standards Supplementary Planning Document that was adopted on the 06 June 2012. It is felt that this document if applied will ensure that new residential developments within Tuxford will provide adequate parking levels. The following pages contain extracts from the document.<sup>7</sup>

<https://www.hud.ac.uk/media/universityofhuddersfield/content/image/research/hhs/acc/Briefing%20Notes%20-%20Car%20Parking%20on%20Crime%20and%20Anti-Social%20Behaviour>  
<sup>7</sup> <https://www.bassetlaw.gov.uk/media/90195/ResidentialParkingSPD.pdf>

## **CALCULATING RESIDENTIAL PARKING STANDARDS**

**4.1** Car parking standards for Bassetlaw District are summarised in Table 1 below, which should be seen as a ‘ready reckoner’ for establishing parking need as part of the initial master planning process. These standards are presented as minimum parking standards (i.e. residential developments shall provide at least this level of parking), since dwellings are predominantly journey origins and it is widely recognised that limiting parking provision at the journey origin does little to limit car ownership. In addition, under provision can be unattractive to potential occupiers and can, over time, result in the conversion of front gardens to parking areas or result in parking in inappropriate and potentially unsafe locations. Parking provision should, therefore, seek to meet the demand at the journey origin to avoid these undesirable effects.

**Table 1 – Residential Parking Standards (Flats/Apartments & Houses)**

These standards apply to developments that provide predominantly allocated parking. For all other developments (e.g. developments served predominantly by unallocated communal parking) parking demand shall be calculated and agreed on a site specific basis using the methodology detailed in Appendix 1.

<b>Dwelling Size</b>	<b>Allocated car parking spaces</b>	<b>Unallocated car parking Spaces (to be rounded up to the nearest whole number)</b>
<b>1 bedroom</b>	<b>1 space per dwelling</b>	<b>0.3 spaces per dwelling</b>
<b>2 or more bedrooms</b>	<b>2 spaces per dwelling</b>	<b>0.3 spaces per dwelling</b>

**4.2** Unallocated parking shall be provided for all residential developments in accordance with the above standards. Unallocated parking shall be rounded up to the nearest whole number. For example a development comprising a total of 15 x 3 bedroom dwellings shall provide 30 allocated parking spaces (two per dwelling) plus five unallocated spaces ( $15 \times 0.3 = 4.5$  rounded up to 5) for communal use, unless the Council feels that such an approach undermines the design of the development scheme proposed or the developer can demonstrate, through undertaking a demand calculation, that the additional spaces are surplus to requirements.

**4.3** The final parking provision for all residential developments will, however, be subject to a site specific parking demand calculation, which shall be submitted to and agreed with the District Council as part of the planning application process. The local residential car parking demand rates detailed in Tables A and B (see Appendix 1) should, therefore, be applied by developers to estimate site specific car parking demand. Developers should then ensure that their proposals incorporate adequate car parking provision to meet the estimated total demand.

**4.4** Garages may only be counted as parking spaces if they have suitable internal dimensions, as suggested by Manual for Streets (for a single garage of a minimum of 6m x 3m). Car ports, which are unlikely to be used for storage purposes, may be counted as parking spaces.

## APPENDIX 1: DEMAND TABLES AND WORKED EXAMPLE

Residential parking demand rates, derived from the methodology set out in Section 3, are set out below.

TABLE A: HOUSES Comprising detached, semi-detached and terraced.	No Allocated 'Built-Up'	No Allocated 'Rural'	One Allocated 'Built-up' & 'Rural'	Two Allocated 'Built-up' & 'Rural'
<b>Owner occupied</b>				
<b>Up to 3 rooms</b>	1.0	1.3	X	X
<b>4 rooms</b>	1.0	1.3	1.4	2.2
<b>5 rooms</b>	1.2	1.6	1.6	2.3
<b>6 rooms</b>	1.4	1.8	1.6	2.3
<b>7 rooms</b>	1.7	2.1	1.9	2.3
<b>8 or more rooms</b>	2.0	2.4	2.2	2.4
<b>Shared ownership/Rented (social/private)</b>				
<b>Up to 3 rooms</b>	0.3	0.4	1.2	2.2
<b>4 rooms</b>	0.5	0.7	1.3	2.2
<b>5 rooms</b>	0.7	0.8	1.3	2.2
<b>6 rooms</b>	0.8	1.0	1.4	2.2
<b>7 rooms</b>	0.9	1.2	1.5	2.3
<b>8 or more rooms</b>	1.3	1.7	1.8	2.4

TABLE B: FLATS Comprising of purpose built, converted/shared house and in a commercial building.	No Allocated 'Built-up' & 'Rural'	One Allocated 'Built-up' & 'Rural'	Two Allocated 'Built-up' & 'Rural'
<b>Owner occupied</b>			
<b>1 room</b>	0.5	1.2	2.2
<b>2 rooms</b>	0.6	1.2	2.2
<b>3 rooms</b>	0.9	1.5	2.3
<b>4 rooms</b>	0.8	1.3	2.2
<b>5 or more rooms</b>	1.5	1.8	2.4
<b>Shared ownership/Rented (social/private)</b>			
<b>1 room</b>	0.2	1.2	2.2
<b>2 rooms</b>	0.3	1.2	2.2
<b>3 rooms</b>	0.3	1.2	2.2
<b>4 rooms</b>	0.4	1.2	2.2
<b>5 or more rooms</b>	0.7	1.4	2.3

A worked example of how to use the tables above is presented below:

A proposed development for 12 houses in a 'built-up' location is proposed to be made up of: 4 x 5 room houses with 2 allocated spaces, 4 x 5 room houses with 1 allocated spaces, 4 x 4 room houses with 0 allocated spaces.

Using the parking demand rates given in Table A above it can be calculated that for a 'built-up' location each: 5 room house with 2 allocated spaces will have a total demand for car parking of 2.3 spaces, 5 room house with 1 allocated space will have a total demand for car parking of 1.6 spaces, 4 room house with 0 allocated spaces will have a total demand for car parking of 1.0 space.

The total demand for car parking generated by the development is: 4 x 5 room house (2 allocated spaces) will have a total demand for car parking of 9.2 spaces, 4 x 5 room house (1 allocated space) will have a total demand for car parking of 6.4 spaces, 4 x 4 room house (0 allocated space) will have a total demand for car parking of 4.0 spaces.

From this calculation it can be seen that the development has a total provision of 12 car parking spaces (4x2 + 4x1 + 4x0) but is likely to generate a demand for 19.6 car parking spaces. It is reasonable to conclude, therefore, that the development as proposed is likely to create a situation where there is an 'overspill' car parking demand of some 7.6 cars parking on the highway. Any 'overspill' car parking demand may result in highway safety issues and, thus, the developer should revisit the number of spaces

### 4.13 Supporting the Local Economy

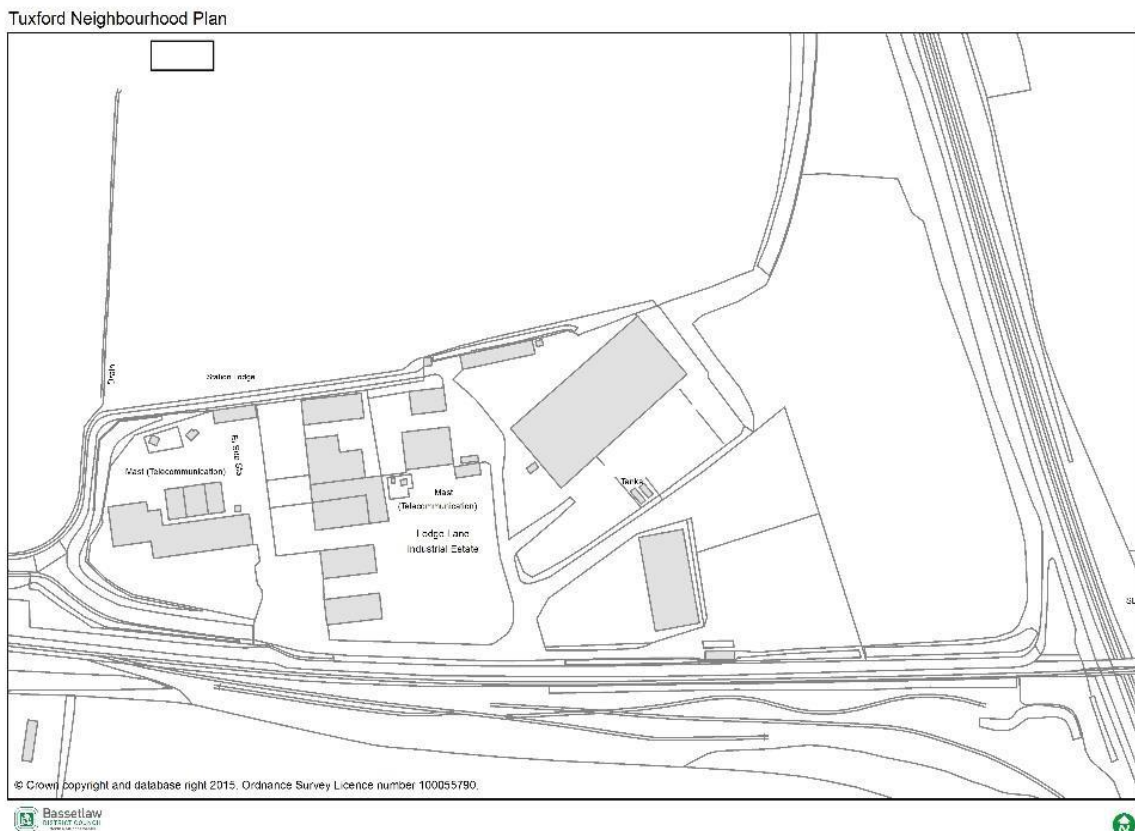
174 Tuxford's location next to the A1 and on what was once a major rail line means that it has benefited from a wide and diverse employment base. The town supports two major employment sites at Ollerton Road (which is known locally as the Walkers Site) and Lodge Lane (sometimes referred to as Tuxford Business Park). These employment sites accommodate a wide range of businesses from specialists in steel fabrication to a model railway shop. There are currently 90 businesses operating from these two large industrial estates. They are both outside the development boundary.

175 The Ollerton Road Site includes a number of businesses but the major one is Walkers; a haulage, warehousing and crane hire business.

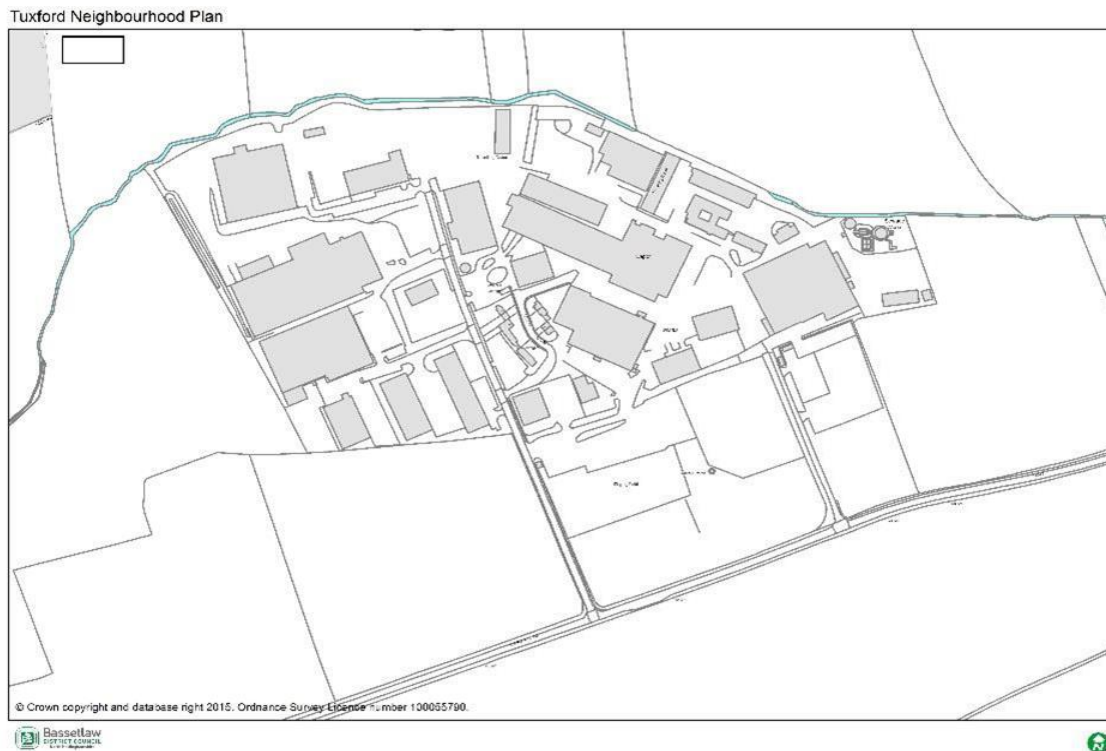
176 This Plan encourages the sensitive expansion of the Ollerton Road Site to provide more local jobs so long as the proposals are appropriate to surrounding uses and the rural setting of the site. Landscaping and boundary treatment, the size of any building proposed and the materials to be used will all be important in making any proposals acceptable.

177 In addition there are approximately 30 other businesses who operate across the town selling goods and services.

**Map 10: Lodge Lane Industrial Estate**

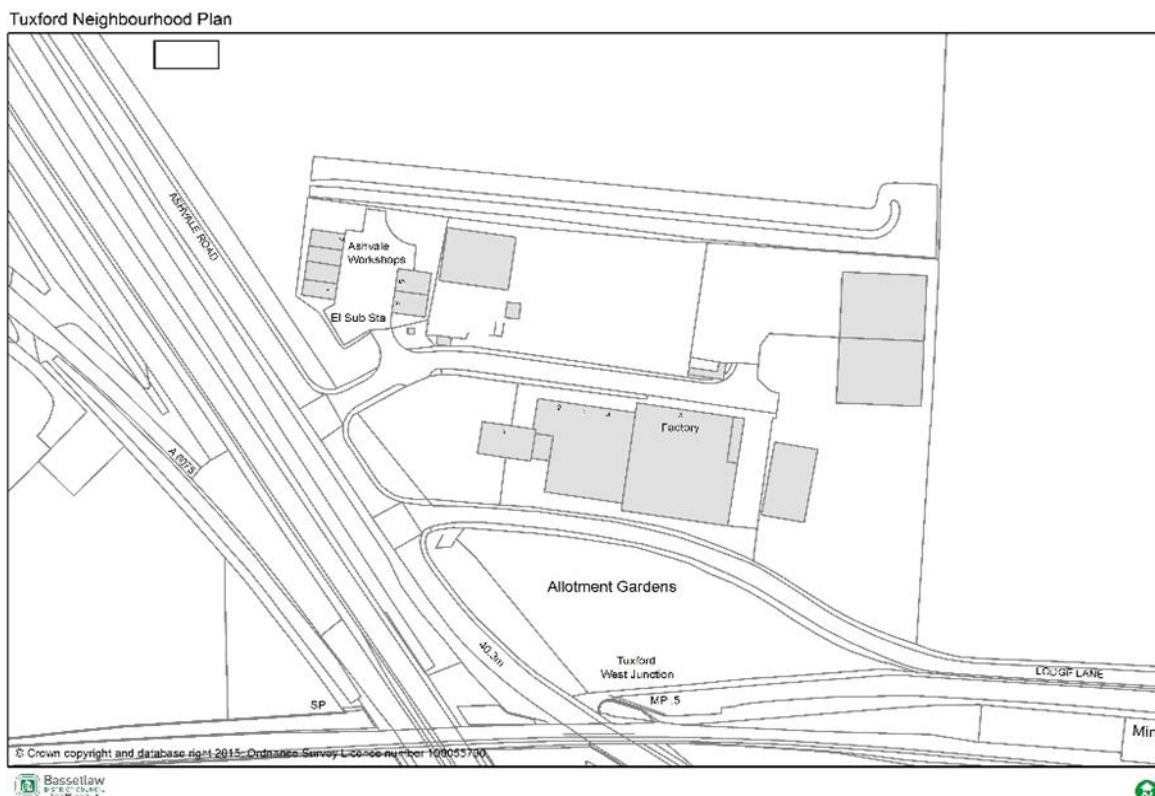


### Map 11: Ollerton Road (Walkers) Industrial Estate



178 Ashvale Road Industrial Estate is smaller but also lies outside the development boundary. It is bounded by the A1 to the west and allotments to the south. To the north and east are potential housing sites. Whilst the expansion of Ashvale Road Employment site is not promoted, this Plan supports the intensification of uses on the site and the full occupancy of the units where that use is compatible with the area as an employment site.

### Map 12: Ashvale Road Industrial Estate



179 In 2014 a Business Survey was undertaken to encourage greater involvement from the business community. This was to ensure their concerns were understood and addressed in the Plan, where possible.

180 Over 60 business questionnaires were sent out and 19 were returned. The responses to the business survey are on the neighbourhood plan web site. The responses were from a wide range of businesses (from welders to hair dressers) and from across the Plan area.

181 Significantly 10 of the businesses were expecting to expand over the coming years, 16 thought they would be around in 10 years' time.

182 Respondents were asked to identify what help they might need in the future; 7 cited land use related issues for example the availability of land for expansion, the provision of additional premises, housing suitable for potential employees and the need to improve infrastructure (shops and other facilities to attract people into the town and the road into the area).

183 The scope of this Plan does not include identifying additional sites for employment uses. However the community recognise the crucial role local businesses play in supporting the economy and the consultation feedback showed support for the need to retain existing businesses and create opportunities for growth (for both existing employers and to attract new ones).

184 The development boundary is very tightly drawn around Tuxford. This Plan supports the provision of smaller premises, less than 1,000sq metres adjoining the development boundary to increase the offer of premises for employment uses. The returned questionnaires indicated a concern from residents that there were limited employment opportunities.

185 Some expansion of the industrial sites at Lodge Lane and Ollerton Road would be supported where it can be demonstrated that there will be increased employment opportunities for local residents.

### **Working from Home**

186 The Rural Area Profile shows that currently 4% of Tuxford's residents work from which is in line with the UK average. (Although a national study<sup>8</sup> showed that in the UK 14% sometimes operate from home and this is probably typical in Tuxford although no separate data is available). Significantly, the national study showed that growing numbers of home workers tend to be self-employed, older and live in rural areas which fit the profile of Tuxford.

187 Across the UK 38% of those over 65 worked from home compared to 5% of 16-24 year olds. The desire to work from home is driven by digital technology, an ageing population reluctant to commute and an increase in self-employment generally. Given the social demographics in Tuxford, the availability of high speed broadband will become increasingly important to local people wishing to continue working at home.

188 The National Planning Policy Framework also supports the provision of broadband as it plays a vital role in enhancing the offer of community facilities. Support for broadband also reduces the need to travel and contributes to sustainable development. Good internet access will also be a prerequisite for young people growing up in the Plan area as well as attracting new people to come and live in Tuxford.

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<sup>8</sup> ONS Study March 2014 Reported in the Financial Times



189 Through the Better Broadband Nottinghamshire programme high speed broadband via fibre connectivity is available in the parts of the area. However this roll out has not been consistent across the Plan area and the community want to see the provision of the fastest broadband connections speed across Tuxford.

190 The world of telecommunications is changing rapidly, however, it is considered that the provision of fibre optic connections is the most robust and future proof method of delivering connectivity. Other technologies may provide interim solutions.

### **Community Action: Supporting Local Businesses**

The Town Council supports local business and will, where possible and appropriate, encourage the expansion of existing businesses and the creation of new businesses in the Neighbourhood Area



## 5 Neighbourhood Plan Aspirations

### 5.1 Aspiration 1: Encouraging on Site Energy Performance Standards on New Development

191 The consultation on the Plan revealed that local people want new development to achieve high energy efficiency standards. The Deregulation Bill 2015 abolished the Code for Sustainable Homes standards but the government remains committed to ensure that by 2016 the zero carbon homes standard is reached on schemes of 10 or more dwellings or on buildings greater than 1000sq m. The Deregulation Bill also removed the responsibility for neighbourhood plans (or local plans) to set any technical standards for promoting on-site energy performance standards.

192 However the Rural Area Profile shows that fuel poverty<sup>9</sup> is slightly higher than the country average with 12.3% of Tuxford households in fuel poverty compared to 10.9% across England.

193 Although this Neighbourhood Plan cannot require high on site energy performance standards it is the aspiration of this Plan that new development should seek, where possible to incorporate the use of renewable energy technologies and other low energy techniques in its design of all new buildings. New dwellings should minimise their energy usage and maximize their self-sufficiency in energy terms.

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<sup>9</sup> Fuel poverty definition : in order to heat its home to an adequate standard a household needs to spend more than 10% of its income fuel use.

## 6 Implementation and Review

188 The policies in this Plan will be implemented by Bassetlaw District Council as part of their development management process. Where applicable Tuxford Town Council will also be actively involved, for example as part of the pre application process as outlined in Policy 2.

189 Whilst Bassetlaw District Council will be responsible for development management, Tuxford Council will use the Neighbourhood Plan to frame its representations on submitted planning applications.

190 The use of section 106 agreements and planning conditions by the District and County Councils will be expected to assist in delivering the objectives of this Plan. The need for additional education and health provision as a consequence of new development is expected to be delivered as part of the usual Local Plan process.

191 As Bassetlaw District Council has an adopted Community Infrastructure Levy this will be a substantial source of funding for Tuxford. The Town Council will use this and other funds as leverage to secure funding from other programs, for example the Lottery and other government initiatives as they become available to deliver projects that have been identified through the preparation of this Plan. These projects are listed at Appendix C.

192 As the Neighbourhood Plan will become part of a hierarchy of planning documents the Town Council will also look to District and County Council investment programs 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 environmental improvements, possible shop frontage grants and car parking provision.

193 Not all enhancements will be deliverable, but as part of the implementation of this Plan, the Town Council will actively seek external funding (e.g. Lottery) to bring forward particular projects. 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.

194 The impact of the Neighbourhood Plan 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.

## 7 Appendices

### 7.1 Appendix A: Building for Life 12

BfL12 comprises of 12 easy to understand questions that are designed to be used as a way of structuring discussions about a proposed development. There are four questions in each of the three chapters:

- Integrating into the neighbourhood;
- Creating a place; and
- Street and home.

Based on a simple ‘traffic light’ system (**red**, **amber** and **green**) we recommend that proposed new developments aim to:

- Secure as many ‘greens’ as possible,
- Minimise the number of ‘ambers’ and;
- Avoid ‘reds’.

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.

A proposed development might not achieve 12 ‘**greens**’ for a variety of reasons. What is important is to always avoid ‘**reds**’ and challenge ‘**ambers**’ - can they be raised to a ‘**green**’? Local circumstances relating to viability or the need for housing for local people in rural locations (for example, rural exception sites) may justify waiving the requirement for ‘greens’ against the relevant questions.

Third party land ownership issues may prevent ideal connectivity from being achieved, however all developments should seek to ‘future proof’ connections to allow the opportunity to provide these links at some point in the future.

Waivers should be supported by the local planning authority and highlighted early in the design process. We would not recommend that any scheme is permitted a waiver against any questions within the ‘Creating a place’ and ‘Street and home’ chapters.

For these reasons, whilst we encourage local authorities to adopt BfL12, we recommend that they avoid explicitly setting a requirement for all proposed developments to achieve 12 ‘**greens**’. Instead, we recommend that local policies require all proposed developments to use BfL12 as a design tool throughout the planning process with schemes performing ‘positively’ against it.

We also recommend that local authorities consider expecting developments to demonstrate they are targeting BfL12 where outline planning permission is granted. A useful way to express this expectation is through either a condition or ‘note to applicant’.

## **Simpler, easier and better**

Each headline question is followed by a series of additional questions that we suggest are useful to ask at the start of the design process. We've also provided five recommendations for how you might respond with the aim of offering a range of responses.

Recommendations are designed to stimulate discussion with local communities, the project team, the local authority and other stakeholders to help you find the right solution locally.

We've travelled the country visiting hundreds of residential development. During these visits, we found common problems. Our avoidance tips help you avoid these pitfalls. We also discovered many well-designed developments, their qualities have been captured in our recommendations.

Finally, we've added endnotes providing further detail, clarity and where appropriate, references that you may find useful.

## **Integrating into the neighbourhood**

### **1 Connections**

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

### **2 Facilities and services**

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

### **3 Public transport**

Does the scheme have good access to public transport to help reduce car dependency?

### **4 Meeting local housing requirements**

Does the development have a mix of housing types and tenures that suit local requirements?

## **Creating a place**

### **5 Character**

Does the scheme create a place with a locally inspired or otherwise distinctive character?

### **6 Working with the site and its context**

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

### **7 Creating well defined streets and spaces**

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?



**8 Easy to find your way around**

Is the scheme designed to make it easy to find your way around?

**Street & home****9 Streets for all**

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

**10 Car parking**

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

**11 Public and private spaces**

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

**12 External storage and amenity space**

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

## 7.2 Appendix B: Community Consultation Statement

An underlying principle in this Neighbourhood Plan is to have local people actively involved in ongoing consultation on important planning issues. Policy 2 promotes community involvement to enable the application to understand local views about development proposals before planning applications are submitted.

Pre Application Consultation should involve the following:

1. An explanation of how a broad cross-section of local people, both in the immediate area likely to be affected by the development proposals and in the wider neighbourhood, were consulted on the development proposals in a timely fashion.
2. The means used to involve and engage with local people in consultation, using a range of ways in which input and comments could be provided. For example, a variety of publicity and the opportunity to provide web-based comments as well as attending events in person.
3. A record of the views expressed by local people and the Town Council
4. An explanation of how the proposals being submitted following this consultation have addressed the views of and any issues or concerns raised by local people and the Town Council.

## 7.3 Appendix C: List of Projects

### **Cycle or walking routes**

Initially to link existing footpaths around the town to create the Green Wheel (see Tuxford Place Analysis). Where ever possible to make footpaths wheel chair/ pushchair friendly. To provide seating / resting areas / picnic areas at significant points to make the most of the vistas/ views. To provide information plaques detailing the views/ significant flora and fauna /historical aspects of the area. To provide outdoor activities for younger people - outdoor games / woodland instruments/ sculptures. To link with work being undertaken by St Nicholas church at the land on Bevercoates Lane. To encourage the involvement of young people through local schools and groups.

To provide leaflet information of the Green Wheel including in town parking and catering services for visitors. To link all information to existing routes e.g. Tuxford Historic route. Provision of new footbridge over Ashvale Road/A1 and/or possible renovation of existing Railway Bridge for same.

### **Read Building**

The Read Building is a Grade 2\* Listed Building within the Conservation Area and opposite the church in the centre of Tuxford.

It is proposed that this heritage asset will be brought into a sustainable use consistent with its conservation. Proposals that ensure the building and its grounds can be returned to community use compatible with its heritage status will be supported.

The main building is currently partly used by the Town Council and Library but the trustees are seeking to use it for the benefit of the community in education/young people's work/community cafe/rooms etc as funds become available and plans are approved. The Neighbourhood Plan group support this development and would seek to partner with a charitable trust to bring the building and grounds back into a good condition.

### **Community garden or similar Linden Avenue (currently play area with little equipment left on it)**

To create a gated, safe community sensory garden with picnic tables.

### **Allotments**

To level, resurface, redirect and standardise the widths of, all paths within the allotment site. Standardize size of all plot, possibly creating smaller 'starter' plots to accommodate more tenants and keep waiting list to a minimum.

### **Village Hall**

To provide replacement village hall at the Memorial Hall Village site.

### **Market**

To re-create Tuxford Market in line with Tuxford's Market Charter, to compliment local trading and encourage visitors to the town.

### **Pedestrian Crossing on Newark Road**

Consultation on this Plan revealed considerable concern about the safety of Newark Road in relation to the primary school in particular. The Town Council will seek to encourage the installation of a pedestrian crossing and other traffic calming measures during the Plan period as the growth of the town can only mean there will be more traffic travelling on and off the A1 into the town at this point.

### **Restoration or reinstatement of historic features in the Conservation Area**

The Town Council will seek sources of funding to provide a grant scheme that will protect and enhance the special attributes in the conservation area. The recent renovation of many of the buildings in the conservation area is welcomed but there remain buildings that still require improvements to restore their historic significance.

## 7.4 Appendix D: Summary of Consultation

Event	Date	Purpose	Outcome
Summer Fair	July 2014	To raise awareness that a Neighbourhood Plan was being prepared and to talk to the children about what they liked and disliked about living in Tuxford	Discussed the Plan with 30 plus primary age children and their parents; all were supportive of the idea to do a Plan
Drop in session at local café Chilli Petals	August 2014	To provide a venue in the heart of the town where anyone could come and discuss what they wanted to see in the Plan.	20 members of the public attended; detailed discussion about planning issues in Tuxford
Sun Inn Pub	September 2014	Evening session in local pub to raise awareness amongst local residents who may not usually get involved.	10 people (mainly young adults) involved in discussion and provided input into scope of the Plan.
Working Men's Club	October 2014	Evening session with local people to continue to spread the word and seek input into the Plan	30 questionnaires completed
Photography competitions	October 2014	Alternative approach; to get young people involved age groups 4-16 years	Raised profile again
Questionnaires sent to all businesses in the town.	October 2014	To seek involvement and input from the business community.	19 businesses replied comments informed the employment policy in this Plan
School Consultation Event	November 2014	To engage with teenagers living in Tuxford to get their input into the content of the Plan.	37 children and young people involved in a 2 hour interactive session. Report is on the web site.
Ongoing – news updates in the Tuxfordian Articles in the	Monthly features in the quarterly town magazine that is delivered to every house	To keep people aware that work was on going; to ensure that everyone who wanted to be involved could be.	Ensured wide promotion of the Plan

Banner in centre of town advertising the Plan	December 2014	To raise the profile of the work being undertaken and to encourage involvement by local people	Promoted the Plan work.
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