

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST24 NP04 Ollerton Road</b>			
REF056	Resident	Am a 13 year old resident of Tuxford, and being a teenager at Tuxford Academy I have the insight which you need in order to make your plans appropriate for a range of ages. I am suggesting a skate park because I know many people living in Tuxford who have an interest in skating and would like to have a skate park that they can access easily without having to make their parents drive. It will benefit our local community as currently there is not much available for the youth.	Noted. Thank you for your comment.
REF061	Resident	Whist I appreciate that development needs to take place across the whole of Bassetlaw the plan mentions but dose not make best use of the brown field sites within the district. Brown field development should be given much greater weight and promoted within the plan. Neighbourhood Plans have been developed at great expense, both financial and the time local residents have put in. Please stop the planning department showing total disrespect for these plans, they should be followed to the letter and if exceptions are made by planning authorities them a FULL and DETAILED explanation should be provided. 'CIL' should not be wavered for ANY development.	The Council supports the priority to reuse brownfield land where available. However, due to the high density and constraints within Tuxford, there is very little existing brownfield land to reuse. Therefore we are needing to allocate some land to the edge of Tuxford on Greenfield Land. CIL would apply to developments within Tuxford.
REF062	Resident	Very pleased to see no vehicle access from Long Lane. Interested to see detailed planning application.	Noted. Thank you for your comment.
REF064	Resident	This area includes Roman remains and artefacts. An archaeology survey is of the upmost importance. The sites NP04 and NP11 and adjacent areas are productive farmland. We do not need to lose this facility in this County, let alone Tuxford village.	Any area that has identified historical merit will be subject to the necessary national and local policy requirements in relation to protecting the historic environment. The Council's Conservation Officer has been consultation on the sites and has not provided any comment that would restrict its development potential. However, the Conservation Officer has noted the importance of the design of the site and how it can be appropriately incorporated into the wider landscape.
REF088	Resident	Tuxford is a small town with little on offer in the way of employment. It is highly likely that most houses on the site would be using motor vehicles to leave Tuxford for their place of work elsewhere. NP04 is a very large site with very clear impact to traffic and town infrastructure. It appears no traffic survey has been completed for this site and it would have a direct impact on the existing traffic problems found at the intersection of Ollerton road (A6075) and Eldon Street (B1164) and the intersection of Newark road/Newcastle street to Lincoln road (A6075). This is just the impact to the closest roads to the site but it would also push problems further into Tuxford with queuing from the A1 on Ashvale road (A6075) becoming worse. PG 98 - Policy 24: Site NP04 Ollerton Road, Tuxford 3. a) Tuxford primary school has a capacity of 240 pupils, currently they have 333 pupils. The secondary school has a capacity of 1462 with current numbers standing at 1554. How will this be supported by the contributions for expansion? Other comments relating to this site: 1. The land is Grade 2 agricultural land which I have been informed should not be developed upon according to the national plan. Please confirm or clarify if my understanding is incorrect. 2. Previous sites that were put forward in the local plan, NP09 and NP10 were rejected by the council as they fall outside the envelope, I am under the belief NP04 also falls outside the envelope. I'd therefore like to understand why this is being put forward as it seems conflicting reasons are being used per site if this is the case. 3. Previous planning permission has been sought on land opposite this site for development ( <a href="http://publicaccess.bassetlaw.gov.uk/online-applications/propertyDetails.do?activeTab=relatedCases&amp;keyVal=000HU9CSLI000">http://publicaccess.bassetlaw.gov.uk/online-applications/propertyDetails.do?activeTab=relatedCases&amp;keyVal=000HU9CSLI000</a> ) and has been refused twice. The details for the refusal are not available on the website but local knowledge was given that it was due to the impact to traffic on Ollerton road. 4. The houses could be affected by sun flicker and noise from the nearby wind turbines.	There is a requirement for additional housing growth in Tuxford over the plan period. This complies to all other designated Large Rural Settlements in Bassetlaw. Tuxford has a key role to play in supporting its residents and other smaller settlements in the area with important services and facilities. It is acknowledged that Tuxford is a constrained settlement with a complex road network, historic assets and an important landscape surrounding the area. The site at Ollerton Road provides an opportunity to plan for some additional growth. The site is close to the main road network and has access to the town centre and its services and facilities. The development will respect the landscape character and be planned to improve existing infrastructure where required such as the road network and the school. Access to and from Long Lane will only be for pedestrian as the road is not suitable for any additional vehicles.
REF097	Resident	Before any development, traffic issues must be addressed. Medical facility to be improved both schools to be improved.	Thank you for your comment.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST24 NP04 Ollerton Road</b>			
REF100	Resident	I live on Ollerton Road and face the road. The amount of traffic is already ludicrous. Between 6am and 9am then 4.30pm to 6.30pm the amount of cars and pollution being spilled into our home is awful. We have to listen to car music, telephone conversations and people sat with engines running. Getting from Ollerton Road onto Eldon Street at peak times is dangerous, especially for lorries plus the amount of construction lorries needed for the site.	Thank you for your comment
REF102	Resident	If the proposed plan for NP04 goes ahead will the surface and drainage of Long Lane be improved? My wife and I live on Long Lane. I am 79 years of age and my wife is 76. My wife tripped coming back along Long Lane from Tuxford Christmas Market 2019 and suffered a badly gashed hand which needed medical treatment. If there is no vehicle access to NP04 there will need to be better, safer surface for pedestrians to use. I would be interested to hear the planners views on this matter before development commences.	Long Lane will only be used by existing vehicles to houses along the lane and by pedestrians from the new development. It will not become a new vehicular access point to the new development.
REF103	Resident	Before anything is done in this village and all the traffic needs to be seen to. The sewage does as well the school will not cope and doctors.	Thank you for your comment.
REF104	Resident	The traffic need seeing to the sewage needs dealing with the schools need more room for all the children. The doctors will need to be a lot bigger all these things need to be dealt with.	As part of new development, existing and future infrastructure is fully considered. Any additional infrastructure required from the development will be identified within the Policy for the site.
REF119	WH Bett and Sons	Support the development for 1. There has been very little development in Tuxford over the last few years. It is important for people to be able to live in rural villages and towns rather than being ushered to living in major towns such as Workshop and Retford. The building of new houses in Tuxford will provide more opportunity for people to live in Tuxford. I believe that it is very important for young people to have the choice to continue to live in the village/town that they have been brought up in. 2. Tuxford is an ideal village for development because it already has facilities such as schools, shops, library, museums, community centre and a doctors surgery. It has character, being an old coaching town, and an attractive rural settling. It has good infrastructure with the A1 passing through the village and the A57 close by.	Thank you for your comment.
REF119	WH Bett and Sons	6. The land on Ollerton Road is only a short walk to the shops and other facilities. 7. Ollerton Road would provide good access to the land. 8. The Ollerton Road site only has houses proposed on one boundary, all the other boundaries are farmland therefore the only a small number of people would boarder the development. 9. Both sites could potentially expand beyond the area currently marked in the plan and could provide more houses if there was a requirement.	Thank you for your comment.
1194897	Resident	Using grade 2 prime agricultural land, to build housing in a rural community, surely contravenes all environmental policy. Brown field sites should be utilised. The proposed building work will be directly adjacent to the old age pensioner bungalows. With a prevailing South Westerly wind, this will cause dust and noise issues that will adversely affect the most vulnerable as well as contaminate a significant part of the rest of the village.	The farmland around Tuxford is of a high-grade. However, to restrict development on this basis would mean there are no opportunities for development. The Council has looked at all sites around Tuxford and considered an appropriate area of land that would have the least impact on the environment, infrastructure and the community.
1195187	Resident	NP04 is grade 2 agricultural land. This is the highest grade for the area. It is highly productive. Should land of this quality be given over to housing development when there are many pockets of lower grade land in the area, including NP10, that are far less value in these days of attention to increased carbon emissions? Currently this land, being at one of the highest points in the area, absorbs rainfall. This will not be the case if replaced by housing, roads and drains. NP04. This land, though it falls just outside the development footprint for the existing wind turbines, is in direct line from the prevailing ( and continuous) SW wind that would give constant noise and flicker.	The farmland around Tuxford is of a high-grade. However, to restrict development on this basis would mean there are no opportunities for development. The Council has looked at all sites around Tuxford and considered an appropriate area of land that would have the least impact on the environment, infrastructure and the community.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF141	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.”</li> </ul> <p>This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</p> <ul style="list-style-type: none"> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.” The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”</li> </ul> <p>No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</p> <ul style="list-style-type: none"> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.</li> </ul> <p>Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-</p> <p>“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”</p> <p>Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)</p> <p>Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,</p> <p>“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”</p> <p>The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered.</p> <p>Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments. A new footway on Ollerton Road from site NP04 into town is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years. Healthy and active lifestyles on page 133 states:- 9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page134 states:- B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved; 8. creating high-quality and inclusive environments incorporating Active Design and the creatiosafe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change; Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action.</p> <p>However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <ul style="list-style-type: none"> <li>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land."</li> </ul> <p>The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF142	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST24 NP04 Ollerton Road</b>			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health. and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by 7. ensuring that the current air quality in the District is maintained and, where possible improved; 8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change; Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	
REF170	Consultant	<p>NP04 is open countryside, it is located on the edge of the village and, as indicated, will have negative impacts on the open views of farmland (southern part). It too has grade 2 soil and it does not have any conservation constraints, identical to NP16. NP04 will provide a housing estate on the entry into Tuxford from Ollerton, this may or may not be a bad thing but there is one thing for certain, it will change this approach into the village for good. NP04 is identified also as requiring possible access through allocations NP05 and NP15, neither of which are included within the Draft Local Plan. If this is the preferred access aim then it is unclear how this can be achieved over land that is not allocated.</p>	<p>The farmland around Tuxford is of a high-grade. However, to restrict development on this basis would mean there are no opportunities for development. The Council has looked at all sites around Tuxford and considered an appropriate area of land that would have the least impact on the environment, infrastructure and the community.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF176	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:- “Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.” Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.) Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.” The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments. A new footway on Ollerton Road from site NP04 into town</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF177	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF181	Consultant	<p>We object to the proposed allocation of Site NP04 (Ollerton Road, Tuxford) contained in the Draft Bassetlaw Local Plan. We consider that it fails the tests of soundness as follows: Housing Need<sup>2</sup>. The Bassetlaw Local Plan is based on an annual housing provision of 478 dwellings per annum which is 55.7% above the 307 housing need per annum level that is required using the NPPF Standardised Methodology.<sup>3</sup> Whilst the Local Plan might want to pursue a growth strategy based on a higher annualised housing provision for the period 2018 to 2037; this does not justify the allocation of inappropriate or unsuitable sites. As such there is no unmet strategic housing need requirement to justify the allocation of site NP04.<sup>4</sup> The Local Plan proposes 1,764 dwellings for the 'Large Rural Villages' which includes Blyth; Carlton in Lindrick and Costhorpe; Langold; Misterton; Tuxford; and Cottam Garden Community. Unfortunately the Local Plan does not indicate what existing level of committed housing exists in these settlements. As such it is unclear what is the residual unmet level of housing; which still has to be found through proposed site allocations.<sup>5</sup> Unusually there is no housing background paper or other evidence document to help readers understand the unmet residual level of housing for the 'Large Rural Villages' or the choice of distribution for the site allocations in the Local Plan between the 6 settlements in this category. Of these 6 'Large Rural Villages' only Tuxford and Cottam Garden Community have had allocations identified. It is noted for example that Misterton has no allocations or committed housing sites identified in the Local Plan.<sup>6</sup> It is understood that Blyth; Carlton in Lindrick and Costhorpe; and Misterton have neighbourhood plans either made or in the final stages. However the Local Plan does not indicate any detail as to how many dwellings these neighbourhood plans allocate; this further compounds the inability for plan users to understand how the Local Plan is aiming to deliver the identified housing figure for the 'Large Rural Villages'.<sup>7</sup> It would appear that the proposed 1,764 dwellings for the 'Large Rural Villages' is based on the suggested blanket 20% growth figure in Policy ST2; although the figures in Policy ST2 in fact only adds up to 1,747 which is not quite the same as the figure in Policy ST1. Policy ST2 suggests a figure of 250 dwellings for Tuxford which it appears the Local Plan suggests would be largely delivered through site allocations NP04 and NP11 together with the 86 dwellings committed under 19/01165/RES on Ashvale Road.<sup>8</sup> In this respect the allocation of site NP04 would make a contribution towards delivering the housing figure identified for Tuxford. However the site would result in planning harm that outweighs the benefit of housing delivery; particularly given the Local Plan proposing an annual housing provision some 55.7% above the actual standardised housing requirement. In addition there are other reasonable alternative sites elsewhere in Tuxford that would be more appropriate.<sup>9</sup> Relationship to Tuxford Neighbourhood Plan. Tuxford has a 'made' Neighbourhood Plan and this plan is currently undergoing a review. As part of that review process there has been consultation on possible site allocations. This was undertaken very recently in September 2019 and the fact that some allocations have now been included in the draft Local Plan is undermining the Neighbourhood Plan process, including the consultation undertaken. In addition local residents are now confused about the relationship between the Neighbourhood Plan consultation and the sudden inclusion of two sites in the draft Local Plan.<sup>10</sup> The Neighbourhood Plan consultation responses were returned to Bassetlaw DC which does not help with confusion between the two separate plans.<sup>11</sup> This confusion and misunderstanding is exacerbated by the draft Local Plan referring to the consultation undertaken in September 2019 on the Neighbourhood Plan in paragraph 7.11.1. However the Local Plan states: "The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019." This is a misleading quote however as the results of the consultation on the Neighbourhood Plan sites only recently published by the Town Council in the Tuxfordian clearly shows only 18% of people supported development on site NP04 whilst 41% of people did not support development on this site. In that respect it is the joint 6th ranked site in terms of level of objection and only the joint 8th ranked site in terms of level of support. As such the site was not supported by the local community in the recent consultation on</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any "known" planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>the Neighbourhood Plan.12. We are aware from our client that many local residents are unaware that the comments they made on the Neighbourhood Plan will not automatically be considered by the LPA in drawing up the Local Plan. The timing and duplication is highly unfortunate and given that Bassetlaw has traditionally sought to promote neighbourhood planning; this lack of clarity means that in our view that the Local Plan fundamentally fails to meet the test of soundness requiring the plan to be positively prepared.Evidence13. The proposed site NP04 has not been comprehensively assessed in either the Land Availability Assessment process or the Site Selection Methodology in the form proposed for allocation.14. The proposed site allocation NP04 is not supported by sufficient robust evidence to justify its allocation and its omission from proper assessment in key evidence documents renders the proposed allocation and the entire Local Plan unsound. In particular the site is not assessed within the 'Site Allocations: Landscape Study' document (dated November 2019). That document only looked at proposed allocations in Harworth/Bircotes; Worksop; Retford; alongside possible employment sites around Markham Moor and the possible sites considered for a new settlement. Accordingly assessment of Tuxford appears to be a serious omission, particularly given that this is the only settlement proposed for site allocations which has not been assessed in landscape terms.15. The Local Plan in paragraph 7.11.2 states: "Careful, sensitive design should be informed by the landscape character of this town fringe location identified by the Site Allocations Landscape Assessment." However this statement is misleading as this study does not address this proposed allocation.16. The 'Transport Study Update' dates from January 2019 and is based on the former spatial strategy that is no longer proposed. As such this evidence document is out-of-date and does not support the proposals now being advanced in the Local Plan.17. The site assessment methodology for both of the proposed Tuxford site allocations indicates that these need to be supported by a strategic transport model including the fact that several off-site junctions may require capacity improvements. Given this conclusion it is surprising and disappointing that the 'Junction Assessments Report' dated January 2020 does not assess the impact on any junctions within Tuxford. Given the nature of the low bridge in the centre of Tuxford; the presence of the A1 slip roads; the A6075; and the use of the B1164 as a local diversion route for the A1 there are particular highway considerations in Tuxford. These should have been assessed in order to confirm what off-site junctions may require capacity improvements and whether such improvements can actually be delivered.Sustainability Appraisal18. The Sustainability Appraisal (SA) contains contradictory information in relation to the assessment of site NP04; as such this document is fundamentally flawed and undermines confidence in whether the site has been properly assessed. The site is assessed in Table 5.2 (Summary of SA Scores for the Site Options) and in the table in paragraph 6.107 that assesses Policy 24 which allocates site NP04.19. The differences between the SA tables is as follows:SA ObjectiveTable 5.2Table in paragraph 6.1071. Biodiversity0 +10. Air QualityN/A +11. Climate ChangeN/A +13. Cultural Heritage0 --14. Landscape &amp; Townscape - +/-20. These differences involve more than a third of the SA assessment criterion, as such this is a substantial level of difference.21. We have taken the SA assessment in the table in paragraph 6.107 as our starting point as this relates to Policy 24 which allocates site NP04. This concludes that the site is likely to have a significant negative effect on the SA objectives of 'land use and soils' and 'cultural heritage'. We agree with these conclusions which weigh heavily against the suitability of this site to be allocated.22. However in addition in our judgement the SA appears to incorrectly assess aspects of the site, the differences between the SA table and our assessment is as follows:SA ObjectiveTable in paragraph 6.107Our Assessment1. Biodiversity + 02. Housing + +3. Economy &amp; Skills + +4. Regeneration &amp; Social Inclusion + +/-5. Health &amp; Wellbeing ++ +/-6. Transport + +7. Land Use &amp; Soils -- --8. Water009. Flood Risk0 ?10. Air Quality + ?11. Climate Change + ?12. Resource Use &amp; Waste0 +13. Cultural Heritage -- --14. Landscape &amp; Townscape -/+? --23. There is no explanation as to why the biodiversity criterion has moved from having a 'negligible or no effect' to a 'minor positive' effect between the above mentioned two tables. In our view the site location and proposal</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>would have a 'negligible or no effect'.<sup>24</sup>. Whilst the site location does provide reasonable accessibility to some town centre services and facilities there is poor accessibility to some key services including the secondary school and GP surgery. Tuxford suffers from limited accessibility due to the road bridge under the A1 being the only connection between the two halves of the Town. The site is not within 800m of the GP Surgery as the SA suggests, it is 910m away from the closest part of the site by the most direct route and 1.6km from the secondary school.<sup>25</sup>. The proposed development would result in harm to primary school capacity as we explain in detail later. Policy 24 does refer to contributions towards the improvement of the existing public right of way at Long Lane for pedestrian access into the town. However Long Lane is not an adopted highway and we understand that the Lane has no clear ownership. Accordingly this policy requirement cannot be delivered and this will make the social integration of this site more difficult. The proposal involves no regeneration benefits, given this and the issues of accessibility and integration and impact on primary school capacity means that we consider that the proposal has a 'mixture of positive and negative effects' on Regeneration and Social Inclusion.<sup>26</sup>. In terms of Health and Wellbeing the poor accessibility to the GP Surgery; along with the need to enter an area of poorer air quality and a noise corridor (under the A1) to get to the GP Surgery; and the distances required to access other primary healthcare facilities together with harm to primary school capacity means that in our view the proposal has a 'mixture of positive and negative effects' on this criterion. In addition any allocation in Tuxford will result in vehicle movements through the A1 underbridge, this is an area of poorer air quality and as this provides the only pedestrian and cycle linkage between the two halves of the town in our view it must be deemed 'uncertain' what effect the site would have on the air quality criterion.<sup>27</sup>. Parts of Long Lane is at high risk of surface water flooding and the Environment Agency surface water flood risk mapping indicates that the farmland proposed to be allocated is the source of this surface water. Consequently the allocation of this site has the potential due to the topography to exacerbate this surface water flood risk, therefore we consider that the assessment should be 'uncertain' what effect the site would have on this criterion.<sup>28</sup>. The site is within the shadow of an existing wind turbine, there was previously concern expressed about the inter-relationship between this wind turbine and development with regard to noise and shadow flicker. There has been no assessment of this aspect, as such there is potential that new development could result in the need to cease use of the wind turbine. Therefore we consider that the assessment should be 'uncertain' what effect the site would have on the climate change criterion.<sup>29</sup>. In terms of the impact on landscape and townscape the comments of BDC Planning Policy on the Neighbourhood Plan concluded that: "The landscape is very open, with long distance views to the south west. Character: the site adjoins a residential area which is suburban in character with residential development to one side. However, the site is not contained and is very open in character." This view of the LPA is not currently reflected in the SA conclusions. The proposed site has no existing boundaries to the south or west and would represent an artificial sub-division of a large area of high quality farmland.<sup>30</sup>. The site is located within the Mid-Nottinghamshire Farmlands Landscape Character Area. The site is within Landscape Policy Zone MN11 and is classified for conserve and reinforce. The condition of the landscape is deemed 'good' and it received a sensitivity score of 'moderate'. Introduction of a stark urban edge would harm the existing landscape character where the transition from the open fields to the town is mitigated by existing mature boundary treatments; the dipping topography; and the single storey nature of the western half of The Pastures.<sup>31</sup>. The site will be highly prominent from the western approach along the A6075 where the site will be unduly visible due to the approach road being over 10m in height above the site. The A6075 is at 75m AOD west of the Walkers industrial estate and is 73m AOD as you approach past the Walkers industrial estate; the site is at a height of around 60 to 62m AOD. Therefore on this approach you get clear uninterrupted views of the edge of Tuxford; these views become more prominent as you reach the Walkers industrial estate.<sup>32</sup>. Given the previously stated conclusions of</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>the LPA; the landscape character sensitivity; the lack of any existing boundaries; and the prominence; we are of the view that the site would have a 'significant negative' effect.<sup>33</sup> In our view the SA fails to comply with paragraph 32 of the NPPF which states: "Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements<sup>17</sup>. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)."Landscape &amp; Townscape and Heritage Assets<sup>34</sup>. We have explained above under the SA heading the landscape and townscape impact including lack of physical boundaries, topography, prominence in views and landscape sensitivity which we don't repeat here for brevity. This harm would be exacerbated by the need to create a 2m wide footway along the highway which would require the removal of the existing hedgerow along Ollerton Road. Furthermore the Ollerton Road street lighting will also require extending accordingly as will the village gateway signing and road markings. This will significantly change the western gateway into the town and result in a harsh urban gateway rather than the semi-rural gateway that exists at present.<sup>35</sup>. This change from semi-rural to harsh urban character would change the character and appearance of the Tuxford Conservation Area which runs along the southern side of Ollerton Road. This would harm the significance of this designated heritage asset and the provision of housing would not represent a public benefit that is sufficient to outweigh this harm, particularly when there are reasonable alternative sites available elsewhere that do not result in heritage harm and when the site is not required to meet the actual strategic housing need due to the Local Plan choosing to over-allocate housing. Consequently in our view the statutory duty in s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 on local planning authorities to preserve and enhance conservation areas while undertaking their planning duties is not met.<sup>36</sup>. The adjacent part of the Conservation Area is within the Market Place character area where the Character Appraisal indicates that: "The historic layout and plan form of the character area is predominantly characterised by buildings that front onto the street, often directly onto or close to the highway. Any new development, including infill or replacement, should seek to respect this character." If this character were to be followed this would introduce substantial harm through the strong urbanisation of Ollerton Road. Modern suburban type of development that would be likely in a modern housing estate would be contradictory to this character which would also harm the character or appearance of the Conservation Area gateway.<sup>37</sup>. Paragraph 194 of the NPPF states that: "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification." In this case we consider that there is no such justification, as such the policy and allocation conflict with national planning policy.<sup>38</sup>. It would also conflict with paragraph 127 c) of the NPPF which requires planning policies and decisions to ensure that developments: "are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);"Environmental Constraints<sup>39</sup>. Paragraph 170 b) of the NPPF seeks planning policies and decisions to contribute to and enhance the natural and local environment by: "recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;" The site is Grade 2 agricultural land which is of high quality and forms part of the definition of 'best and most versatile agricultural land'.<sup>40</sup>. Grade 2 agricultural land is defined by Natural England<sup>1</sup> as: "Very good quality agricultural land - Land with minor limitations which affect crop yield, cultivations or harvesting. A wide range of</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>agricultural and horticultural crops can usually be grown. On some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops, such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than grade 1.”41. Although most of Tuxford lies on Grade 2 agricultural land the proposed site here forms part of an extensive tract of best and most versatile agricultural land which makes it of greater agricultural benefit. Reasonable alternatives exist around Tuxford such as the 12 hectares of land between Lodge Lane and the Tuxford Academy which will become landlocked and unconnected to wider agricultural land.42. The proposed allocation would result in housing becoming closer to the site of the wind turbine permitted under 50/10/00046. Condition 6 on this consent requires “The level of noise emissions from the combined effects of the wind turbine shall not exceed 5dBA above the background noise level at any occupied property.” The proposed allocation extends into the yellow area illustrated in Figure 5.1 Noise Emissions in the Environmental Appraisal which supported application 50/10/00046; as such there is potential for the site allocation to prejudice the operation of this wind turbine which would reduce the contribution that it can make to climate change. The noise emission contour was developed having regard to the advice in ETSU-R-97: The assessment and rating of noise from wind farms which remains the relevant advice as specified in Planning Practice Guidance (Reference ID: 5-015-20140306). There has been no assessment as to the effect the proposed allocation would have on the wind turbine utilising ETSU-R-97: The assessment and rating of noise from wind farms.43. The consent for that turbine also has a condition 5 which states “No development shall commence until a scheme to satisfactorily alleviate the incidence of shadow flicker at any occupied property with windows facing towards the wind farm has been submitted to and approved in writing by the District Planning Authority.” It is understood that a scheme to discharge this condition includes shutdown periods; although the actual details discharging the condition are not published on the LPA website.44. The Figure 6.1 Shadow Flicker in the Environmental Appraisal which supported application 50/10/00046; indicates that the proposed allocation would be located within the zone for shadow flicker potential. Given this if allocated the site would be likely to impose further restrictions on the operation of the wind turbine due to complaints that would be likely to arise which may be deemed to constitute statutory nuisance.45. The proposed allocation has significant potential to adversely affect the operation of the existing wind turbine which would not be in the interests of proper planning or the impact on climate change. In this respect the proposed allocation would not constitute sustainable1 <a href="https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land#agricultural-land-classification-alcdevelopment">https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land#agricultural-land-classification-alcdevelopment</a> as set out in paragraph 8 c) of the NPPF and undermine the ambition of paragraph 148 of the NPPF for the planning system to support the transition to a low carbon future.Accessibility and Highway Impact46. As indicated earlier whilst the site location does provide reasonable accessibility to some town centre services and facilities there is poor accessibility to some key services including the secondary school and GP surgery.47. Tuxford suffers from limited accessibility due to the road bridge under the A1 being the only connection between the two halves of the Town. Policy 24 does refer to contributions towards the improvement of the existing public right of way at Long Lane for pedestrian access into the town. However Long Lane is not an adopted highway and we understand that the Lane has no clear ownership. Accordingly as we indicated earlier this policy requirement cannot be delivered and this will make the social integration of this site more difficult.48. The proposed allocation would represent a ‘bolt-on’ to the edge of Tuxford with few opportunities to create integration and linkages. It will be reliant upon pedestrian and cycle access running alongside the main A6075 which provides for a poor environment due to the HGV movements to/from the Walkers industrial estate and the Boughton industrial estate which is reliant on the A6075 for access due to low bridge in Ollerton. For example Clipper logistics, a large scale B8 storage and distribution use for ASDA and others based at Boughton industrial estate is</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>frequented by lorries too high to get under the low bridge in Ollerton. In addition the Walkers industrial estate generates numerous HGV crane movements and other movements including some exceptional loads which already have to utilise the footways and verges at the Ollerton Road and Eldon Street in order to manoeuvre the junction.<sup>49</sup> There has been no assessment of the traffic generation from the proposed allocation as such the requirement for junction capacity improvements has not been assessed. Accordingly the impact of a new access onto the A6075 on the free flow of traffic and in particular the relationship to HGV traffic using the Walkers industrial estate has not been assessed.<sup>50</sup> The A6075 road adjacent to the proposed site has a natural dip in the road, this creates a partial blind spot for cars entering or leaving the village. This has the potential to limit the potential locations for any new access and would be likely to need the access to be created on the rise which together with the slight curve in the A6075 would result in any new access being highly prominent in the streetscene.<sup>51</sup> Long Lane is a narrow lane which is not an adopted highway which directly serves around a dozen properties. Existing residential householders have indemnity insurance in place to protect their right of use due to this lack of ownership. It has no defined footway and as a shared surface private road pedestrian and vehicular conflict already arises.<sup>52</sup> The lane is not of sufficient width to allow two vehicles to pass and we understand that Long Lane is already used for regular access to agricultural fields by farm vehicles/heavy goods vehicles. It also provides access to Westwood Farm on occasions, access to maintenance of wind turbine on land owned by Westwood Farm, access to maintain the railway line and bridges by Network Rail and associated contractors. This use already presents a conflict between vehicles and pedestrians using the footpath or residents and their children living on Long Lane. Encouraging greater use of the public right of way would exacerbate the potential for vehicular and pedestrian conflict.<sup>53</sup> The site as with all new housing development will generate demand of additional pupil numbers. The Infrastructure Delivery Plan indicates that site NP04 will generate a need for 20 primary school places and 15 secondary school places.<sup>54</sup> Obtaining school capacity figures is not particularly straightforward as these are often not widely published, we have therefore used the school capacity figures published by Ofsted. It is accepted that parental choice impacts upon school planning and forecasting, however it would be reasonable to assume that development within Tuxford will impact on pupil numbers at Tuxford Primary Academy and Tuxford Academy.<sup>55</sup> Tuxford Primary Academy has a capacity of 240 pupils, but the school is currently oversubscribed by having 333 pupils. The 2020-21 Nottinghamshire schools admission statistics anticipates the roll to be 339 pupils. This represents an anticipated roll of 99 pupils in excess of capacity, which is 41% over capacity before any additional development occurs.<sup>56</sup> The allocation of Site NP04 and the other proposed allocation NP11 together with the committed housing site at Ashvale Road will collectively generate additional demand for a further 53 pupils (NP04 – 20; NP11 – 14; Ashvale – 19). This will result in an anticipated roll of 152 pupils in excess of capacity, which would then be 63% over capacity.<sup>57</sup> Tuxford Academy has a capacity of 1,462 with current numbers standing at 1,554. The 2020-21 Nottinghamshire schools admission statistics anticipates the roll to be 1,550 pupils. This represents an anticipated roll of 88 pupils in excess of capacity, which is 6% over capacity before any additional development occurs.<sup>58</sup> The allocation of Site NP04 and the other proposed allocation NP11 together with the committed housing site at Ashvale Road will collectively generate additional demand for a further 39 pupils (NP04 – 15; NP11 – 10; Ashvale – 14). This will result in an anticipated roll of 127 pupils in excess of capacity, which would then be 9% over capacity. (Note – this figure would be increased by development proposed outside Tuxford but within the catchment area which extends beyond Bassetlaw into Newark &amp; Sherwood)<sup>59</sup>. Although financial contributions will be sought for expansion, it is noted that the Infrastructure Delivery Plan assumes that this additional capacity can be accommodated within expansion at existing schools. However in relation to the Primary Academy the school site measures 11,991m<sup>2</sup> including the Sure Start Centre and Nursery or 10,847m<sup>2</sup> excluding the Sure Start Centre and Nursery. The Primary</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST24 NP04 Ollerton Road</b>			
		<p>Academy operates on a constrained site with no additional land available for expansion.<sup>60</sup> Nottinghamshire County Council<sup>2</sup> states that a 210 pupil Primary School requires a gross area of 10,900m<sup>2</sup>, with a 420 pupil Primary School requiring a gross area of 19,300m<sup>2</sup>. With the increased pupil numbers arising the Tuxford Primary Academy will potentially have a total of 392 pupils.</p> <p>The<sup>61</sup>. Tuxford Primary Academy site is only sufficient in size for a 210 pupil school which is in fact less than its designed capacity. With the predicted impact of the developments proposed in Tuxford the school site will be around 8,450m<sup>2</sup> too small. This will substantially harm primary education in Tuxford and as such the Local Plan should be planning for a second site for the school or the relocation of the school to a new site and redevelopment of its existing site for housing. In this respect there would seem to be more logic in planning for a more comprehensive development centered on NP11, the Ashvale Road committed housing site and a new primary school created as part of an extended education campus next to Tuxford Academy.<sup>2</sup> Strategic Planning of School Places - areas of land required for schools based on current DCSF guidance<sup>Other Matters</sup><sup>62</sup>. The proposed allocation would require the diversion of a low voltage electricity line, although not uncommon the required re-routing would need to be along the eastern site edge and along Long Lane which would not aid a layout that could successfully integrate with the existing built form.<sup>Conclusion</sup><sup>63</sup>. For the reasoning set out above we consider that the proposed allocation would have an unacceptable:· landscape and townscape impact;· relationship to existing built form;· impact on the significance, character and appearance of designated heritage assets;· relationship to nearby land uses including the nearby wind turbine;· level of accessibility;· impact on highway and pedestrian safety; and· impact on Grade 2 agricultural land.<sup>64</sup>. Consequently the proposed allocation would fail the tests of soundness as explained earlier and it would not constitute sustainable development.<sup>Change Requested</sup><sup>65</sup>. Delete the proposed site NP04 and consider other reasonable alternatives such as site NP11 Land off Lodge Lane which could prevent strategic benefits of securing access and connectivity through to Tuxford Academy; would have a better relationship to existing built form brought about by the industrial estate and rail lines; and remove what would otherwise become a remnant piece of land left isolated from wider farmland</p>	
REF198	Consultant	<p>Policy 24 Site NP04 This site should not be included, its assessment is flawed. page 98 Tuxford does not have a Neighbourhood Plan therefore its inclusion, if based on this document, is incorrect.</p> <p>In terms of location, it is on the very edge of the town on a main entrance to Tuxford. It will extend Tuxford into the viewed open countryside which in itself will have a very negative effect on the town.</p> <p>It has heritage and conservation constraints and did not score as well as other promoted sites in Tuxford.</p> <p>The site at St John's College Farm is a far better site with excellent existing connectivity infrastructure. It is surrounded on 2 sides by housing and does not affect the visual attractiveness of the entrances to Tuxford.</p> <p>This policy needs to be readdressed.</p>	Tuxford does have a made Neighbourhood Plan. However that plan does not have identified development sites and the town council are now in the process of reviewing such work. The smaller area identified at NP04 has considered the environmental and heritage issues. The appropriate stakeholders and departments have been consulted as part of the process.
REF201	Severn Trent	<p>There are surface water sewers detailed within the vicinity of the site, it is therefore not anticipated that any surface water connection to the foul sewer will be permitted. Severn Trent would note that whilst Policy 24 section 1 states the need for high quality Sustainable design, there no definition of what this means, we would therefore recommend that statements are included to highlight that development should incorporate Water Efficient Design, SuDS and the Drainage Hierarchy. Development should also consider Water re-use where appropriate.</p>	A reference to water efficiency will be included within a revised Policy for the site.
REF222	Notts CC	<p>Strategic Highways Part 4, a) (i) - one point of access from Ollerton Road and a layout suitable for the provision of public transport up to the southern boundary of the site.</p>	Thank you for your comment.
REF273	Anglian Water	<p>No reference is made to the inclusion of water efficiency/re-use or SuDS provision unlike other housing allocation policies for Retford. We would ask that the criteria be consistently applied to all</p>	A reference to water efficiency will be included within a revised Policy for the site.



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		residential allocation sites. Please see suggested changes to the wording of the Bassetlaw Garden Village policy for the wording to be used.	
REF389	Resident	<p>My views on the housing plan for Tuxford. I am afraid I do not have any policy numbers as I am not online.</p> <p>My main concern is the use of Gilbert Avenue as an exit for the houses on the play area. Tuxford has three very good youth football teams where are they going to play if you build or use their field as an exist road. Surely Lodge Lane would be a more sensible exist for the house behind this field, thus saving the field for all Children. Gilbert Avenue is a nightmare as far as traffic is concerned, you should be looking at ways to improve not make matter worse.</p> <p>Lots of children live on this estate so you should be looking at ways to make a safe place for them to live and play, not increasing the traffic flows thus making it unsafe. The ideal place to build is either Marnham Road or Ollerton Road.</p> <p>Another great problem Tuxford as a whole is the drains. Lincoln Road has been closed recently due to raw sewage running down the road. This is not the first time problems have occurred, nor is it the only place. The whole sewage system wants a big overall before any more houses are built.</p>	The amount of public open space would remain the same. However, if there was a proposal on the land to the south of Gilbert Avenue then this would provide a better recreational facility than the current one.
REF429	Resident	<p>I object to the siting and size of this proposed development on the following grounds:• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites. • 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents. • 7.11.4 on page 97 states vehicular access will be from Ollerton Road. Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford, “large loads from the</p>	The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments. A new footway on Ollerton Road from site NP04 into town is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <ul style="list-style-type: none"> <li>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.and POLICY ST39: Promoting Healthy, Active Lifestyles on page134 states:-B. Healthy, active and safe lifestyles will be enabled by7. ensuring that the current air quality in the District is maintained and, where possible improved; 8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change; Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action.However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</li> <li>• 6.6.3 on page 64 states, “Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land.” The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</li> </ul>	<p>required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF430	Resident	<p>I object to the siting and size of this proposed development on the following grounds:• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites. • 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents. • 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.” Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.) Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF431	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <ul style="list-style-type: none"> <li>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</li> </ul> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <ol style="list-style-type: none"> <li>7. ensuring that the current air quality in the District is maintained and, where possible improved;</li> <li>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</li> </ol> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <ul style="list-style-type: none"> <li>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</li> </ul>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF432	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF433	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF434	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF435	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF436	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF437	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF438	Resident	<p>The public footpath and road from the pastures along Ollerton Road going into Tuxford narrows. At present 2 people can pass each other comfortably, this is made worse when vehicles park on or halfway on the pavement and someone on a mobility scooter, pushchair and wheelchair have to go out onto the road to go round that parked car. We have large vehicles now come thundering along this narrow part of Ollerton Road creating a side draft and its quite frightening fir a normal able bodied person. The young and less mobile person cannot move out of the way quick enough. Ny new build will create an increase of large vehicles into the area and an increase of vehicles to the new properties and put more lives at risk along this already problem neck at Ollerton Road. I object to the siting and size of this proposed development on the following grounds:• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites. • 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents. • 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments. A new footway on Ollerton Road from site NP04 into town is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <ol style="list-style-type: none"> <li>7. ensuring that the current air quality in the District is maintained and, where possible improved;</li> <li>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</li> </ol> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF439	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	
REF440	Resident	<p>Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments. A new footway on Ollerton Road from site NP04 into town is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39:</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also included to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any "known" planning constraints and those are taken into account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST24 NP04 Ollerton Road</b>			
		<p>Promoting Healthy, Active Lifestyles on page 134 states:- B. Healthy, active and safe lifestyles will be enabled by 7. ensuring that the current air quality in the District is maintained and, where possible improved; 8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change; Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford. • 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	<p>west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be a requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>
REF440	Resident	<p>We would also like to note that when the traffic is running freely on Ollerton Road (as it often does outside peak hours) there is a tendency for vehicles to travel too fast in both directions, not taking into account the SPEED limit parked cars etc. Many vehicles do not slow to 30mph as soon as they should if at all, whilst others travelling were often speed up before the end of the 30mph zone. Perhaps this could be considered along with any investigation into traffic congestion. Thank you.</p>	<p>Any necessary improvements to the existing highway network will be considered through the planning of the site. Any additional infrastructure requirement(s) will be identified within a revised policy for the site.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF441	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF442	Resident	<p>Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments. A new footway on Ollerton Road from site NP04 into town is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <ul style="list-style-type: none"> <li>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</li> </ul> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <ol style="list-style-type: none"> <li>7. ensuring that the current air quality in the District is maintained and, where possible improved;</li> <li>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</li> </ol> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <ul style="list-style-type: none"> <li>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also included to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any "known" planning constraints and those are taken into account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be a requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local Plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF443	Resident	<p>Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.</p> <p>A new footway on Ollerton Road from site NP04 into town is also proposed, but considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view.</p> <p>Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <ul style="list-style-type: none"> <li>• Healthy and active lifestyles on page 133 states:-</li> </ul> <p>9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and</p> <p>POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-</p> <p>B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved; 8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action.</p> <p>However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <ul style="list-style-type: none"> <li>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land."</li> </ul> <p>The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also included to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any "known" planning constraints and those are taken into account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be a requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local Plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF444	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF445	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF446	Resident	<p>I object to the siting and size of this proposed development on the following grounds:• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites. • 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents. • 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</p>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF447	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF448	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>



REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF449	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST24 NP04 Ollerton Road			
REF450	Resident	<p>I object to the siting and size of this proposed development on the following grounds:</p> <ul style="list-style-type: none"> <li>• 7.11.1 on page 97 states “The inclusion of the site reflects the communities aspirations for Tuxford identified at a community consultation event held for the emerging Neighbourhood Plan in September 2019.” This is not true, as 41% responded No to NP04 – one of the highest negatives of any of the proposed sites.</li> <li>• 7.11.3 on page 97 states “The Land Availability Assessment 2020 2 identified the location as suitable to contribute to the housing requirement in Tuxford and the site as deliverable from 2026.”The Land Availability Assessment 2020 on site LAA476 in the column Potential impact on landscape, heritage and nature conservation contradicts itself. In stating the northern part of the site is within the Conservation Area and “topography, with the land sloping downhill to the north. No important views would be affected by development here”. It then states in reference to the southern part of the site that “Conservation would not support the allocation of that part of the site” because it would be visible from Newcastle Street/Egmanton Road. It qualifies the lack of support because “Views from the road into the open countryside are an important part of the rural character of the Conservation Area and its setting.”No mention is made of the views west which are visible from Ollerton Road, The Pastures, Newcastle Street / Egmanton Road and properties on Long Lane. Indeed, the view and peaceful location was surely one of the considerations when Bassetlaw Council originally built the Over 60’s bungalows on The Pastures with the gardens adjoining the arable land. The small part of the original LAA476 now selected as the proposed site NP04 being the closest possible site to the bungalows, which will therefore have a profound adverse effect on the view and other environmental aspects for those elderly residents.</li> <li>• 7.11.4 on page 97 states vehicular access will be from Ollerton Road.Although “Further detailed assessment of vehicular traffic upon the highways network will be evidenced through a Transport Assessment for the site.” it is well known that the junction B1164 Eldon Street/A6075 Ollerton Road is already a major problem. Indeed, in the Bassetlaw Local Plan Transport Study Update, No. RT102341 January 2019 from the original 2010 study identifies one of the known issues on the County Highway Network as:-“Tuxford - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.”Considering the amount of traffic accessing the Ollerton Road Industrial Estate has increased massively since that original 2010 study, particularly within the last 2-3 years, it is questionable how any improvement can be helped by the potential extra vehicles of residents who will occupy the planned development of 90 houses on NP04 (2011 census showed 80% of households in Bassetlaw have at least 1 vehicle, 36% more than 1 vehicle, and 81% of residents in Bassetlaw travel to work by car.)Quoting from Cllr J Ogle’s objections to DBLP in the Consultation Responses 2019 and with reference to Tuxford,“large loads from the present industrial commercial area have to travel through the centre to access the A1. A low bridge at Boughton prevents these loads from accessing Ollerton and the A614. Tuxford is the only access. Residents are now suffering environmental and congestion penalties.”The traffic flow between 0600 – 0900 and 1600 – 1830 each weekday on the last half kilometre of the A6075 West approaching the junction in Tuxford is already horrendous. At these peak times the traffic is regularly stationary from the Industrial Estate down to the junction. The vehicular access into the proposed site NP04 would have to be within this already over-used stretch of road. It can be anticipated that residents of the proposed development would also mainly wish to access Ollerton Road within these peak times for work / school journeys, thereby increasing the strain. Although Policy 24 proposes improvement of pedestrian access into town via Long Lane, it is most likely that residents will copy existing residents of Tuxford and the local area and visit the shops in town as they return home in their cars. The small amount of parking provided by the car parks on Newark Road and behind the Tuxford Working Mens Club (Ollerton Road), are already insufficient and a constant interchange of cars parking on Newcastle Street and Eldon Street is the norm, and can only be increased by the new developments.A new footway on Ollerton Road from site NP04 into town is also proposed, but</li> </ul>	<p>The consultation on sites in September 2019 was for potential sites within the review of the Tuxford Neighbourhood Plan. These sites were consulted on as original sites and any identified constraints such as landscape and heritage were also include to give residents the information they required for them to make the appropriate comment. Although there was a generally negative response, this was for a much larger area that covered a significant area of land to the west. When considering the response, the Council decided that a smaller area – adjacent to the Pastures – would provide an opportunity for some, limited, growth whilst reducing any additional impact on the environment or on existing infrastructure. The Land Availability Assessment provides information on any “known” planning constraints and those are taking in to account when looking at the potential area of development. Consultation also took place with the relevant departments and stakeholders when the Council considered the site. The views to the west of the sites are not considered to be of a public benefit unless they are viewed from a public place or highway (including public rights of way). Views to the west from properties are considered private views and are not a planning consideration. However, any key advantage point to a particular view from a public place will be considered in a revised policy for the site. Nottinghamshire County Council Highways are considered throughout the process. They have raised issues with traffic congestion in Tuxford, but there are no concerns about the scale of development on the proposed site. Necessary highway improvements will be requirement for the development. Bassetlaw District Council refer to NCC Highways for their comments on the existing highway capacity in Tuxford. They have stated that a Transport Assessment for the site will be required as part of a planning application. Comments from Councillor Ogle are welcome and we have invited comments from all stakeholders about the Local plan and their comments will be considered. Although Air Quality in Tuxford is an identified issue, this is largely due to the use of vehicles through the town and along the A1. The proposed site at Ollerton Road will provide a direct pedestrian route via Long Lane to the town centre which will reduce the need for car journeys to access schools and services. The Local Plan is, where possible, trying to reduce the need for greenfield development. However, in some places, such as Tuxford, there is little existing brownfield land to use to accommodate the number of properties identified for the town.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST24 NP04 Ollerton Road</b>			
		<p>considering the current traffic flow alongside, including a large percentage of HGVs, and the narrowness of the road this would not seem to be a realistic proposal from a safety point of view. Another consideration of the access onto Ollerton Road is during the proposed development of the site and the heavy plant needing to access the site. Such plant would have to come through the centre of Tuxford and the problem junction, exacerbating the flow-through problems already existing. This increase in heavy category vehicles could be expected to adversely affect the lower eastern end of the A6075 West and the junction with the B1164 for anything from two to several years.</p> <p>• Healthy and active lifestyles on page 133 states:-9.1.5 Additionally, people need to be able to access a choice of facilities and activities to enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.</p> <p>and POLICY ST39: Promoting Healthy, Active Lifestyles on page 134 states:-B. Healthy, active and safe lifestyles will be enabled by</p> <p>7. ensuring that the current air quality in the District is maintained and, where possible improved;</p> <p>8. creating high-quality and inclusive environments incorporating Active Design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards and climate change;</p> <p>Monitoring of Air Quality in Tuxford by Environmental Health BDC indicates that Tuxford has the highest level of background particulate matter in Bassetlaw, although just under the levels acceptable according to the relevant European Directive and therefore presently below the level at which the council would be required to take action. However, it should be noted that monitoring of the air quality in Eldon Street close to the junction with Ollerton Road was higher than that monitored at the Lincoln Road A1 overpass. Yet the proposed development of site NP04 would surely increase the level of pollutants even further due to the increase in traffic flow at the junction and throughout Tuxford.</p> <p>• 6.6.3 on page 64 states, "Development should recognise the intrinsic character of the countryside, including the value of Grade 1, 2 and 3a agricultural land." The site NP04 is Grade 2 Agricultural Land and is considered one of the best pieces of Agricultural Land in the district.</p>	
REF453	Resident	<p>ST24</p> <p>I think NP04 is a better site for housing the services wouldn't affect an already old and failing service system. Personally I'm not in favour of any more building in Tuxford, roads, junctions, schools, doctors, sewers, parking are all under stress as it is. Extra housing extra people, children and services requires not so good for an already stretched village/town. We have no public toilets, village hall or extra spaces within Tuxford's school catchment. Building outside of this village with new drains, roads etc would be better than tagging on and cramming in which is what you are proposing. You asked which sites we would prefer then discounted those everything in this village comes and goes along the very overcrowded and heavily polluted A6075 this would only get worse with any building within Tuxford.</p>	Existing infrastructure is considered during the site allocations process. Consultation is undertaken with all key stakeholders and infrastructure providers to identify whether any new or additional infrastructure is required as part of a new development.
REF454	W. H. Bett and Sons	<p>I am a partner in a farm at Tuxford, and have an interest in the land parcels, on Ollerton Road (ST24) and (ST25) the field behind Tuxford School. I am in favour for these sites to be developed for housing. I feel strongly there is a need for new housing in Tuxford, particularly so that young people can choose to stay in their local area. I would be happy for these parcels to go forward for development.</p>	Thank you for your comment