

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST50-Promoting Sustainable Transport			
REF047	Sport England	Ensure that Active Design is considered as part of the development process. In addition Strategic Objectives 8 and 9 would be supported and implemented by the use of Active Design.	Noted. Thank you for your comment.
REF136	A and D Architecture	12) Policy STSO should be modified to safeguard pedestrians against inappropriate cyclist speeds on shared networks by modifying the text of subsection B1 as follows "B 1 Measures to facilitate and encourage safe access by cycle and foot including measures to calm cycle speeds where these might otherwise endanger pedestrians"	The revised policy also includes a reference to "highway safety" which has also been raised by NCC.
1195060	Resident	Improved , affordable, frequent and well run public transport needs to be a key feature in any further housing development as key routes in and out of Retford are already under severe pressure and certain times in the day	Noted. Thank you for your comment.
1195216	Resident	Each new house built should have mandatory 2 off road car parking spaces	This will depend on how many bedrooms are proposed per dwellings as are the standards of Nottinghamshire County Council
1196005	Resident	Cycleways should, wherever possible, be provided in separate lanes to vehicular traffic in order to improve user safety and to encourage greater use of bicycles and e-bikes in and around Bassetlaw's urban areas. While there is obvious merit in providing recreational routes, a strong emphasis should be given to connecting residential areas to the town centre and areas of employment, along with connectivity between Worksop/Retford and their respective outlying settlements. The terrain in the district means that if the infrastructure is in place, cycling could be a far more viable mode of transport.	Noted. Thank you for your comment. Cycle and pedestrian infrastructure is an important contribution towards sustainable development. The Local Plan will support appropriate new cycle and pedestrian infrastructure within new development and linking to other areas such as town centres or regeneration sites.
REF198	Consultant	Policy ST50 page 157 With the exception of item 3, there is nothing other than lip service paid to the overwhelming issue/blight of the rural areas. That is the lack of a workable, sustainable and fit for purpose public transport system. There is no thought on how this can be achieved, just a hope that public transport enhancement can be achieved. As we all know, public transport is in the private sector and there is nothing developers can do about this. We live in a socialist led Council and have done for many years but there has never appeared to be the slightest hope that investment/subsidy by the Council, possibly Derek Kitson Architectural Technologist – February 2020 Page 7 partially through the ratepayers, could bring forward a public bus service that serves our rural areas as they need. With such a service in place the rural areas will once again begin to thrive and not become what they now are which is no go areas for younger couples/families who can only find work in the towns and outside the district. A well thought out local bus service using, wherever possible, buses that suit the route and occupancy levels would be a flagship for other areas and make rural living so much more affordable. It would open up the possibility of having better and larger employment opportunities district wide. It is for this Council to seize the initiative and promote rather than hope for such a system.	Bassetlaw is considered a rural District where 80% of it is open countryside. The level/options of public transport is limited and some communities have very few bus services. The Local Plan is supportive of improved public transport in the rural area and the redevelopment of large sites in this area will support the need/ viability for additional services being made or existing services being improved. The potential for a new train station in Bassetlaw is also of benefit as this could improve connectivity between the town and to neighbouring places such as Sheffield.

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REF222	Notts CC	A Rapid Health Impact Assessment (HIA) has been conducted using the Nottinghamshire Rapid Health Impact Assessment Matrix which is detailed in Appendix One. The HIA has highlighted 5 elements which will need to be considered as specific recommendations, these are outlined within the relevant section and again within appendix one. In relation to accessibility and active transport, it is recommended that the relevant polices set the requirement to ensure there are accessible buildings and places to enable access to people with mobility problems or a disability.	Noted. Thank you for your comment.
REF272	NHS Bassetlaw CCG	<ul style="list-style-type: none"> In relation to transport we also appreciate the significant impact this can have to support people to remain active, in employment, promote community connectedness, support economic growth etc. We would encourage BDC to ensure there is extensive community transport links for all developments which are also compatible with environmental sustainability and limit air pollution. We would also encourage any new housing growth to be based on the concept of adaptability and fully incorporate the 'Internet of Things' so that all new housing offers flexible adaptation for residents as they transition throughout their life rather than creating additional demand for specialised housing in the future. 	The District Council has an active role in support community transport operations throughout the District. The Council also works closely with NCC and transport providers to make sure the services provided are the most effective and accessible to rural communities and those that need it.
REF281	Notts Campaign to Protect Rural England	We welcome this policy, especially "B. All developments of 10 or more dwellings and non residential development of 1000sqm or more floorspace, will be supported subject to the provision of: <ul style="list-style-type: none"> - Measures to facilitate and encourage safe access by cycle and foot; - Protection of, connection to, and extension of where practicable, existing pedestrian, cycle and equestrian routes as part of a convenient, safe and attractive network for users; - Public transport enhancement where justified, including measures to encourage public transport use". The recognition in 3. that measures to encourage public transport use will (often) be needed is welcome. Rigorous assessments independent of applicants and developers will, however, be necessary to ensure that the "where justified" condition in 3. is not used as a reason not to provide public transport alternatives.	Noted. Thank you for your comment.
REF283	Resident	ST50 156 11.2 Whilst recognising the need to prioritise walking and cycling infrastructure in the Main Towns and Large Rural Settlements, it omits potential links between them which could form components of longer-distance routes, eg. Retford – Sutton-cum-Lound; and Worksop – Carlton-in-Lindrick – Langold. The Context (3.19) has expanding the network as a priority.	Noted. Thank you for your comment.
1197288	Resident	Developing a railway station at the Bassetlaw Garden Village is a brilliant plan. There must be careful thought given to make sure that train providers are incentivised to provide decent services to Bassetlaw stations. At the moment, for example there is an unworkable gap in trains between Doncaster and Retford at the end of the working day - no trains between 16.26 and 17.46. LNER say this is because they design schedules for cities like Doncaster, with millions of passengers, rather than the thousands from Retford. To make the Garden Village station work, train providers must be required to consider the needs of town commuters who need the trains to work. This is essential to this strategy working without increasing Bassetlaw's carbon debt.	Noted. Thank you for your comment.

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REF404	Resident	<ol style="list-style-type: none"> 1. Propose that the District Council presses for a continuation of the Robin Hood rail route (Worksop – Nottingham) as far as the growing town of Retford. 2. Cycle routes in Retford cycle routes are not safe and have not been maintained or developed. Markings and covered tarmac defining the edges of roads as dedicated to cyclists peter out, have worn away, are parked on and are unsafe and inadequate. There has been no action to extend any cycle routes to recent housing developments. 3. Proposal to build a devastating development of zero energy housing we don't need any more devastating units that have been done for years. I propose that BDC takes a stand, shifts up a gear and insists that all new housing is built to zero energy efficiency we have ran out of time. 4. No housing without infrastructure – radical upgrade of schools, public transport, cycles ways, public spaces, medical provision in advance of further population growth. 	The Local Plan supports the improvement to and creation of new sustainable transport modes over the plan period. The proposed new train station at the Garden Village provides sustainable transport infrastructure to accommodate and support the development of the site and reduce the traffic on the A1. It is important that the train station is delivered early on to encourage people to use the facility rather than their car. A new public transport hub will also be created to provide additional bus services to Retford and Worksop. The site, along with other large allocations will also need to provide green infrastructure and improved connectivity to other areas. This could be in the form of footpaths and cycleway.
REF222	Councillor, Notts CC	<p>The plan does not incorporate any community safety policies and should reference issues such as:</p> <ul style="list-style-type: none"> • The plan should prescribe the size of car park spaces which are large enough to use. • Car parking facilities should be designed to have CCTV installed in them as part of the design of a development. • Housing developments should be built with key safes and safes as part of the development process. 	The size of car parking bays and their standard will be subject to the Nottinghamshire County Council parking standards and the advice from the Highways Department.