

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST52 - Provision and Delivery of Infrastructure</b>			
REF115	Canal and River Trust	As explained previously, significant new developments in the vicinity of the canal network place extra liabilities and burdens upon the waterway infrastructure and it is therefore essential that appropriate contributions are secured from developers, where necessary, in order to mitigate the impact of new development on the Trust's assets. We welcome the account given in paragraph policy ST52 that developer contributions will be required to meet the infrastructure requirements of new development, which should account for the potential demands on the wider walking and cycling network in proximity to new development sites.	Thank you for your comments
REF116	Network Rail	It is important that the policies within the Bassetlaw Local Plan reflect the aspirations of Network Rail and the wider rail industry as far as they are known at this stage, and that the plan provides suitable flexibility to support future growth of the railway for both passenger and freight services. The railway network is a vital element of the country's economy and a key component in the drive to deliver the Government's sustainable agenda. Passenger growth of 40% is predicted to 2030 and freight tonnage moved by rail is expected to double in the same period. In addition, Network Rail is a statutory undertaker responsible for maintaining, operating and developing the main railway network and its associated estate. Our aim is to protect and enhance the railway infrastructure; therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will also need to be carefully considered. In relation to the overall plan, we note the policies of the transport chapter and the references in particular to the provision of a new station at Bassetlaw Garden Village, on which we comment separately below. Two general points in relation to the transport policies concern the opportunities for third party enhancements to station facilities in particular (especially where the rail industry is not funded to provide as such, including step-free access at stations) and it is noted that such additional funding may be available through the Community Infrastructure Levy. As such the Policy ST52 is supported but we would ask for some additional comments such as the inclusion of Network Rail as a partner in paragraph 11.4.3, and reference to railways in paragraph 11.4.9 where it should make reference to the need for level crossing safety improvements in particular to be captured through an appropriate S106 mechanism. However we would appreciate further thought as regards the provision of policy wording surrounding level crossings. Network Rail is a statutory consultee for any planning applications proposing development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order). It is important that policies within the plan acknowledge the need for the impact of new development to be assessed and mitigated, both on an individual site by site basis, as well as the cumulative impact of multiple site allocations and/or windfall sites brought forward in the plan period. Within the plan area, there are over 20 level crossings (both pedestrian and vehicular); although it is encouraging to note the commitment to look at the possibility of rationalisation at Bassetlaw Garden Village, the principle applies to development close to or affecting all our level crossings. As such we would advocate a slight change to Policy ST52 to emphasise that there may be some safety related works at crossings also required (this could be covered by a simple alteration to point B2 of ST52, viz. off site capacity and safety improvement works of infrastructure)	Agreed. The Council is working closely with Network Rail through the development of the proposed Garden Village and the associated new Rail Station. The Council has produced technical notes with regard to the proposed Rail Station and understand that Network Rail have been part of its preparation. The Council will continue to closely engage with Network Rail and others through the preparation of the Local Plan.
REF222	Notts CC	Part C. Where off site transport infrastructure is not named on a list of CIL funded schemes then infrastructure will need to be wholly funded by the developer and secured by planning condition i.e. rather collecting money.	Thank you for your comments

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST52 - Provision and Delivery of Infrastructure</b>			
REF299	Gladmans	5.7.1 Gladman note the proposed approach towards infrastructure provision that is set out through Policy ST52. It is intended that the identified infrastructure set out in the Bassetlaw Infrastructure Delivery Plan will be provided through a combination of Community Infrastructure Levy (CIL), Developer Contributions, and appropriate funding assistance from Council's, central Government and funding partners. 5.7.2 The allocation of Bevercotes Colliery as an additional Priority Regeneration Area can provide the necessary mitigation 'across the board' and mitigation measures can be included as part of appropriate conditions or planning obligations associated with the redevelopment of the site where necessary.	Thank you for your comments
REF310	P&DG	Policy ST52 sets out the Council's draft Planning Obligations. Within the Draft Charging Schedule January 2020, it states that a draft charge of £25 per m <sup>2</sup> for residential development. The NPPF states the importance of small and medium sites in meeting housing requirement of an area, however it is expected that small-to-medium housebuilders would operate on these smaller sites and it is these smaller developers which may be disproportionately effected by the implementation of a standard CIL charge on residential floorspace at the currently specified thresholds. We are also aware that the implementing a review mechanism within the Section 106 agreements is becoming more widespread within Local Plans. However, P&DG would suggest that this review process needs to be mutually operative to both the applicant and the local planning authority. Part F of Policy ST52 states that the "council will consider a review mechanism in a S106", however the wording of this implies the right to exercise this is for the local authority.	Agreed. Thank you for your comments.
REF346	Doncaster Council	This Policy states that "The Council will work with neighbouring Local Authorities and infrastructure partners to ensure that the growth over the plan period is supported by necessary infrastructure in a timely manner". This should also apply to Doncaster Council as agreed as part of the discussion regarding the Doncaster Local Plan Statement of Common Ground.	Agreed. Thank you for your comments.
REF401	East Markham Parish Council	Provision and delivery of infrastructure needs to be based around size of the housing in any given development rather than amount of housing. 10, 3 bed room houses fall within ST52 but 9, 5 bedroom houses do not. Yet the latter will have a bigger impact on the infrastructure of the village.	Thank you for your comments